

# Centre Area Transportation Authority (CATA)

# DRAFT

## FY 2007/2008 Budget



## CATA

Centre Area Transportation Authority

2081 W. Whitehall Road,  
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## MEMO

To: Member Municipalities of the Centre Area Transportation Authority

From: Hugh A. Mose, General Manager

Re: CATA's FY 2007/2008 DRAFT Budget

Date: April 10 2007

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On behalf of the Centre Area Transportation Authority (CATA) Board of Directors, I am pleased to present for your consideration CATA's FY 2007/2008 DRAFT Budget, as approved by the Board at their March 26, 2007 meeting.

Again this year, developing the CATA budget has been a challenging experience. In early 2005 Governor Rendell "flexed" highway and bridge money to transit to keep the state's public transportation systems afloat until the General Assembly could address the transit funding crisis. CATA was the recipient of some of these flex funds, which enabled us to maintain existing service levels last year. Unfortunately, the "flex" was a one-time stop-gap measure.

Shortly after Governor Rendell flexed highway funds to transit Congress passed, and the President signed, a new federal transportation authorization bill, known now as SAFETEA-LU, which significantly increased federal formula funding for CATA. As a result, this year we were able to increase service slightly and set aside funds to begin the restoration of our bus fleet, which is quickly reaching the end of its expected life. However, these increased federal dollars will not be nearly sufficient to keep up with the escalating cost of putting bus service on the street.

Unfortunately, the General Assembly has still not addressed the matter of transportation funding, and as a result, CATA is once again at the edge of the abyss, financially. For FY 2007/2008 we should be able to keep our current program intact by drawing down our year-end carry-forward of unspent federal funds. However, if the state does not increase transit funding by the time we put together next year's budget, deep cuts in service and/or large fare increases will be an absolute certainty.

With no new funding to draw on, again this year CATA will be unable to keep pace with the growing demands for public transportation in the Centre Region and the outlying areas of the County. The only service enhancement we can offer is the extension of the P (Park Ave.) Route to the University Park

Airport, five trips each weekday. While this level of service is marginal at best, it will allow us to begin running Centre Ride to the Airport, which is a significant enhancement for persons with disabilities and seniors.

Not only that, but as traffic congestion increases, particularly in the North Atherton corridor, on the Penn State Campus and in downtown State College, we are having to lengthen the running times for buses on several routes. The inevitable result is longer “headways” between buses, which decreases both our passenger carrying capacity and the quality of service we can provide to our riders. While we can add “tripper” buses to maintain capacity, running a bus only once every 35-45 minutes in our busiest commercial corridors is certainly no way to attract and retain riders.

In their annual budget deliberations, the CATA Board of Directors discussed at length the matter of a fare increase. Even though it has been five years since Centre Line fares were raised, the Board decided to hold off one more year on raising cash fares and pass and token prices. However, it should be noted that the large majority of CATA riders are riding on programs under which entities such as apartment complexes, employers and the University pre-pay for bus service, and these rates are negotiated upward each year.

Understanding that this year there might be resistance to the same percentage increase in local shares for the Operating Budget that CATA has been granted the last several years, we are requesting only a collective 4.0% increase from our municipal funding partners. This amount, along with the shares contributed by several outlying municipalities and Penn State, represents a local commitment of \$419,795, which is less than 5.0% of the cost of CATA’s operations.

For the Capital Budget, the annual contribution to the Capital Reserve Account established 6 years ago is increased 4.0%, from \$60,000 to \$62,400, at the request of the COG Finance Committee. This increase, along with similar ones over the next few years, will even out the anticipated need for additional funds to support several large bus replacement projects on the five-year horizon. This year, the \$62,400 requested is substantially more than the required 3-1/3% share of current projects for which local capital funding has not yet been provided. As was anticipated when the Capital Reserve was created, the excess will be held in the account until needed in future years.

As is the case each year, the increase in local shares is not distributed evenly among the participating municipalities. This year the largest increases occur in Ferguson and Patton Townships, mainly the result of the service enhancements made last fall to address growing demand in the North Atherton corridor. Also affecting all Centre Region municipalities, especially Harris Township, is the increase in the “regional” component of the local share associated with the P Route, now that it will extend out to the University Park Airport.

I and my colleagues on the CATA staff, as well as members of the CATA Board of Directors, will be pleased to meet with the COG Finance Committee, the COG General Forum and the Boards of Supervisors and Councils of the individual municipalities to discuss the details of the budget and address any issues you may have.

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## SECTION I

### BUDGET SUMMARY AND LOCAL SHARES

#### Introduction

The following five pages contain a line-item summary of the FY 2007/2008 Draft Operating Budget, presented in the standard COG Format to facilitate review by the COG Finance Committee, elected officials of CATA's member municipalities, and other local officials.

Also included is a one-page summary, designed to replicate the COG Format, which identifies those capital items for which CATA is requesting local share of 3 $\frac{1}{3}$ %, the minimum required to match state and federal capital assistance. This year, at the request of the COG Finance Committee, the local match amount is increased from \$60,000 to \$62,400, in anticipation of higher capital funding needs in future years. Because the total local funding request for capital projects for the current year is below \$62,400, the difference of \$25,734 is added to the Capital Reserve Account, established six years ago to stabilize annual capital funding requirements from year to year.

Following the tables is a narrative describing the calculation and allocation of local shares. The text is accompanied by the spreadsheets used to calculate the miles of service in each municipality, estimate a regional factor for each route, and finally allocate the required local share by route among the participating municipalities and Penn State.

The complete budget, with an overview of transit funding and narratives explaining each individual line item, can be found in Section VI - Operating Budget.

The table below provides a summary of the total and individual local operating and capital contributions requested for FY 2007/2008.

#### FY 2007/2008 Local Shares: Operating and Capital

	<b>OPERATING</b>	<b>CAPITAL</b>	<b>TOTAL</b>
State College Borough	\$ 78,882	\$11,725	\$ 90,607
Ferguson Township	\$ 77,610	\$11,537	\$ 89,147
Patton Township	\$ 63,347	\$ 9,416	\$ 72,763
College Township	\$ 51,021	\$ 7,584	\$ 58,605
Harris Township	\$ 22,170	\$ 3,295	\$ 25,465
Bellefonte Borough	\$ 14,598	\$ 2,170	\$ 16,768
Spring Township	\$ 14,746	\$ 2,192	\$ 16,938
Benner Township	\$ 4,261	\$ 633	\$ 4,894
Penn State University	\$ 93,160	\$13,848	\$107,008
<b>Total Operating and Capital</b>	<b>\$419,795</b>	<b>\$62,400</b>	<b>\$482,195</b>

ANNUAL OPERATING BUDGET

COG FORMAT

COMPARATIVE DETAIL OF REVENUES

AGENCY: Centre Area Transportation Authority

Acct. No.	Account	Budgeted Receipts 2005-2006	Actual Receipts 2005-2006	Budgeted Receipts 2006-2007	Estimated Receipts 2006-2007	Anticipated Receipts 2007-2008
	<b>CASH BALANCE</b>	N/A	N/A	N/A	N/A	N/A
	<b>DEPARTMENT REVENUES</b>					
	Interest Earnings	6,500	19,849	17,000	17,000	17,000
	<b>Subtotal</b>	<b>6,500</b>	<b>19,849</b>	<b>17,000</b>	<b>17,000</b>	<b>17,000</b>
	<b>INTERGOVERNMENTAL REVENUE</b>					
	<b>FEDERAL GRANTS</b>					
	CMAQ Projects	0	0	0	48,000	100,000
	Transportation Planning	0	0	0	0	0
	Operating Assistance:					
	Annual Apportionment +	1,063,495	1,839,683	1,852,952	1,817,883	1,817,883
	Prior Year Carry-In +	197,645	335,610	502,230	552,792	930,620
	** Transferred =	0	0	0	0	0
	* Total Operating Available:	1,261,140	2,175,293	2,355,182	2,370,675	2,748,530
	Total Operating Used:	1,030,140	1,622,501	2,050,420	1,440,055	2,298,032
	* Total Operating Not Used:	231,000	552,792	304,762	930,620	450,471
	<b>Subtotal</b>	<b>1,030,140</b>	<b>1,622,501</b>	<b>2,050,420</b>	<b>1,440,055</b>	<b>2,298,032</b>
	<b>STATE/SPECIAL GRANTS</b>					
	Senior Citizen Free Transit	48,000	43,707	45,500	48,000	48,000
	Senior Citizen Shared Ride	182,000	165,733	178,000	156,600	156,000
	Transportation Planning	0	0	0	0	0
	Operating Assistance	922,716	922,716	937,722	937,722	937,722
	Act 26 for Asset Maint.	310,837	281,180	283,712	283,712	283,712
	Act 3 Supplemental Funding	541,270	541,294	539,739	539,739	539,739
	New State Funding	671,041	0	448,372	448,372	0
	Welfare to Work Grant	0	0	0	10,080	0
	Special Demonstration Grants	0	0	0	0	0
	RideShare Support	31,310	31,311	32,875	32,875	34,190
	<b>Subtotal</b>	<b>2,707,174</b>	<b>1,985,941</b>	<b>2,465,920</b>	<b>2,457,100</b>	<b>1,999,363</b>
	<b>MUNICIPAL CONTRIBUTIONS</b>					
	Bellefonte Borough	12,668	14,668	14,731	14,731	14,598
	Benner Township	0	0	2,174	2,174	4,261
	College Township	54,024	54,024	50,202	50,202	51,021
	Ferguson Township	64,191	64,191	72,202	72,202	77,610
	Harris Township	21,496	21,496	20,673	20,673	22,170
	Patton Township	53,138	53,138	57,970	57,970	63,347
	Penn State University	81,651	81,651	85,732	85,732	93,160
	State College Borough	75,127	75,127	81,858	81,858	78,882
	Spring Township	14,091	14,091	14,263	14,263	14,746
	<b>Subtotal</b>	<b>376,386</b>	<b>378,386</b>	<b>399,805</b>	<b>399,805</b>	<b>419,795</b>

\*Memo item only where shaded; only actual amount used added in those columns. \*\*Transfer to Capital Program.

Prepared 3/22/07 **ANNUAL OPERATING BUDGET** **COG FORMAT**

COMPARATIVE DETAIL OF REVENUES						
AGENCY: Centre Area Transportation Authority						
Acct. No.	Account	Budgeted Receipts 2005-2006	Actual Receipts 2005-2006	Budgeted Receipts 2006-2007	Estimated Receipts 2006-2007	Anticipated Receipts 2007-2008
	<b>MISCELLANEOUS REVENUE</b>					
	Farebox	504,000	568,092	620,000	607,000	625,200
	"ONEPASS"	390,000	453,912	450,000	485,000	499,550
	Football Shuttle	29,000	42,251	40,000	45,840	48,400
	Paratransit	96,000	94,272	103,000	80,000	85,000
	Special Purchase of Service	1,017,000	907,123	905,600	986,100	1,061,000
	LOOP Revenue	1,447,000	1,509,130	1,583,900	1,600,000	1,663,600
	Charter Service	0	292	0	0	0
	Advertising	32,000	23,481	24,800	20,700	20,700
	Vehicle Lease & Rental	0	0	0	0	0
	Miscellaneous	<u>2,100</u>	<u>19,278</u>	<u>2,100</u>	<u>9,100</u>	<u>5,600</u>
	<b>Subtotal</b>	<b>3,517,100</b>	<b>3,617,831</b>	<b>3,729,400</b>	<b>3,833,740</b>	<b>4,009,050</b>
	<b>TOTAL:</b>	<b><u>7,637,300</u></b>	<b><u>7,624,508</u></b>	<b><u>8,662,545</u></b>	<b><u>8,195,700</u></b>	<b><u>8,843,240</u></b>

CENTRE REGION COUNCIL OF GOVERNMENTS

## ANNUAL OPERATING BUDGET

## COG FORMAT

## COMPARATIVE DETAIL OF APPROPRIATIONS AND EXPENDITURES

## AGENCY: Centre Area Transportation Authority

Acct. No.	Account	Budgeted Appropriation 2005-2006	Actual Expenditure 2005-2006	Budgeted Appropriation 2006-2007	Estimated Expenditure 2006-2007	Anticipated Expenditure 2007-2008
	<b>PERSONNEL</b>					
	Salaries (Staff)	893,800	915,025	1,011,045	1,027,000	1,129,300
	Salaries (Part-Time Interns)	0	0	0	0	0
	Drivers' Wages	2,532,700	2,478,928	2,756,100	2,631,800	2,818,240
	Maintenance Wages	483,300	484,085	571,000	566,500	608,000
	Employee Benefits	1,696,000	1,644,277	2,013,300	1,823,700	2,078,500
	<b>Subtotal</b>	<b>5,605,800</b>	<b>5,522,315</b>	<b>6,351,445</b>	<b>6,049,000</b>	<b>6,634,040</b>
	<b>OPERATING EXPENSES</b>					
	<b>MAINTENANCE</b>					
	Revenue Vehicle Maintenance	265,000	227,613	265,000	300,000	285,000
	Service Vehicle Maintenance	3,800	3,594	4,000	3,100	3,300
	Radio Maintenance	7,400	5,566	6,300	6,300	8,800
	Building & Equipment Maintenance	70,000	92,007	84,000	119,000	124,000
	Uniforms & Accessories	11,500	11,188	16,500	13,000	14,000
	Contract Maintenance	5,900	5,274	5,600	5,600	9,000
	Utilities	98,000	106,019	120,000	110,000	114,500
	Paratransit	10,600	14,656	14,000	14,000	16,000
	Training	6,000	4,928	5,500	5,500	6,600
	Miscellaneous	8,000	10,130	8,200	15,000	15,000
	<b>Subtotal</b>	<b>486,200</b>	<b>480,975</b>	<b>529,100</b>	<b>591,500</b>	<b>596,200</b>
	<b>TRANSPORTATION</b>					
	Revenue Vehicles - Tires	46,000	43,840	48,600	49,000	50,000
	Service Vehicles - Tires	600	213	1,100	400	450
	Revenue Vehicles - Fuel & Lube	573,000	743,018	763,000	549,000	590,450
	Service Vehicles - Fuel & Lube	12,800	11,561	15,000	19,300	21,300
	Safety & Training	20,500	19,981	26,000	26,000	28,300
	Insurance	184,000	159,654	179,000	160,000	164,300
	Vehicle Lease	0	0	0	0	0
	Shelters & Signs	5,500	3,959	5,000	3,500	4,000
	Paratransit	394,300	365,949	396,000	360,000	360,000
	Uniforms	2,000	6,078	4,200	4,800	4,800
	Miscellaneous	7,600	3,972	5,700	10,000	12,400
	<b>Subtotal</b>	<b>1,246,300</b>	<b>1,358,225</b>	<b>1,443,600</b>	<b>1,182,000</b>	<b>1,236,000</b>



**ANNUAL OPERATING BUDGET** **COG FORMAT**

COMPARATIVE DETAIL OF APPROPRIATIONS AND EXPENDITURES						
AGENCY:	Centre Area Transportation Authority					
Acct. No.	Account	Budgeted Appropriation 2005-2006	Actual Expenditures 2005-2006	Budgeted Appropriation 2006-2007	Estimated Expenditures 2006-2007	Anticipated Expenditures 2007-2008
	<b>ADMINISTRATION</b>					
	Temporary Help	2,200	903	1,500	0	1,500
	Insurance	38,000	34,333	36,000	33,000	34,100
	Pass Sales & Supplies	8,500	7,710	9,800	11,600	9,400
	Professional Services	101,500	82,737	118,000	148,000	154,000
	Advertising	15,200	22,690	25,000	21,000	25,000
	Marketing Support	13,400	11,229	18,400	17,000	18,400
	Printing	1,500	549	3,000	1,500	2,000
	Schedule Printing & Design	19,000	16,190	25,600	42,000	30,500
	Telephone	15,800	13,867	18,000	18,000	18,000
	Office Supplies & Services	26,000	18,746	21,000	21,000	21,000
	Dues & Subscriptions	17,100	18,392	21,400	21,400	22,400
	Travel & Meetings	13,000	18,499	18,000	18,000	20,000
	Interest	500	0	0	0	0
	Miscellaneous	8,500	5,321	5,200	7,200	7,200
	Paratransit	18,800	11,827	17,500	13,500	13,500
	<b>Subtotal</b>	<b>299,000</b>	<b>262,993</b>	<b>338,400</b>	<b>373,200</b>	<b>377,000</b>
	<b>TOTAL:</b>	<b>7,637,300</b>	<b>7,624,508</b>	<b>8,662,545</b>	<b>8,195,700</b>	<b>8,843,240</b>

CENTRE REGION COUNCIL OF GOVERNMENTS

ANNUAL OPERATING BUDGET

COG FORMAT

		PERSONNEL SCHEDULE									
AGENCY: Centre Area Transportation Authority		2006/2007	2007/2008	2007/2008	2007/2008	2007/2008	2007/2008	2007/2008	2007/2008	2007/2008	2007/2008
Acct. No.	Account	Salary*	Proposed Salary Range	FICA	Medical Insurance	Workers' Compensation	Retirement	Disability/Life Insurance	Unemployment Insurance		
	General Manager	95,394	N.A. - N.A.	7,590	9,060	293	22,818	609	0		
	Director of Transportation	78,988	59,001 - 83,360	6,592	9,060	255	19,819	516	0		
	Director of Administration	73,320	56,153 - 79,354	5,844	12,632	226	17,570	507	0		
	Human Resources Manager	53,196	50,882 - 71,898	4,272	5,271	165	4,467	380	0		
	Service Development Manager	58,708	48,418 - 68,428	4,905	9,060	190	5,130	426	0		
	Maintenance Manager	55,900	48,418 - 68,428	4,559	5,271	176	4,768	329	0		
	Maintenance Supervisor	47,008	43,876 - 62,000	3,743	12,632	145	3,914	329	0		
	Operations Manager	51,896	50,882 - 71,898	4,323	12,632	167	4,521	379	0		
	Operations Supervisor	40,534	39,741 - 56,151	3,430	9,060	133	3,586	279	0		
	Operations Supervisor	43,654	39,741 - 56,151	3,832	-	148	4,007	329	0		
	Operations Supervisor	45,864	39,741 - 56,151	3,703	9,060	143	3,872	239	0		
	Operations Supervisor	43,654	39,741 - 56,151	3,664	5,271	142	3,831	309	0		
	Operations Supervisor	43,654	39,741 - 56,151	3,598	12,632	139	3,762	309	0		
	Safety & Training Officer	39,572	39,741 - 56,151	3,279	-	127	3,429	269	0		
	Bookkeeper	41,548	32,628 - 46,082	3,458	5,271	134	3,616	209	0		
	Human Resources Specialist	33,280	32,628 - 46,082	2,629	9,060	102	2,749	219	0		
	Bookkeeping Assistant	30,134	26,780 - 37,833	2,481	12,632	96	2,595	219	0		
	Marketing Manager	47,008	41,755 - 59,001	3,781	9,060	146	3,954	338	0		
	Executive Assistant	34,112	31,043 - 43,875	2,821	0	109	2,950	229	0		
	Customer Service Technician	26,650	25,494 - 36,012	2,190	5,271	85	2,290	199	0		
	Receptionist	21,346	20,909 - 29,543	1,733	12,632	67	1,812	179	0		
	Vanpool/RideShare Coordinator	N.A.	31,043 - 43,875	2,375	9,060	92	2,483	239	0		
	<b>SUBTOTAL</b>	1,005,420	-	84,800	174,622	3,276	127,946	7,040	0		
	Part-Time Office Assistant	\$12.81/Hr.	\$11.66-\$16.48/hr.	1,112	0	42	1,163	0	0		
	Part-Time Fare Counter	\$10.51/Hr.	\$10.05-\$14.20/hr.	480	0	18	501	0	0		
	<b>TOTAL:</b>	1,005,420	-	86,391	174,622	3,336	129,609	7,040	0		

**ANNUAL CAPITAL BUDGET  
FY 2007/2008 CAPITAL PROJECT LISTING**

**AGENCY:** Centre Area Transportation Authority

CAPITAL PROJECT DESCRIPTION	Total Estimated Project Cost	Federal Share (80%)	State Share (16 2/3 %) or (96 2/3%)	Local Share -3.33%
<u>VEHICLES AND VEHICLE EQUIPMENT</u>				
Paratransit Vans	250,000	200,000	41,667	8,333
<u>FACILITIES</u>				
Cato Park Facility Upgrades	250,000	0	241,667	8,333
<u>EQUIPMENT</u>				
Advanced Public Transportation Systems	500,000	400,000	83,333	16,667
<u>ASSOCIATED CAPITAL MAINTENANCE</u>				
Major Bus Parts	<u>100,000</u>	0	<u>96,667</u>	<u>3,333</u>
<b>SUBTOTAL CAPITAL EXPENDITURES</b>	1,100,000	600,000	463,334	36,666
<u>OTHER</u>				
Addition to Capital Reserve Account	N/A	N/A	N/A	<u>25,734</u>
<b>TOTAL LOCAL CAPITAL CONTRIBUTIONS</b>				62,400
State College Borough				11,725
Ferguson Township				11,537
Patton Township				9,416
College Township				7,584
Harris Township				3,295
Bellefonte Borough				2,170
Spring Township				2,192
Benner Township				633
Penn State University				13,848

## Local Share Calculation And Allocation

This section of the budget addresses the Authority's local share request for FY 2007/2008, in the amount of \$419,795. While this total represents a 5% increase over the amount provided in FY 2006/2007, note that the total share from the municipalities, not including Penn State University, is 4% over the same amount last year. Additionally, changes in each municipality's share will vary from the overall increase based on mileage, ridership and other factors used in the Miller formula.

Once total local match has been determined, the Authority allocates amounts to each funding partner using a formula which first calculates costs, revenues, and deficit for each route, and then computes federal, state, and local funding needed to finance that deficit. Each route's deficit is then distributed to the municipalities based on mileage operated in each municipality; for certain routes, a second factor allocates a portion of local share on a regional basis. The formula calculates each municipality's share as follows:

### Overview

For many years, the total local share provided was distributed among member municipalities solely on the portion of total system miles operated in each municipality. Each route's mileage in a particular municipality was determined and then added to calculate the percentage of total system miles in that municipality. The resulting percentages were then used to distribute total local funding. This version of the formula did not account for differing levels of cost recovery on each route due to variations in ridership (productivity); two routes with identical mileage were weighted equally in determining local share even if one covered a higher portion of its costs due to higher ridership.

A new formula was developed by Dr. Jim Miller in the early 90's to address this deficiency. It was simplified several years ago, but accomplishes the same result: both the costs of each route and its revenues are used to determine a "net" route deficit which takes into account differing levels of cost recovery. Federal, state and local subsidies are then allocated to each route to cover the deficit.

In FY 1998/1999, the formula was further modified in two ways. First, estimated ridership, mileage, revenue and expense data for the budget year replaced audited data from the most recently completed fiscal year. This change more accurately incorporates the impact of new and/or changed service planned for the budget period. Second, a "regional" component was added to the standard mileage-based portion of the formula to recognize that certain routes benefit the entire community. The formula was again modified in FY 2001/2002 to set the University's local share at the percentage of total system route mileage operated on the LOOPS and LINKs, to avoid extremely low local share requirements on these heavily-subsidized routes.

It is important to note that changes in ridership, cost, and/or mileage data used in the formula impact the percentage of total local share contributed by a given municipality even if total local funding does not change from one year to the next. For example, individual municipal shares will change if ridership on a route changes significantly, even though all other data, such as cost, mileage and total local share do not change from the previous year.

## Details Of The Formula

Note: All data items used in the formula (revenue, expenses, mileage, ridership, etc.) are budgeted or estimated values for FY 2007/2008.

1. Expenses are separated into fixed route and paratransit categories and allocated to each route as follows:

a) Total annual fixed route costs (excluding paratransit service) are divided by total fixed route miles to determine cost per mile of fixed route service.

b) Total miles for each route detailed on the separate “Revenue Milage Allocation” spreadsheet are multiplied by the cost per mile to derive the cost of each fixed route.

c) Total paratransit expenses are added to the fixed route expense of each route by calculating the percentage of total miles for each fixed route and multiplying that percentage times total paratransit expenses. For example, a route with 14% of total fixed route miles will be allocated 14% of total paratransit expenses.

d) Fixed route and paratransit expenses for each route are added for total route expense. The sum of the total expense for each route equals total budgeted expense.

2. Revenues are broken into different categories, depending on their source, for allocation to each route and then subtracted from each route’s expense to determine each route’s deficit before any subsidy funding is applied.

a) Revenues from apartment complex agreements and other contracts that provide fare-free transit on specified routes are allocated directly to those routes.

b) Operating revenues that cannot be directly attributed to specific routes, such as charter revenue, investment income, lottery-funded state senior citizen grants, and miscellaneous revenue, are totaled and allocated to each route based on the percentage of total fixed route miles for each route. For example, a route with 14% of total fixed route miles will be allocated 14% of total non-route revenue.

3. Net Route Expense is the total cost of each route after subtracting the total direct revenue and non-route revenue allocated to each route as noted above.

4. Passenger Revenue includes all receipts from fares, tokens, ONEPASSes, and PSU employee passes sold through the University’s “Ride for Five” program. Total passenger revenue is divided by total fare, token and pass riders to derive a systemwide average revenue per passenger. Total fare, token and pass riders on each route are multiplied by the average revenue per passenger to obtain the passenger revenue for each route.

5. Net Route Deficit is the amount remaining after passenger revenue for each route is subtracted from the net route expense. At this point, total expenses and revenues have been allocated to each route and only subsidy funding remains to be assigned to each route and zero out the deficit.

6. Federal and State Subsidy equals total budgeted federal and state operating assistance, state dedicated funding for asset maintenance, and state supplemental funding.

a) Federal and state subsidies are allocated to each route by calculating the percentage of total net route deficit for each fixed route and multiplying that percentage times total federal and state subsidy. For example, a route with 14% of the total net route deficit will be allocated 14% of total federal and state subsidies.

b) Federal and state subsidies allocated to each route are subtracted from net route deficit for each route to derive the remaining deficit to be funded by local subsidy.

7. Local Subsidy for each route is the amount of deficit remaining after federal and state subsidies have been applied.

The attached spreadsheet shows the above calculations for each route; the last column identifies the total local subsidy required for each route.

### **Allocating Local Subsidy For Each Route**

Once the formula has calculated each route's total local subsidy, those amounts are allocated to each municipality and funding partner using route mileage and, for selected routes, a "regional" factor to account for service which benefits and impacts a wider area than the municipalities in which it operates.

a) For routes with no regional impact, mileage is used to allocate local share by calculating the percentage of miles for each route that are operated in each municipality and multiplying that percentage times the total local subsidy for each route. For example, Patton Township will be allocated 14% of the local subsidy required for a route with 14% of its miles in Patton Township.

b) The regional impact of each route is assessed using three weighted criteria: non-residential destinations served, connections to other routes, and non-productive mileage. For each route, a subjective assessment assigns a score between 0 and 5 for each of the three criteria; these scores are then multiplied by the weight for each criteria and summed, with the sum then used as the percentage of the route's local subsidy to be allocated regionally. The regional portion of the route is allocated based on the current COG formula for Parks and Recreation services. The process is detailed on the attached spreadsheet "Calculation of Regional Factors."

c) For routes that operate outside of the Centre Region, such as the X Route, all mileage outside of the Centre Region is considered "external" and is allocated on a mileage basis to the municipalities, such as Spring Township and Bellefonte Borough, which have contracted with CATA for the service. All mileage on these routes inside the Centre Region is considered to be regional, and allocated based on the COG formula.

d) Once the local, regional and external percentages of each route's total local subsidy have been determined, a complex formula is used to apply those percentages to each route's local subsidy amount, as detailed in the spreadsheet titled "CATA Local Share Allocation - Local, Regional and External Tiers." Note that any Public/Private Partnership funds collected by a municipality to support service on a particular route are subtracted from that route's local subsidy.

e) Once local taxpayer support for each route is determined, that amount is allocated to each municipality based on the local, regional and external percentages. The amounts for each route are then summed to determine each municipality's local support for the coming year. These amounts are then added to any Public/Private Partnership monies expected to be collected to give the total local share required from each municipality. This amount is shown in the long box across the bottom of the spreadsheet. These numbers, plus the local share payment made by Penn State, equal CATA's total local share requirement for the year.

These totals are in turn shown in the following table. Although final details of routing and scheduling for the new fiscal year have not yet been made, the mileage and ridership estimates used in the formula are based on the best information currently available and incorporate the most significant features of planned service for the budget year.

Municipality	2006/2007 Budget	% of total	2007/2008 Proposed	% of total	Percent Change
College Township	\$50,202	12.56%	\$51,021	12.15%	1.63%
Ferguson Township	\$72,202	18.06%	\$77,610	18.49%	7.49%
Harris Township	\$20,673	5.17%	\$22,170	5.28%	7.24%
Patton Township	\$57,970	14.50%	\$63,347	15.09%	9.28%
State College Borough	\$81,858	20.47%	\$78,882	18.79%	-3.64%
Bellefonte Borough	\$14,731	3.68%	\$14,598	3.48%	-0.90%
Spring Township	\$14,263	3.57%	\$14,746	3.51%	3.39%
Benner Township	\$2,174	0.54%	\$4,261	1.02%	96.00%
<b>SUBTOTAL</b>	<b>\$314,073</b>	<b>78.56%</b>	<b>\$326,625</b>	<b>77.81%</b>	<b>4.00%</b>
Penn State University	\$85,732	21.44%	\$93,160	22.19%	8.66%
<b>TOTAL</b>	<b>\$399,805</b>	<b>100.00%</b>	<b>\$419,795</b>	<b>100.00%</b>	<b>5.00%</b>

# REVENUE MILEAGE - ALLOCATION TO MUNICIPALITIES - FY 2007/2008

## March 30, 2007

Route	Service Days	Trips	Mileage	PSU	St. College	Ferguson	Patton	College	Harris	Benner	Spring	Bellefonte
A Park Forest Overlook Hgts. 0.99%	Weekday Trips	5	9.6	0.0	3.7	4.4	1.5	0.0	0.0	0.0	0.0	0.0
	Subtotal Wkdys	255	48.0	0.0	18.5	22.0	7.5	0.0	0.0	0.0	0.0	0.0
	Annual Total	255	12240.0	0.0	4717.5	5610.0	1912.5	0.0	0.0	0.0	0.0	0.0
	Percent			0.00%	38.54%	45.83%	15.63%	0.00%	0.00%	0.00%	0.00%	0.00%
B University Dr. Boalsburg	AM Peak Trips	1.5	21.1	0.0	6.4	0.0	0.0	3.4	11.3	0.0	0.0	0.0
	PM Peak Trips	2	23.2	0.0	6.4	0.0	0.0	3.4	13.4	0.0	0.0	0.0
	Midday/Evening Trips	4	21.1	0.0	6.4	0.0	0.0	3.4	11.3	0.0	0.0	0.0
	Subtotal Wkdys	255	162.5	0.0	45.4	0.0	0.0	24.1	84.4	0.0	0.0	0.0
	Saturday Trips	4	21.1	0.0	6.4	0.0	0.0	3.4	11.3	0.0	0.0	0.0
	Subtotal Sats	52	84.4	0.0	22.7	0.0	0.0	12.1	40.1	0.0	0.0	0.0
	Annual Total	307	43139.3	0.0	12757.4	0.0	0.0	6774.7	23607.2	0.0	0.0	0.0
Percent			0.00%	29.57%	0.00%	0.00%	15.70%	54.72%	0.00%	0.00%	0.00%	
C Houserville Penn Hills 1.39%	Weekday Trips	4	16.9	0.0	3.9	0.0	0.0	13.0	0.0	0.0	0.0	0.0
	Subtotal Wkdys	255	67.6	0.0	15.6	0.0	0.0	52.0	0.0	0.0	0.0	0.0
	Annual Total	255	17238.0	0.0	3978.0	0.0	0.0	13260.0	0.0	0.0	0.0	0.0
	Percent			0.00%	23.08%	0.00%	0.00%	76.92%	0.00%	0.00%	0.00%	0.00%
F Stonebridge Pine Grove 2.33%	Weekday Trips	5	22.6	0.0	6.0	16.6	0.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Wkdys	255	113.0	0.0	30.0	83.0	0.0	0.0	0.0	0.0	0.0	0.0
	Annual Total	255	28815.0	0.0	7650.0	21165.0	0.0	0.0	0.0	0.0	0.0	0.0
	Percent			0.00%	26.55%	73.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
H Toftrees Colonnade 5.23%	Weekday Trips	17.5	13.7	0.0	2.9	0.0	6.9	3.9	0.0	0.0	0.0	0.0
	Subtotal Wkdys	255	239.8	0.0	50.8	0.0	120.8	68.3	0.0	0.0	0.0	0.0
	Saturday Trips	5	13.7	0.0	2.9	0.0	6.9	3.9	0.0	0.0	0.0	0.0
	Subtotal Sats	52	68.5	0.0	14.5	0.0	34.5	19.5	0.0	0.0	0.0	0.0
	Annual Total	307	64698.3	0.0	13695.3	0.0	32585.3	18417.8	0.0	0.0	0.0	0.0
	Percent			0.00%	21.17%	0.00%	50.36%	28.47%	0.00%	0.00%	0.00%	0.00%
K W. College Ave. Cato Park	Daytime Trips	11	9.3	0.0	3.5	5.8	0.0	0.0	0.0	0.0	0.0	0.0
	Evening Trips	5.5	9.3	0.0	3.5	5.8	0.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Wkdys	255	153.5	0.0	57.8	95.7	0.0	0.0	0.0	0.0	0.0	0.0
	Saturday Trips	1.5	9.1	0.0	4.1	5.0	0.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Sats	52	13.7	0.0	6.2	7.5	0.0	0.0	0.0	0.0	0.0	0.0
	Annual Total	307	4285.5	0.0	15046.1	24793.5	0.0	0.0	0.0	0.0	0.0	0.0
Percent			0.00%	37.77%	62.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
M Lemont Nititany Mall	Weekday Trips	14	13.8	0.0	3.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0
	Subtotal Wkdys	255	193.2	0.0	54.6	0.0	0.0	138.6	0.0	0.0	0.0	0.0
	Saturday Trips	16	13.8	0.0	3.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0
	Subtotal Sats	52	220.8	0.0	62.4	0.0	0.0	158.4	0.0	0.0	0.0	0.0
	Sunday Trips	10	13.8	0.0	3.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0
	Subtotal Suns	54	138.0	0.0	39.0	0.0	0.0	99.0	0.0	0.0	0.0	0.0
	Annual Total	361	68199.6	0.0	19273.8	0.0	0.0	48925.8	0.0	0.0	0.0	0.0
Percent			0.00%	28.26%	0.00%	0.00%	71.74%	0.00%	0.00%	0.00%	0.00%	



	Route	Service Days	Trips	Mileage	PSU	St. College	Ferguson	Patton	College	Harris	Benner	Spring	Bellefonte
MX	Nittany Mall	Weekday Trips	6.5	35.0	0.0	3.7	0.0	0.0	12.9	0.0	5.9	7.7	4.8
	Blfinte / Pl Gap	Subtotal Wkdy	6.5	227.5	0.0	24.1	0.0	0.0	83.9	0.0	38.4	50.1	31.2
		Annual Total	255	58012.5	0.0	6132.8	0.0	0.0	21381.8	0.0	9779.3	12762.8	7956.0
	4.69%	Percent	1657.5		0.00%	10.57%	0.00%	0.00%	36.86%	0.00%	16.86%	22.00%	13.71%
N	Martin St.	Weekday (Full Svc.)	28	8.8	0.0	3.5	3.2	2.1	0.0	0.0	0.0	0.0	0.0
	Aaron Dr.	Trippers	16	3.2	0.0	1.1	1.6	0.5	0.0	0.0	0.0	0.0	0.0
	Colonnade	Subtotal Full Wkdy	44	297.6	0.0	115.6	115.2	66.8	0.0	0.0	0.0	0.0	0.0
		Weekday (Red. Svc.)	26	8.8	0.0	3.5	3.2	2.1	0.0	0.0	0.0	0.0	0.0
		Subtotal Red. Wkdy	26	228.8	0.0	91.0	83.2	54.6	0.0	0.0	0.0	0.0	0.0
		Saturday (Full Svc.)	17.5	8.8	0.0	3.5	3.2	2.1	0.0	0.0	0.0	0.0	0.0
		Subtotal Full Sats	32	175.0	0.0	61.3	56.0	36.8	0.0	0.0	0.0	0.0	0.0
		Saturday (Red. Svc.)	16	8.8	0.0	3.5	3.2	2.1	0.0	0.0	0.0	0.0	0.0
		Subtotal Red. Sats	20	140.8	0.0	56.0	51.2	33.6	0.0	0.0	0.0	0.0	0.0
		Sunday Trips	16	8.8	0.0	3.5	3.2	2.1	0.0	0.0	0.0	0.0	0.0
		Subtotal Suns	54	140.8	0.0	56.0	51.2	33.6	0.0	0.0	0.0	0.0	0.0
		Annual Total	361	84630.4	0.0	33220.4	31884.8	19525.2	0.0	0.0	0.0	0.0	0.0
	6.84%	Percent	11236		0.00%	39.25%	37.68%	23.07%	0.00%	0.00%	0.00%	0.00%	0.00%
N/V	Martin St.	Wkdy OB (Full Svc.)	48	4.4	0.0	1.4	1.8	1.2	0.0	0.0	0.0	0.0	0.0
	Vairo Blvd.	Subtotal Full Wkdy	48	211.2	0.0	67.2	86.4	57.6	0.0	0.0	0.0	0.0	0.0
		Annual Total	159	33580.8	0.0	10684.8	13737.6	9158.4	0.0	0.0	0.0	0.0	0.0
	2.71%	Percent	7632		0.00%	31.82%	40.91%	27.27%	0.00%	0.00%	0.00%	0.00%	0.00%
P	Scenery Park	Weekday Trips	10	13.5	0.0	7.3	0.0	0.0	6.2	0.0	0.0	0.0	0.0
	Medical Center	Weekday Trips - Airport	5	23.5	0.0	7.3	0.0	4.6	10.0	0.0	1.6	0.0	0.0
	Univ. Pk Airport	Subtotal Wkdy	5	252.5	0.0	109.5	0.0	23.0	112.0	0.0	8.0	0.0	0.0
		Sat Trips	8	13.5	0.0	7.3	0.0	0.0	6.2	0.0	0.0	0.0	0.0
		Subtotal Sats	8	108.0	0.0	58.4	0.0	0.0	49.6	0.0	0.0	0.0	0.0
		Annual Total	307	70003.5	0.0	30959.3	0.0	5865.0	31139.2	0.0	2040.0	0.0	0.0
	5.66%	Percent	1691		0.00%	44.23%	0.00%	8.38%	44.48%	0.00%	2.91%	0.00%	0.00%
R	Waupelani Dr.	Weekday (Full Svc.)	28	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Weekday (Full Svc.)	12	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Subtotal Full Wkdy	40	280.0	0.0	280.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Weekday (Red. Svc.)	26	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Subtotal Red. Wkdy	26	182.0	0.0	182.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Saturday (Full Svc.)	17.5	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Subtotal Full Sats	32	122.5	0.0	122.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Saturday (Red. Svc.)	16	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Subtotal Red. Sats	20	112.0	0.0	112.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Sunday Trips	16	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Subtotal Suns	54	112.0	0.0	112.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Annual Total	361	74200.0	0.0	74200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6.00%	Percent	10600		0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Route	Service Days	Trips	Mileage	PSU	St. College	Ferguson	Patton	College	Harris	Benner	Spring	Bellefonte
S Science Pk Rd. Haymarket 1.28%	Weekday Trips	5	12.4	0.0	5.4	7.0	0.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Wklys	255	62.0	0.0	27.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0
	Annual Total	255	15810.0	0.00%	6885.0	8925.0	0.0	0.0	0.0	0.0	0.0	0.0
	Percent			0.00%	43.55%	56.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
UT University Dr. Bellaire Ave. 1.03%	Weekday Trips	19	4.0	0.0	3.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0
	Trippers	2	2.7	0.0	2.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0
	Subtotal Wklys	156	81.4	0.0	73.0	0.0	0.0	8.4	0.0	0.0	0.0	0.0
	Annual Total	156	12698.4	0.00%	11388.0	0.0	0.0	1310.4	0.0	0.0	0.0	0.0
Percent			0.00%	89.68%	0.00%	0.00%	10.32%	0.00%	0.00%	0.00%	0.00%	
V Vairo Blvd. Colonnade	Weekday (Full Svc.)	29	9.5	0.0	3.5	3.0	3.0	0.0	0.0	0.0	0.0	0.0
	Trippers (Full) /B	45	4.1	0.0	1.1	1.8	1.2	0.0	0.0	0.0	0.0	0.0
	Trippers (Full) O/B	4	5.0	0.0	2.3	1.5	1.2	0.0	0.0	0.0	0.0	0.0
	Subtotal Full Wklys	159	480.0	0.0	160.2	174.0	145.8	0.0	0.0	0.0	0.0	0.0
	Weekday (Red. Svc.)	27	9.5	0.0	3.5	3.0	3.0	0.0	0.0	0.0	0.0	0.0
	Trippers (Red) /B	6	4.1	0.0	1.1	1.8	1.2	0.0	0.0	0.0	0.0	0.0
	Subtotal Red. Wklys	33	61.1	0.0	101.1	91.8	88.2	0.0	0.0	0.0	0.0	0.0
	Saturday (Full Svc.)	31.5	9.5	0.0	3.5	3.0	3.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Full Sats	32	299.3	0.0	110.3	94.5	94.5	0.0	0.0	0.0	0.0	0.0
	Saturday (Red. Svc.)	16.5	9.5	0.0	3.5	3.0	3.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Red. Sats	20	156.8	0.0	57.8	49.5	49.5	0.0	0.0	0.0	0.0	0.0
	Sunday Trips	16.5	9.5	0.0	3.5	3.0	3.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Sums	54	156.8	0.0	57.8	49.5	49.5	0.0	0.0	0.0	0.0	0.0
Annual Total	361	115277.6	0.00%	42978.9	43165.8	29132.9	0.0	0.0	0.0	0.0	0.0	
Percent				37.28%	37.45%	25.27%	0.00%	0.00%	0.00%	0.00%	0.00%	
W Park Forest Colonnade	Weekday (Full Svc.)	18	15.6	0.0	3.5	5.0	7.1	0.0	0.0	0.0	0.0	0.0
	Trippers	3	3.2	0.0	1.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0
	Subtotal Full Wklys	159	290.4	0.0	66.3	96.3	127.8	0.0	0.0	0.0	0.0	0.0
	Weekday (Red. Svc.)	18	15.6	0.0	3.5	5.0	7.1	0.0	0.0	0.0	0.0	0.0
	Subtotal Red. Wklys	96	280.8	0.0	63.0	90.0	127.8	0.0	0.0	0.0	0.0	0.0
	Saturday Trips	5	15.6	0.0	3.5	5.0	7.1	0.0	0.0	0.0	0.0	0.0
	Subtotal Sats	52	78.0	0.0	17.5	25.0	35.5	0.0	0.0	0.0	0.0	0.0
Annual Total	307	77186.4	0.00%	17499.7	25251.7	34435.0	0.0	0.0	0.0	0.0	0.0	
Percent				22.67%	32.72%	44.61%	0.00%	0.00%	0.00%	0.00%	0.00%	
X Bellefonte Pleasant Gap 2.87%	Weekday Trips	6	19.3	0.0	0.0	0.0	0.0	2.9	0.0	5.9	7.7	2.8
	Subtotal Wklys	255	115.8	0.0	0.0	0.0	0.0	17.4	0.0	35.4	46.2	16.8
	Saturday Trips	6	19.3	0.0	0.0	0.0	0.0	2.9	0.0	5.9	7.7	2.8
	Subtotal Sats	52	115.8	0.0	0.0	0.0	0.0	17.4	0.0	35.4	46.2	16.8
	Annual Total	307	35550.6	0.00%	0.0	0.0	0.0	5341.8	0.0	10867.8	14183.4	5157.6
	Percent				0.00%	0.00%	0.00%	15.03%	0.00%	30.57%	39.90%	14.51%

Route	Service Days	Trips	Mileage	PSU	St. College	Ferguson	Patton	College	Harris	Benner	Spring	Bellefonte	
WLP White LOOP	Weekday (Full Svc.)	130	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Thurs/Fri Late Night	24	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Full Wkdays	154	432.8	417.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Saturday Trips	107	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Sats	107	331.7	331.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Sunday Trips	69	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Suns	32	213.9	213.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Annual Total	223	83988.3	83988.3	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Percent												
	6.79%												
BLP Blue LOOP	Weekday (Full Svc.)	162	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Thurs/Fri Late Night	12	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Full Wkdays	174	683.9	674.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Weekday (Red. Svc.)	45	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Wkdays Red	16	184.5	184.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Saturday Trips	87	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Sats	31	356.7	356.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Sunday Trips	67	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Suns	32	274.7	274.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Weekday (Summer)	84	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Summer	74	344.4	344.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Annual Total	313	156132.1	156132.1	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Percent													
12.62%													
RLK Red LINK	Weekday (Full Svc.)	64	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Full Wkdays	64	556.8	556.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Weekday (Red. Svc.)	20	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Wkdays Red	16	174.0	174.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Saturday Trips	22	186.9	186.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Sats	31	411.8	260.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Sunday Trips	18	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Suns	32	156.6	156.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Weekday (Summer)	39	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Summer	74	339.3	339.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Annual Total	313	127279.8	127279.8	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Percent													
10.29%													
GLK Green LINK	Weekday Trips W/B	54	1.4	1.4	0	0	0	0	0	0	0	0	
	Weekday Trips E/B	41	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Subtotal Wkdays	160	137.1	118.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Annual Total	160	18896.0	18896.0	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Percent												
	1.53%												
	System	Total mileage		1,237,416.1	386,296.2	311,066.9	174,533.4	132,614.3	146,551.4	23,607.2	22,687.1	26,946.2	13,113.6
		Percentages		100.00%	31.22%	25.14%	14.10%	10.72%	11.84%	1.91%	1.83%	2.18%	1.06%

MILEAGE/SUBSIDY FORMULA: ALL DATA REPRESENTS FY 2007/2008 ESTIMATES

Route	1	2	3	4	5	6	7	8	9	10	11	12
Vehicle Miles	Farepaying Passengers	Fixed Route Expense	Plus Paratransit Expense	Total Expense	Direct Revenue	Less Non-Route Revenue	Equals Net Expense	Less Passenger Revenue	Route Deficit	Federal/State Subsidies	Equals Local Subsidy	
A	12,240	13,835	\$83,621	\$5,601	\$89,222	\$0	\$6,246	\$82,977	\$17,704	\$65,272	\$59,356	\$5,917
B	43,140	15,476	\$294,723	\$19,742	\$314,465	\$2,434	\$22,013	\$290,018	\$19,804	\$270,214	\$245,721	\$24,493
C	17,238	7,243	\$117,766	\$7,889	\$125,655	\$0	\$8,796	\$116,859	\$9,269	\$107,590	\$97,838	\$9,752
F	28,815	10,361	\$196,857	\$13,187	\$210,044	\$0	\$14,703	\$195,341	\$13,259	\$182,082	\$165,578	\$16,505
H	64,698	30,009	\$442,002	\$29,608	\$471,610	\$36,410	\$33,013	\$402,187	\$38,402	\$363,785	\$330,810	\$32,975
K	39,840	15,878	\$272,178	\$18,232	\$290,410	\$7,457	\$20,329	\$262,624	\$20,319	\$242,305	\$220,342	\$21,963
M	68,200	70,746	\$465,927	\$31,211	\$497,137	\$0	\$34,800	\$462,337	\$90,531	\$371,806	\$338,104	\$33,702
MX	58,012	36,445	\$396,325	\$26,548	\$422,873	\$0	\$29,601	\$393,271	\$46,637	\$346,634	\$315,213	\$31,421
N	84,630	124,126	\$578,173	\$38,729	\$616,902	\$189,762	\$43,184	\$383,957	\$158,840	\$225,117	\$204,712	\$20,405
NV	33,581	17,000	\$229,418	\$15,368	\$244,785	\$141,741	\$17,135	\$85,910	\$21,754	\$64,155	\$58,340	\$5,815
P	70,003	28,494	\$478,244	\$32,036	\$510,280	\$59,358	\$35,720	\$415,202	\$36,463	\$378,739	\$344,409	\$34,330
R	74,201	269,481	\$506,924	\$33,957	\$540,881	\$64,800	\$37,862	\$438,219	\$344,846	\$93,373	\$84,909	\$8,464
S	15,810	6,605	\$108,010	\$7,235	\$115,245	\$0	\$8,067	\$107,178	\$8,452	\$98,726	\$89,777	\$8,949
UT	12,698	1,806	\$86,750	\$5,811	\$92,561	\$90,934	\$6,479	-\$4,853	\$2,311	-\$7,164	-\$6,515	-\$649
V	115,278	164,000	\$787,553	\$52,755	\$840,308	\$403,419	\$58,822	\$378,067	\$209,865	\$168,201	\$152,955	\$15,246
W	77,186	44,969	\$527,317	\$35,323	\$562,640	\$45,280	\$39,385	\$477,974	\$57,545	\$420,429	\$382,320	\$38,109
X	35,550	22,466	\$242,869	\$16,269	\$259,138	\$0	\$18,140	\$240,998	\$28,749	\$212,249	\$193,010	\$19,239
White LOOP	83,988	0	\$573,787	\$0	\$573,787	\$361,698	\$0	\$212,089	N.A.	\$212,089	\$191,834	\$20,255
Blue LOOP	156,132	0	\$1,066,658	\$0	\$1,066,658	\$672,389	\$0	\$394,269	N.A.	\$394,269	\$356,616	\$37,653
Red Link	127,280	0	\$869,548	\$0	\$869,548	\$548,137	\$0	\$321,411	N.A.	\$321,411	\$290,716	\$30,695
Green Link	18,896	0	\$129,093	\$0	\$129,093	\$81,376	\$0	\$47,717	N.A.	\$47,717	\$43,160	\$4,557
TOTAL	1,237,416	878,940	\$8,453,740	\$389,500	\$8,843,240	\$2,705,194	\$434,296	\$5,703,750	\$1,124,750	\$4,579,000	\$4,159,205	\$419,795

NOTES:

- Column 1: Total miles operated on each route
- Column 2: OnePass, cash, and token passengers only
- Column 3: Cost per mile for all fixed route service (excluding paratransit) multiplied by route miles
- Column 4: Allocation of paratransit expenses to each route by its percentage of total fixed route miles
- Column 5: Column 3 plus Column 4; column total equals total operating expense
- Column 6: Purchase of service revenue, such as apartment contracts, attributed directly to appropriate routes
- Column 7: Allocation of other operating revenues (advertising, etc.) to each route by its percentage of total fixed route miles
- Column 8: Column 5 minus the sum of Columns 6 and 7
- Column 9: Average revenue per OnePass, cash, or token passenger times passengers on each route
- Column 10: Remainder of each route's expense (deficit) requiring federal, state and local subsidy
- Column 11: Allocation of total federal and state subsidies to each route by its percentage of total route deficit
- Column 12: Column 10 minus Column 11

# CALCULATION OF "REGIONAL" FACTORS - FY 2007/2008

March 30, 2007

FACTOR	RANGE	WEIGHT	ROUTE																GLK					
			A	B	C	F	H	K	M	MX	N	N/V	P	R	S	UT	V	W		X	WLP	BLP	RLK	
Non-residential destinations served	0-5	10	0	1	0	0	1	3	4	na	2	0	3	1	2	0	2	1	na	na	na	na	na	
Connections support other routes	0-5	6	0	0	0	0	0	0	4	na	1	0	1	1	0	0	1	0	na	na	na	na	na	
Non-productive mileage	0-5	4	0	2	3	3	2	1	1	na	0	0	0	0	1	0	0	0	na	na	na	na	na	
Totals		20	0	18	12	12	18	34	68	na	26	0	36	16	24	0	26	10	na	na	na	na	na	
Local Percentage			100%	82%	88%	82%	66%	32%	0%	74%	100%	32%	84%	76%	100%	74%	90%	0%	na	na	na	na	na	
Regional Percentage			0%	18%	12%	18%	34%	68%	49%	26%	0%	65%	16%	24%	0%	26%	10%	14%	na	na	na	na	na	
External Percentage			0%	0%	0%	0%	0%	0%	51%	0%	0%	3%	0%	0%	0%	0%	0%	86%	0%	0%	0%	0%	0%	
ROUTE	AREA SERVED	NOTES																						
A	Park Forest / Overlook Hgts.	Provides commuter level service to exclusively residential areas																						
B	University Dr. / Boalsburg	Serves University Drive, S. Atherton Street, residential areas of Boalsburg; most trips extend to Tussey Mountain																						
C	Houserville / Penn Hills	Serves Houserville and Penn Hills; commercial areas served are covered better by other routes; commuter level service only																						
F	Stonebridge / Pine Grove	Provides commuter level service to Greentree, Pine Grove Mills and western Ferguson Twp.																						
H	Toftrees / Colonnade	Serves the Village at Penn State and Toftrees; continues to the Colonnade																						
K	W. College Ave. / Cato Park	Serves Cato Park, Bristol Court, commercial areas along W. College Ave; heavy ridership to Bank of America																						
M	Lemont / Nittany Mall	Serves E. College Ave., Lemont and Dale Summit; provides connecting service to X Route; heavily used by shoppers																						
MX	Mall / Bellefonte / Pi. Gap	Serves E. College Ave., Lemont and Dale Summit, with continuing service to Bellefonte and Pleasant Gap; mainly commuters																						
N	Martin St. / Aaron Dr. / Colonnade	Connects apartment complexes on Martin St. and Aaron Dr. to campus; also serves Northland Ctr. and the Colonnade																						
N/V	Martin St. / Vairo Blvd.	Provides additional capacity and frequency between student housing on Vairo Blvd. and Martin St. and campus, downtown																						
P	Scenery Pk. / Medical Ctr. / Airport	Serves Pugh St., Foxdale, Scenery Park on the south, Mt. Nittany Medical Ctr. on the north, with selected trips continuing to the Airport																						
R	Waupelani Dr.	Serves an almost entirely residential area; heavily used by students and other residents of SW Borough																						
S	Science Park Rd. / Haymarket	Serves employment centers along Science Park Road, residential areas further west, commercial areas along W. College Ave.																						
UT	University Dr. / Bellaire Ave.	Serves University Drive and Bellaire Avenue; operates during the school year only																						
V	Vairo Blvd. / Colonnade	Connects apartment complexes on Vairo Blvd to campus; also serves Wal-mart and the Colonnade																						
W	Park Forest / Colonnade	Serves Northland Ctr., Circleville Rd., Valley Vista Dr., western Park Forest and the Colonnade																						
X	Bellefonte / Pleasant Gap	Connects Bellefonte with the Mall; alternating trips travel via Pleasant Gap																						
WLP	White LOOP	Travels counter-clockwise around campus; uses Beaver Avenue in downtown State College																						
BLP	Blue LOOP	Travels clockwise around campus; uses College Avenue in downtown State College																						
RLK	Red LINK	Travels back and forth from the West Campus to Innovation Park via Curtin Rd. and East Park Ave.																						
GLK	Green LINK	Provides "express" service between peripheral parking lots and the core campus																						

# CATA LOCAL SHARE ALLOCATION - FY 2007/2008

March 30, 2007

Route	Subsidy	Public/Pvt.	Local Sh.	Tier Percentage	Penn State	State College Boro	Ferguson Twp.	Patton Twp.	College Twp.	Harris Twp.	Spring Twp.	Bellefonte Boro	Bermer Twp.
A	Park Forest Overlook Hts.	\$5,917	\$0	100% Regional	0.00%	\$2,281	\$2,712	\$925	0.00%	\$0	0.00%	\$0	0.00%
B	University Dr. Boalsburg	\$24,493	\$4,490	82% Regional	0.00%	\$4,851	\$0	\$0	15.70%	\$2,576	\$8,976	\$0	0.00%
C	Housenville Penn Hills	\$9,752	\$0	88% Regional	0.00%	\$1,980	\$307	\$241	17.11%	\$6,601	\$115	\$0	0.00%
F	Stonebridge Pine Grove	\$16,505	\$0	88% Regional	0.00%	\$3,856	\$10,668	\$408	0.00%	\$0	\$195	\$0	0.00%
H	Totitrees Colonnade	\$32,975	\$1,000	82% Regional	0.00%	\$5,550	\$1,184	\$985	17.11%	\$7,464	\$566	\$0	0.00%
K	W. College Ave. Cato Park	\$21,963	\$11,394	66% Regional	0.00%	\$2,634	\$4,341	\$740	0.00%	\$0	\$354	\$0	0.00%
M	Lemont Nitany Mall	\$33,702	\$3,543	32% Regional	0.00%	\$2,727	\$5,387	\$4,221	17.11%	\$6,923	\$2,018	\$0	0.00%
MX	Nitany Mall Bellefonte Pleasant Gap	\$31,421	\$3,543	0% Regional External	0.00%	\$0	\$0	\$0	36.85%	\$0	\$1,301	\$0	0.00%
N	Martin / Aaron Colonnade	\$20,405	\$3,238	74% Regional	0.00%	\$4,987	\$4,786	\$2,931	0.00%	\$0	\$0	\$0	0.00%
N/V	Martin St. Vairo Blvd.	\$5,815	\$0	100% Regional	0.00%	\$1,850	\$2,379	\$1,586	0.00%	\$0	\$0	\$0	0.00%
P	Scenery Park Medical Center U.P. Airport	\$34,330	\$659	32% Regional External	0.00%	\$4,617	\$5,658	\$4,432	17.11%	\$3,685	\$2,119	\$0	0.00%
R	Waupelani Dr	\$8,464	\$0	84% Regional	0.00%	\$7,110	\$0	\$0	0.00%	\$0	\$133	\$0	0.00%
S	Science Pk. Rd. Haymarket	\$8,949	\$0	76% Regional	0.00%	\$2,962	\$3,839	\$442	0.00%	\$0	\$0	\$0	0.00%
UT	University Dr. Bellare Ave.	(649)	\$0	100% Regional	0.00%	(\$582)	\$0	\$0	10.32%	(\$67)	\$0	\$0	0.00%
V	Vairo Blvd. Colonnade	\$15,246	\$3,239	74% Regional	0.00%	\$3,313	\$3,245	\$642	0.00%	\$0	\$307	\$0	0.00%
W	Park Forest Colonnade	\$38,108	\$1,000	90% Regional	0.00%	\$7,572	\$10,926	\$14,899	0.00%	\$0	\$365	\$0	0.00%
X	Bellefonte Pleasant Gap	\$19,239	\$4,000	15% Regional External	0.00%	\$600	\$602	\$471	15.03%	\$392	\$225	\$0	0.00%
WLP	White LOOP	\$20,255	\$0	100% Local	100.00%	\$20,255	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%
BLP	Blue LOOP	\$37,653	\$0	100% Local	100.00%	\$37,653	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%
RLK	Red LINK	\$30,695	\$0	100% Local	100.00%	\$30,695	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%
GLK	Green LINK	\$4,557	\$0	100% Local	100.00%	\$4,557	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%
TOTALS		\$419,795	\$38,106			\$78,882	\$66,216	\$8,477	\$43,276	\$17,680	\$14,598	\$10,746	\$2,261
	Local Tax Support						\$11,394	\$0	\$7,745	\$4,490	\$0	\$4,000	\$2,000
	Public/Pvt. Partnerships						\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Penn State Support						\$93,160	\$0	\$0	\$0	\$0	\$0	\$0
	Total Local Share					\$83,160	\$77,610	\$63,347	\$51,021	\$22,170	\$14,598	\$14,746	\$4,261
						\$85,732	\$72,202	\$57,970	\$50,202	\$20,673	\$14,283	\$14,731	\$2,174
						\$75,127	\$64,191	\$53,139	\$54,024	\$21,496	\$14,091	\$14,668	\$0
						\$68,824	\$61,301	\$53,009	\$49,668	\$20,067	\$13,068	\$14,693	\$0
						\$58,510	\$53,710	\$53,309	\$50,044	\$16,588	\$13,979	\$12,629	\$0
						\$56,827	\$59,659	\$44,987	\$44,335	\$16,116	\$12,991	\$12,629	\$0
						\$67,327	\$53,347	\$47,071	\$48,535	\$13,472	\$12,828	\$12,685	\$0
						\$67,046	\$62,619	\$51,562	\$51,562	\$13,472	\$11,674	\$11,552	\$0
						\$82,619	\$83,229	\$54,274	\$83,062	\$54,274	\$11,575	\$11,575	\$0
						\$47,500	\$42,411	\$45,572	\$57,862	\$9,327	\$12,995	\$10,791	\$0
						\$113,465	\$47,582	\$58,963	\$49,970	\$3,632	\$3,662	\$12,439	\$0

## SECTION II

### BACKGROUND INFORMATION

#### CATA Fact Sheet 2007

##### **BOARD OF DIRECTORS**

John C. Spychalski, Chairman  
Joseph Davidson, Vice Chairman  
Richard Kipp, Treasurer  
Gary Powers  
Kathryn Bittner

Ferguson Township  
College Township  
Harris Township  
Patton Township  
State College Borough

Hugh A. Mose, General Manager

**SERVICE AREA**      Square Miles – 133      Population – 84,000

Bellefonte, State College Boroughs; College, Ferguson, Harris, Patton, Spring Townships;  
Pennsylvania State University - University Park Campus

##### **SERVICES**

**CENTRE LINE** - Fixed-route regional bus system connecting all participating municipalities with Downtown State College, the Penn State Campus.

**LOOP & LINK** - The LOOP provides fare-free circulator service around the Penn State Campus and Downtown State College. The LINK provides fare-free service along Curtin Road between Lot 44 (the Bryce Jordan Center Parking Lot) and West Campus.

**RIDESHARE** - Free ride-matching program that helps long-distance commuters find easy and economical ways to get to and from work via carpools and vanpools.

**PARK & RIDE** - Provides inexpensive remote parking for Downtown State College business employees.

**CENTRE RIDE** - Provides curb-to-curb transportation primarily for senior citizens (persons age 65 and older) and people whose disabilities prevent their use of CENTRE LINE buses.

**SPECIAL SERVICES** - Include shuttles to Penn State home football games, the Central Pennsylvania Festival of the Arts™, Ag Progress Days, the Bellefonte Arts & Crafts Fair, Bellefonte Victorian Christmas, and First Night® State College.

##### **KEY PERSONNEL**

*Joseph Gilbert*, Director of Transportation  
*Judith Minor*, Director of Administration  
*Eric Bernier*, Service Development Manager  
*Robert Colton*, Maintenance Manager  
*Sherry Snyder*, Asst. Director, Transportation

*Amanda Jones*, Asst. Director, Administration  
*Jacqueline Sheader*, Marketing Manager  
*Terri Quici*, Executive Assistant  
*Greg Kausch*, Transportation Planner

##### **FLEET EQUIPMENT**

- 30 New Flyer, low-floor, 30-39 passenger, compressed natural gas, ramp-equipped buses.
- 16 Orion, 42 passenger, compressed natural gas, lift-equipped buses.
- 4 ElDorado, 26 passenger, compressed natural gas, ramp-equipped buses.
- 2 Ford, 18 passenger, compressed natural gas, lift-equipped minibuses
- 4 Ford, 10 passenger, lift-equipped small buses (used by Handy Delivery, Inc. to provide paratransit services)

##### **STATISTICS - JULY 1, 2005 - June 30, 2006**

**Ridership:** 6,156,971      **Total Miles:** 1,520,183      **Total Hours:** 250,041

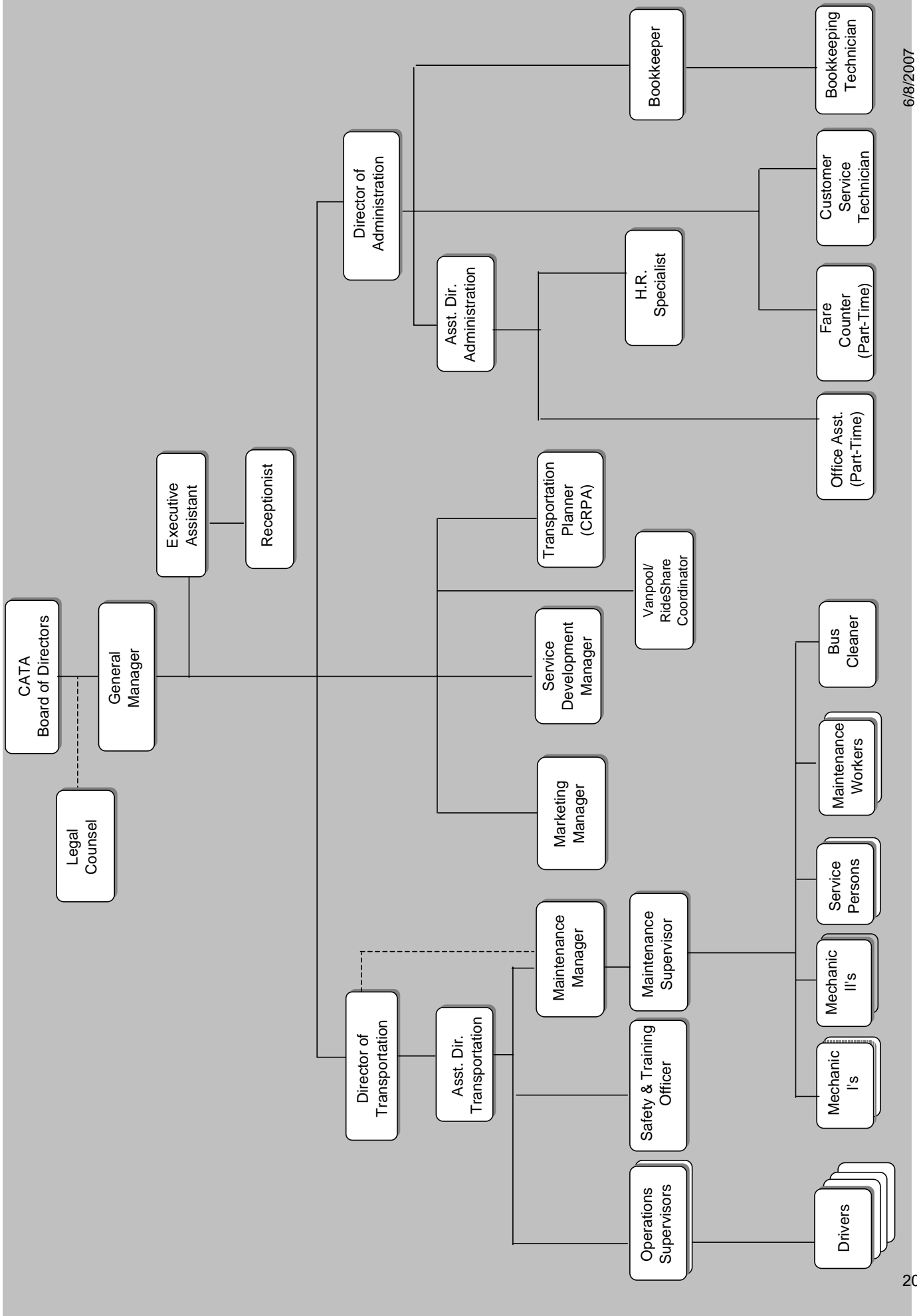
**Operating Grants:**      State Operating Assistance- \$937,722      Federal Flex Funds - \$448,372  
State Act 3 - \$539,739      Federal Operating - \$1,440,055  
State PTAF – Asset Maint. - \$283,712      Federal CMAQ - \$48,000

**Capital Grants:**      State - \$146,054      Federal - \$170,977  
State Act 26 - \$172,284

##### **EMPLOYEES**

Bus Drivers .....	82	Maintenance Staff	15
Administrative Support ...	13 (2 part time)	Management/Supervisory	7

# CATA Organizational Structure





# CENTRE AREA TRANSPORTATION AUTHORITY

## Service Standards Performance and 11 Year Review

Service Standard Measure	Actual 1994/95	Actual 1995/96	Actual 1996/98	Actual 1997/98	Actual 1998/99	Actual 1999/00	Actual 2000/01	Actual 2001/02	Actual 2002/03	Actual 2003/04	Actual 2004/05	Goal 2005/06	Projected Actual 2005/06	Proposed Goal 2006/07
<b>ROUTE UTILIZATION:</b> Passengers Per Total (not Revenue) Vehicle Hour	29	32	30	28	40	39	42	48	49	47	48	48	48	49 minimum
<b>STAFFING RATIOS:</b> Administrative Employees per Operations Employee	0.32	0.28	0.43	0.38	0.27	0.19	0.20	0.22	0.21	0.22	0.22	0.25 maximum	0.21	0.25 maximum
Peak Hour Vehicles per Maintenance Employee	3.8	3.8	4.3	4.3	3.7	3.1	3.2	3.2	3.2	3.2	3.1	3.1 maximum	3.3	3.1 maximum
<b>PRODUCTIVITY RATIOS:</b> Total Vehicle Miles Per Employee	12,743	12,524	13,166	13,449	13,894	11,012	14,085	12,666	12,991	12,590	12,897	11,000 minimum	12,640	12,000 minimum
Preventable Accidents Per 100,000 miles	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00 maximum	0.00	0.00 maximum
On-time performance: <30 min. Peak	98%	97%	99%	99%	98%	94%	96%	96%	86%	96%	95%	95% minimum	94%	95% minimum
On-time performance: <30 min. Non-Peak	95%	95%	97%*	98%	99%	97%	97%	97%	96%	99%	95%	95% minimum	96%	95% minimum
<i>*Starting in 1996/97 On-Time Performance goals for Peak and Non-Peak periods became the same for the two different frequency groups (&lt;30 and &gt; 30 minutes.)</i>														
Mean Distance (Miles) Between Road Failures	5,381	2,853	5,458	6,254	4,817	3,294	2,727	2,908	2,918	2,029	2,072	3,000 minimum	2,400	3,000 minimum
<b>FISCAL INDICATORS:</b> Operating Cost Per Passenger	\$ 1.35	\$ 1.26	\$ 1.19	\$ 1.27	\$ 0.93	\$ 0.97	\$ 0.93	\$ 0.99	\$ 0.99	\$ 1.01	\$ 1.12	\$ 1.10 maximum	\$ 1.20	\$ 1.30 maximum
Subsidy Per Passenger	\$ 0.73	\$ 0.69	\$ 0.60	\$ 0.52	\$ 0.66	\$ 0.51	\$ 0.47	\$ 0.46	\$ 0.46	\$ 0.48	\$ 0.56	\$ 0.55 maximum	\$ 0.61	\$ 0.71 maximum
Operating Expense Recovered From Operating Revenue	46%	45%	52%	56%	48%	47%	49%	53%	53%	53%	50%	50% minimum	49%	45% minimum
Paratransit Responsiveness	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance	Reservations required no more than one (1) day in advance
Pre-Qualifications For Service Contractors	n/a	n/a	n/a	n/a	n/a	Minimum 3 years' experience	Minimum 3 years' experience	Minimum 3 years' experience	Minimum 3 years' experience	Minimum 3 years' experience	Minimum 3 years' experience	Minimum 3 years' experience	Minimum 3 years' experience	Minimum 3 years' experience

Includes Fixed Route Services only (Centre Line, LOOP & LINK)

## Ridership by Route

Route	Area Served	FY 2001/02	FY 2002/03	% Change	FY 2003/04	% Change	FY 2004/05	% Change	FY 2005/06	% Change	FY 06/07 (Est.)	% Change
A	Park Forest / Overlook Hgts.	8,415	12,059	43.3%	12,358	2.5%	11,539	-6.6%	13,030	12.9%	13,800	5.9%
B	University Dr / Boalsburg	18,254	16,122	-11.7%	17,139	6.3%	16,857	-1.6%	17,133	1.6%	17,500	2.1%
C	Houserville / Penn Hills	5,263	6,091	15.7%	6,043	-0.8%	6,404	6.0%	6,605	3.1%	7,000	6.0%
CS	Corl Street	483	0	na	0	na	0	na	0	na	0	na
F	Stonebridge / Pine Grove	8,698	12,087	39.0%	13,028	7.8%	11,997	-7.9%	11,734	-2.2%	11,300	-3.7%
H	Tofrees / Colonnade	46,071	84,144	82.6%	95,117	13.0%	100,141	5.3%	91,811	-8.3%	70,000	-23.8%
K	W College Ave / CATO Park	22,482	21,043	-6.4%	26,958	28.1%	22,771	-15.5%	25,504	12.0%	26,100	2.3%
M	Lemont / Nittiany Mall	132,110	209,092	58.3%	111,907	-46.5%	88,253	-21.1%	93,006	5.4%	110,000	18.3%
N	Martin St / Aaron Dr / Colonnade	441,690	268,923	-39.1%	284,773	5.9%	270,515	-5.0%	308,079	13.9%	329,800	7.1%
N/V	Martin St / Vairo Blvd	0	482,883	na	332,721	-31.1%	320,742	-3.6%	349,292	8.9%	466,100	33.4%
P	Scenery Pk / Medical Ctr / Airport	66,374	192,876	190.6%	224,117	16.2%	210,602	-6.0%	109,975	-47.8%	95,000	-13.6%
R	Waupelani Dr.	440,959	256,880	-41.7%	227,475	-11.4%	231,297	1.7%	239,775	3.7%	290,000	20.9%
RE	Waupelani Dr. Express	0	85,142	na	46,537	-45.3%	45,087	-3.1%	45,493	0.9%	75,000	64.9%
S	Science Park Rd / Haymarket	7,675	4,450	-42.0%	4,194	-5.8%	5,761	37.4%	5,638	-2.1%	6,000	6.4%
SP	Scenery Park / University Dr.	3,075	0	na	0	na	0	na	0	na	0	na
UT	University Dr / Bellaire Ave.	283,000	130,395	-53.9%	167,216	28.2%	129,411	-22.6%	119,522	-7.6%	105,800	-11.5%
V	Vairo Blvd / Colonnade	675,432	428,330	-36.6%	423,553	-1.1%	421,404	-0.5%	454,352	7.8%	497,600	9.5%
W	Park Forest / Colonnade	45,943	63,762	38.8%	83,174	30.4%	66,681	-19.8%	82,780	24.1%	94,300	13.9%
X	Bellefonte / Pleasant Gap	53,931	48,823	-9.5%	30,479	-37.6%	25,028	-17.9%	24,968	-0.2%	26,500	6.1%
	Sub-total - Centre Line	<b>2,259,855</b>	<b>2,323,102</b>	<b>2.8%</b>	<b>2,106,789</b>	<b>-9.3%</b>	<b>1,984,490</b>	<b>-5.8%</b>	<b>1,998,697</b>	<b>0.7%</b>	<b>2,241,800</b>	<b>12.2%</b>
WL	White LOOP	1,793,072	1,554,544	-13.3%	1,226,867	-21.1%	1,241,497	1.2%	1,423,891	14.7%	1,480,000	3.9%
BL	Blue LOOP	1,769,164	1,746,104	-1.3%	1,769,333	1.3%	1,814,125	2.5%	1,770,500	-2.4%	1,722,000	-2.7%
RL	Red Link	556,619	387,272	-30.4%	591,211	52.7%	470,557	-20.4%	447,773	-4.8%	427,000	-4.6%
GL	Green Link	0	0	na	477,340	na	470,033	-1.5%	436,083	-7.2%	415,000	-4.8%
	Sub-total - LOOP/LINK	<b>4,118,855</b>	<b>3,687,920</b>	<b>-10.5%</b>	<b>4,064,751</b>	<b>10.2%</b>	<b>3,996,212</b>	<b>-1.7%</b>	<b>4,078,247</b>	<b>2.1%</b>	<b>4,044,000</b>	<b>-0.8%</b>
<b>TOTALS:</b>		<b>6,378,710</b>	<b>6,011,022</b>	<b>-5.8%</b>	<b>6,171,540</b>	<b>2.7%</b>	<b>5,980,702</b>	<b>-3.1%</b>	<b>6,076,944</b>	<b>1.6%</b>	<b>6,285,800</b>	<b>3.4%</b>

## TRENDS IN REVENUE

The spreadsheet below shows Trends in Revenue for CATA over the past six years.

REVENUE SOURCES	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007 estimated	2007-2008 budgeted
Passenger Fares	2,831,162	3,088,329	3,281,985	3,387,394	3,574,780	3,803,940	3,982,750
Other Operating Revenue	67,852	54,108	41,886	49,191	62,900	46,800	43,300
State Tax Support	1,726,235	1,738,465	1,731,784	1,819,075	1,745,190	1,761,173	1,761,173
Special Reimbursement Funding	239,108	281,436	256,396	254,265	240,751	247,555	238,190
Penn State University	67,046	67,327	74,060	77,763	81,651	85,732	93,160
Local Tax Support	241,378	256,518	265,170	280,700	296,735	314,073	326,635
Federal Tax Support	1,085,715	814,582	1,009,730	1,213,762	1,622,501	1,936,427	2,398,032
Total Revenues	6,258,496	6,300,765	6,661,011	7,082,150	7,624,508	8,195,700	8,843,240

In comparing the data shown across years, note the following:

Passenger Fares include farebox, token, pass and purchase-of-service revenues for Centre Line, Centre Ride, and, since FY 1999/2000, purchase of service revenue from Penn State to provide fare-free LOOP/LINK service

Other Operating Revenue includes charter, advertising and interest income, and miscellaneous revenue. Fluctuations within this revenue category are primarily associated with miscellaneous revenue from disposition of vehicles that have reached the end of their useful lives, so that sales proceeds are properly classified as operating income.

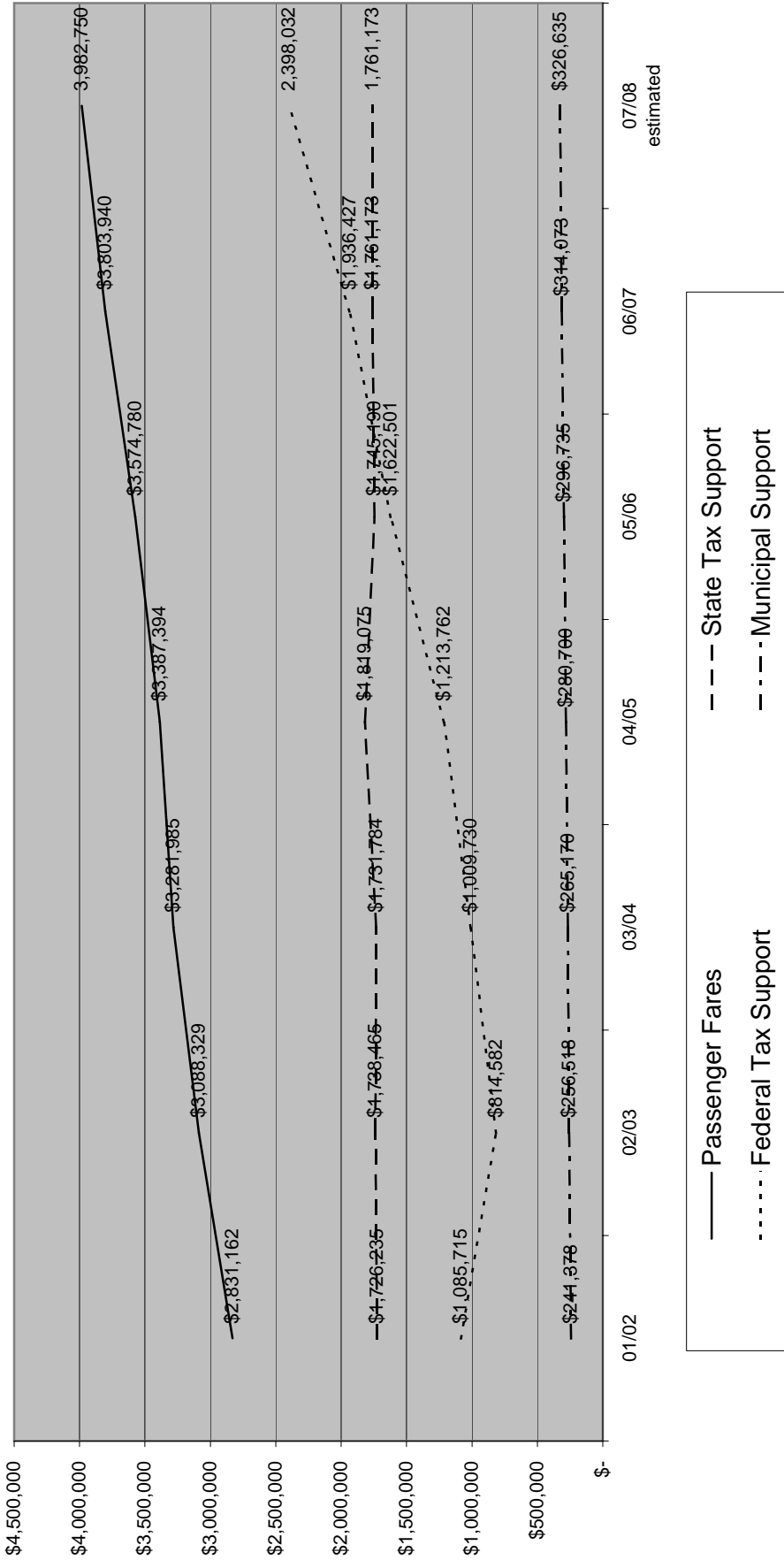
State Tax Support provides the major portion of CATA's subsidy funding. For FY 2006/2007, the Authority budgeted new state funding under a proposal by the Governor to assist transit properties statewide in meeting rising costs. However, the program was implemented by a transfer of federal highway dollars to transit funding, and therefore it is shown in the table (and detailed below) as federal tax support. Absent this new funding, total state tax support for general fund operating assistance, PTAF dedicated taxes, and Act 3 supplemental grants has essentially remained unchanged for almost the entire period covered by the table.

Special Reimbursement Funding includes grants from the state and other entities for specific transit programs, including Penn State's support of rideshare program activities. Revenues vary primarily with changes in senior citizen shared ride grants and in state demonstration projects (one in FY 2002/2003, in FY 2003/2004 and in FY 2006/2007).

In FY 1998/1999, Penn State agreed to voluntarily contribute to general support of local transit service. The amounts shown for each year since then are counted as part of total local subsidy and therefore reduce the amount requested from the municipalities as Local Tax Support.

Federal Tax Support is highly variable because it is used only after all other revenue and subsidy monies have been applied. The decreased amount shown in FY 2002/2003 followed service adjustments and other cost reductions to reduce federal operating subsidy requirements when projected carryover from the prior year fell short. For the last several years, the STIC (Small Transit Incentive Communities) program, which provides additional funding to small, highly productive properties such as State College, is reflected in the amounts shown, as increased federal operating subsidy has been applied to operating expenses. For FY 2006/2007, one-time funding under the state program noted above is included; for both FY 2006/2007 and 2007/2008, the total shown also includes first-time funding under the Congestion Mitigation Air Quality (CMAQ) program for specific projects, as detailed in the budget narrative.

### Trends In Revenue



## SECTION III

### FY 2006/2007 RECAP

#### Goals Established by the CATA Board of Directors

Every year the CATA Board of Directors identifies a set of goals for the General Manager and the staff. This section of the Budget lists the goals established for FY 2006/2007 and gives a brief summary of the progress the CATA staff has made in addressing each.

##### **Overarching –Integrity of the Service**

Strive to ensure that the business processes of CATA are kept fully in order, and that the authority consistently provides safe, on-time service.

*As always, the staff has focused most of CATA's organizational energy on making sure that there's a bus for every assignment and a driver for every bus, that every customer gets the high level of service they have come to expect, and that behind the scenes all of the support work gets done. We believe that we have been very successful in maintaining the integrity of the service in every dimension. However, input from CATA's customers suggests that there is still room for improvement in one very important area - on-time performance.*

##### **Outreach/External Environment**

Continue record of success in vigorous pursuit of pro-transit initiatives supportive of CATA's needs (both funding and other) at local, state, and national levels in both the public and private sectors.

*This continues to be a strength of CATA's. Locally the staff has been diligent in maintaining good relationships with the elected officials and staff of the municipalities we serve, with the development community and with our institutional customers, particularly Penn State. At the state level we have worked hard to insure that CATA's interests are well-represented in the development of a new transit funding program, and that our elected officials in Harrisburg understand our needs. Through the General Manager's involvement in the American Public Transportation Association, CATA is currently more engaged in what's happening in Washington than at any time in its history. We also maintain a very good relationship with Rep. Peterson and his staff.*

##### **Financial Stability**

Strive to obtain funding and achieve efficiencies sufficient to build an adequate financial reserve.

*Building an adequate financial reserve has proved to be an elusive goal. With the passage of SAFETEA-LU, CATA received a large increase in federal formula funding, which we initially thought could be used in conjunction with the Governor's "flex" of highway funds to build up CATA's year-end carry-forward. However, the failure of the General Assembly to act on a new state funding program is now taking us in the other direction. After only one year of increased "reserves," in FY 2007/2008 we will consume about half of the small amount we*

*have accumulated. If no solution to the transit funding crisis is found, by midway through FY2008/2009 our reserves will be fully exhausted.*

## **Marketing**

Capitalize as fully as possible on the rising cost of motor fuel for private vehicle users to obtain increase in use of CATA services.

*Over the past year CATA has adopted the advertising tagline of “Park Yours, Ride Ours... Save Big!” In addition to incorporating this theme in our general marketing, the Marketing Manager has run several “Park Yours” advertising blitzes when gasoline prices were particularly high. CATA has worked with Penn State and other major employers to promote transit as an alternative to driving, and recognizing that the impact of high fuel prices falls most heavily on long-distance commuters, as time permits CATA’s Executive Assistant, who also serves as Rideshare Coordinator, has been promoting our carpool matching program. Anecdotal evidence suggests that high gasoline prices may be largely responsible for the double-digit ridership increases we are seeing on Centre Line.*

## **Capital Program**

Evaluate options and implement programs for capital asset renewal and improvement, toward the goal of improving annual operating efficiency over the long run.

*Earlier this year the staff developed and the Board approved a long-term bus fleet renewal program, which included a combination of staged bus rehabilitation and bus replacement projects. The plan has three objectives: to ensure that all of CATA’s buses are either rebuilt or replaced at the appropriate age for such actions, to spread out the timeframe when the bulk of our fleet will reach the end of its expected life, and to be able to fund the program through the federal earmark process. CATA upgrades its operating facility on a continual basis. The biggest facility project completed in FY 2006/2007 has been the relocation and expansion of our Server Room. CATA has recently awarded bids for our next major building project – the replacement of our natural gas compressors.*

## **Technology**

(1) Information systems—move the project presently in progress with Avail Technologies to implementation stage; (2) As part of capital program initiatives, identify alternative fuel options that hold potential for lower-cost operation, e.g. hybrid CNG-electric bus propulsion systems.

*CATA’s Advanced Public Transportation Systems (APTS) project is on the move. As this is written Avail Technologies is incorporating bus route and schedule information, as well as all of CATA’s bus stop data, into their automatic vehicle location (AVL) program. All of the hardware components are either delivered or on order; installation will begin in May and system implementation is planned for the end of the summer. The Maintenance staff continues to work with the Pennsylvania Transportation Institute on the Hydrogen Bus project; progress has been slow, but the research bus is finally on the verge of revenue service. With Rep. Peterson’s staff we have identified advanced bus propulsion systems as an area that might be a candidate for future federal discretionary funding; CATA recently submitted a federal “earmark” request for four such buses.*

## **Succession Planning**

Continue progress providing for succession in senior department staff positions, in particular, taking advantage of the position recently added to the Administration staff to expedite cross-training.

*Excellent progress has been made in both Operations and Administration. The Assistant Director of Transportation continues to develop as the Director's "understudy." In May we added a Human Resources Assistant position in the Administration area, which gave the Human Resources Manager time to begin "learning the ropes" in the other areas that the Director of Administration has historically done on her own. This past summer the unplanned absence of CATA's Service Development Manager served as a reminder that we need further cross-training in that area. The designation of an individual who could be positioned to step up to the General Manager's position has been set back by our inability to program funds for an Assistant GM (or Executive Services Director) position.*

## **Personnel**

Continue to strive to provide a work environment within CATA that will enable (1) attraction and retention of the best employees that the area has to offer, (2) high morale, and (3) efficient and effective supply of the high quality services.

*The goal of providing a positive work environment is an ongoing challenge at CATA, but so far this year we have been doing quite well. The group of new Bus Drivers that came aboard last fall is particularly strong, with only three of twelve new hires not making it through the probationary period. Likewise, the retention of established employees does not seem to be a problem – it's rare that one of CATA's veterans leaves. This year, for a number of reasons, not the least of which is the departure of several disruptive employees, morale seems unusually high, and the number of Union grievances is very low. We were never able to find a qualified person to fill the third-shift Mechanic position we created last summer, but once the current evaluation of the organization and staffing in the Shop is complete we expect to be better positioned to do so.*

## **Schlow Centre Region Library**

Continue to ensure that CATA's best interests are provided for in the operation and maintenance of CATA-funded facilities within the new library building.

*CATA's downtown office in the new Schlow Centre Region Library is working out very well. Although the Board decided not to use the Library's Community Room for its monthly meetings, and the parking arrangements have not proved as useful as we had expected, overall the superior location and the increased space are vastly better than we could have had at any other central downtown site. The staff is still working with the Library and Borough staffs on the signage and streetscape issues, and there are continuing challenges with the security system, but overall the operation and maintenance of the facility has been largely problem-free.*



## **Mission Statement**

Create a mission statement for CATA for Board review and adoption.

*Work on a CATA Mission Statement was completed earlier this spring. The new Mission Statement reads as follows: “To deliver safe, reliable, accessible and affordable transportation, provided in a courteous and environmentally, fiscally and socially responsible manner.”*

## **Other Accomplishments**

In addition to the goals established by the CATA Board of Directors, the FY 2006/2007 Budget included the following list of projects and activities that the staff expected to undertake over the course of the current year. Here is a brief report on the progress that has actually been made:

### **Funding**

#### **State Transit Assistance**

The General Manager will advocate for a permanent solution to the ongoing state transit funding crisis, and in particular adequate funding for transit systems in growing communities like the Centre Region. Paid lobbying support may be retained if deemed necessary.

*In addition to spreading the word about the impact on CATA of the state’s transit funding crisis, the General Manager has served on the Deputy Secretary of Transportation’s task force to develop a new allocation mechanism for future transit funding. To date, CATA has not been able to develop a sufficient coalition of like interests to support the idea of hiring a lobbyist.*

#### **Congressional Earmarks**

CATA will continue to pursue a federal Appropriations earmark for Phase II of our Advanced Public Transportation Systems (APTS) initiative, and, if that is successful, begin work on a subsequent request for funding to expand the bus storage area of CATA’s Cato Park facility.

*A technology earmark was included in the House Transportation Appropriations bill by Rep. Peterson, but when the new Congress convened, all such earmarks were discarded, and the allocation of bus capital funding was assigned to the FTA. CATA has submitted a FY 2007/2008 earmark request, this year for replacement buses.*

#### **Local “Buy-down” of Transit Fares**

As an alternative to “unlimited access,” which the Penn State administration has declined to embrace, CATA will attempt to work with the Borough of State College to reduce the cost of riding transit for Borough residents, perhaps through some variation of the “Ride for Five” or Free-fare Zone programs.

*Following a meeting with representatives from the Borough Transportation Commission and staff, CATA developed a proposal for a “fare buy-down” pilot program for the Waupelani Drive corridor, supported by CMAQ funding. As of this writing the Borough is still considering the proposal; if approved, it would be implemented this August.*

### **Congestion Management / Air Quality (CMAQ)**

CATA staff will work with the Centre County Metropolitan Planning Organization (CCMPO) to secure CMAQ funding for eligible projects, such as extending transit service to new areas, expanding the RideShare program, “buying down” transit fares, etc.

*The staff was successful in securing a commitment for a portion of the new CMAQ funds. A total of \$128,000 has been provided for three projects – additional bus service in the North Atherton corridor, a fare-buy-down pilot program, and initial funding for the operation of a vanpool program. The CCCMPO has also committed to a competitive process for the allocation of future year CMAQ funds.*

### **Job Access / Reverse Commute (JARC) and New Freedom (NF)**

The General Manager will work to stay abreast of the rule-making process for these two newly “formularized” programs, so that CATA will be positioned to take advantage of the funding once PENNDOT establishes the programs’ requirements.

*At CATA’s request the CRPA Transit Planner has begun work on the Human Services Transportation Coordination Plan that is required before these new funds can be made available in Centre County. Once the plan is complete (the due date is May 31), CATA will begin the application process for the actual funding.*

## **Administration**

### **CATA’s Business Processes**

Just like the Operations staff spends most of their organizational energy ensuring the integrity of the service on the street, the Administration Department will devote itself to ensuring that CATA is financially sound and in full compliance with all state and federal regulations.

*Under the leadership of the Director of Administration, CATA was successful in preparing and administering the budget, completing the annual audit (once again with no findings), making application for all necessary grants, and keeping abreast of CATA’s many reporting requirements.*

### **Computer Support Systems**

Having joined with the COG and several municipalities in the Regional Technology Consortium (RTC), CATA will expand its Information Technology program, replacing and upgrading its e-mail system, installing a new Accounting system, relocating CATA’s Server Room, etc.

*CATA finally began participating in the Regional Technology Consortium in April 2006. Much of the time since that date has been spent getting the Server Room moved and enhancing our IT processes. Slow decision-making by the RTC partners has set back our e-mail upgrade, while internal issues at CATA have delayed the Accounting software project.*

## **Planning and Service Development**

### **Service Enhancements**

The Service Development Manager will take the lead on the annual service planning process. With the expectation that additional state transit funds may be forthcoming, this effort will take on new

significance in 2007, as CATA decides which unmet needs should be addressed first with the new resources.

*Last year's high hopes have been dashed by the General Assembly's continued inability to deal with the state's transit funding crisis. As a result, this year's service planning process is mainly an exercise in redeploying existing resources in an attempt to keep all of our existing services intact.*

### **Human Services Transportation Coordination Plan**

CATA will work with CRPA to retain a consultant to undertake a Human Services Transportation Study. The plan is expected to address long-standing concerns about Shared Ride, which both CATA and the County operate, as well as the long-term future of public transportation services throughout the County.

*After considerable debate, it was decided that the CRPA Transit Planner would himself undertake an abbreviated Human Services Transportation Plan. However, once that is complete a detailed evaluation of the operational, institutional and financial issues associated with the integration of CATA and the County's transportation service will be pursued using consultant assistance.*

### **Regional Commuter Bus Service**

With the expectation that JARC, CMAQ or other funding may soon be made available for "new start" projects, CATA staff will resume planning for regional commuter bus service from Penns Valley and the Moshannon Valley, as well as Altoona (in conjunction with AMTRAN).

*Regional Commuter Bus Service is still a long way off. Fullington did some initial planning for service from Altoona, but backed away when the level of public interest was disappointing. We have learned that before we can access any JARC funding a Human Services Transportation Plan must be completed, and then we will need to secure an equal amount of matching funds from a non-PENNDOT source.*

### **Hiester Street Bus Stop**

The bus stop on East College Avenue at the end of Hiester Street has deteriorated over the years, and while technically it is accessible, it's very challenging for anyone with a mobility impairment. Over the coming year CATA staff will work with their Penn State counterparts to design and cost-out a new bus stop.

*Due to all of the other activities that have been under way over the past year, the Hiester Street bus stop project has been set aside indefinitely.*

## **Public Information and Marketing**

### **Bus and Bike Facilities Map**

The Marketing staff will continue to work with the Centre Region Bicycle Coalition to complete the full-color fold-out map of all transit and bicycle facilities in the Centre Region currently being designed. The map should be complete and available for use by the start of Full Service this fall.

*The Bus and Bike Map was completed in time for distribution at the start of the Fall Semester at Penn State, and has proven to be very popular with both bike riders and transit patrons alike.*

### **Transit Coalition**

CATA's Marketing Manager is taking the lead in the creation of a Centre Region Transit Coalition, a group of transit stakeholders and other interested persons who can be called up to advocate for public transportation funding and otherwise encourage elected officials to "do the right thing" for transit.

*The initial step toward forming a transit coalition was taken in March with a "kick-off" breakfast at the Hotel State College. As a result of the positive response from the nearly two dozen community leaders present, a steering committee is being engaged to develop the framework for a formal organization.*

### **Annual Report**

Following the completion of the annual audit for FY 2005/2006, CATA will produce a formal Annual Report which will complement the annual Budget document, and also serve as CATA's primary community information piece.

*With so many activities ongoing, it was decided to postpone the publication of the Annual Report until after the completion of the current fiscal year, when text from the budget document can be used to expedite the narrative portion of the report. The inaugural report will be published by the end of the summer.*

### **Internet Homepage**

The staff will continue to enhance the [www.catabus.com](http://www.catabus.com) website to include more "real-time" route and schedule information; the ultimate goal is to be able to provide up-to-the-minute service information that can be transmitted wirelessly to passengers via cell phones and PDA's.

*The staff continued to maintain and upgrade the CATA website, but other projects took precedence over plans to add more real-time content. However, one of these other projects has been the implementation of CATA's technology initiative, which will provide up-to-the-minute information.*

### **Transportation**

#### **CATA's Core Bus Service**

As always, most of CATA's transportation efforts will be devoted to ensuring that there is a bus on every run, a Driver on every bus, and that all of the supporting elements are in place to keep the service running smoothly. Ninety percent of CATA's organizational energy is devoted to this core function.

*Virtually without exception, CATA's transit service ran as advertised. Although we came close several times, there was never a point where CATA did not have enough buses or Bus Drivers available to cover all assignments, and thanks to the generally mild winter there were no service interruptions due to weather.*

## **Service Quality**

As time permits the staff will commit additional resources to ensuring that key indicators of CATA's transit services – schedule adherence, bus cleanliness, customer service, comment follow-up, etc. – meet or exceed transit industry and CATA's own standards.

*Do to the press of other business the staff was not able to formally track our performance in these key areas. However, anecdotal evidence seems to indicate that we were successful in meeting our own – and the community's – expectations for service quality.*

## **Rolling Stock Rebuild/Replacement Plan**

The highest priority special project for the Operations staff for the coming year is the completion of a bus rebuild/replacement plan, so that we can begin taking the necessary steps to ensure the integrity of our bus fleet, which includes 34 buses that will reach the end of their life-expectancy within the next four years.

*Last summer the staff proposed, and the Board approved, a bus fleet restoration plan that includes the replacement of the Orion buses and the refurbishment of the New Flyers. The plan, if implemented fully, will result in all of the 1996-2001 CNG buses being rebuilt or replaced within the next seven years.*

## **Safety and Training**

With the creation of a new Safety and Training Officer position, we will reorganize our Bus Driver training regimen, our all-employee refresher training program, our Maintenance employees' skills assessment, etc. We will also reactivate CATA's dormant Safety Committee.

*The hiring of a Safety and Training Coordinator last August gave us the organizational capacity to begin reorganizing and upgrading our overall safety program. Initial steps have included the restructuring of our drug and alcohol program and our accident investigation process, as well as the enhancement of our overall safety program.*

## **Bus Driver Training Curriculum**

Earlier this spring CATA provided two buses and two minibuses to the Central Pennsylvania Institute of Science and Technology (CPI) to enable them to begin a Bus Driver training program to mirror their truck-driving curriculum. Over the coming year we will work with CPI to help the program achieve its intended goal of providing CATA a supply of pre-trained Bus Driver candidates.

*CATA has provided two buses and one minibus to CPI, and our staff has continued to work with theirs to encourage the development of the Bus Driver training curriculum. However, to-date the results have been mixed.*

## **Maintenance**

### **Bus Maintenance**

As the bulk of CATA's bus fleet approaches the end of its life expectancy, additional work will be required to keep the buses in good working order. Over the coming year additional efforts will be made to address body and frame corrosion, engine power deficiencies, air systems deterioration, etc.

*In spite of the aging fleet and our inability to fill the new third-shift Mechanic position, our exceptional Maintenance staff has been able to keep the fleet in excellent running order. The engine power problems have been largely addressed; while the body and frame corrosion issues will be addressed with the bus rehabilitation program.*

### **Road Calls**

The Maintenance staff will continue to evaluate the number and type of road calls (on-street problems), with the expectation that enhanced preventative maintenance procedures can reduce their incidence over the course of the year.

*The Transportation staff tracks road calls on an ongoing basis and analyses the data annually. However, to date we have been unable to demonstrate that our efforts to identify high-frequency maintenance incidents have really resulted in improved bus service reliability.*

### **CNG Tank Evaluation and Remediation**

With “seepage” of natural gas having been found in several CNG tanks, we will evaluate the tanks’ structural integrity and replace them as needed.

*The tank with the most pronounced evidence of leakage was sent to a testing lab, where it was subjected to destructive testing. The tank didn’t fail until over twice the standard operating pressure, resulting in the finding that in spite of apparent seepage our CNG tanks are structurally sound and in no danger of rupture.*

### **Facilities Maintenance and Upkeep**

As resources permit, Maintenance staff and contractor personnel will address various problems cropping up with our 15-year-old facility, so that the building and grounds continue to look good and work well. Activities will include the remediation of several sinkholes and the rehabilitation of our stormwater retention basins.

*Facilities maintenance problems have been addressed on an as-needed basis. A significant sinkhole south of the building continues to re-open in spite of our efforts to fill it in with concrete. Repairs have been made to overhead doors, the HVAC system, parking lot paving, electrical systems, etc.*

### **Capital Investment**

Over the coming year CATA will pursue roughly a dozen capital improvement projects. Among the most significant are the Advanced Public Transportation Systems (APTS) initiative, the replacement and upgrading of CATA’s CNG fueling facility, working with Penn State to create a transit center behind Pattee Library, the refurbishment of CATA’s 16 oldest CNG buses and the replacement of CATA’s bus stop signs throughout the community.

*Work has progressed on CATA’s planned capital improvements, although none of those major projects listed above have been completed. Details of the capital projects that are ongoing follow in SECTION VII – FY 2007/2008 CAPITAL BUDGET.*

## Other

### **Old Fort Park and Ride Lot**

To ensure that the Park-and-Ride project moves forward to construction, CATA or CRPA staff will continue to serve as liaison between the American Legion (who owns the land), PENNDOT (who will design and build the lot) and Potter Township (who will operate the facility).

*The resignation last summer of the CRPA Transit Planner and the four-month delay in hiring a replacement was yet another setback in this project. However, work is now back on track, with PENNDOT currently working on final design. Nonetheless, new concerns over stormwater runoff may further delay the project.*

### **Hydrogen Bus Research Project**

The staff will continue to work with Penn State's Pennsylvania Transportation Institute (PTI) to re-power one of our New Flyer buses to burn a blend of CNG and Hydrogen, then use it on the LOOP/LINK as a research platform. The bus should be in revenue service by this coming summer.

*The Hydrogen Bus research project has endured repeated delays, and as a result the bus is still not in revenue service. In fact, one of the most significant findings of the project may be the challenge of integrating research and ongoing operations. Nonetheless, we are still hoping to place the Hydrogen Bus in revenue service within the next thirty days.*

### **American Public Transportation Association (APTA) Involvement**

With the support of the CATA Board of Directors, the General Manager will continue serving as the Chairman of the APTA Small Operations Committee, with the expectation of being elected APTA Vice Chair for Small Operations in October.

*In October the General Manager was elected APTA Vice Chair, meaning that he is now the chief representative and spokesperson for the association's 200+ small transit systems. In this capacity he is engaged in numerous federal legislative, regulatory and funding initiatives.*

## SECTION IV

### FY 2007/2008 POLICY CONSIDERATIONS

#### Background

The FY 2001/2002 Budget stated that “CATA’s financial position remains reasonably strong, with subsidies and operating revenues both trending upward.” Over the past six years, however, conditions have deteriorated badly. State transit assistance – our largest source of subsidy – has been virtually flat, while operating costs, particularly health care and energy, have escalated beyond anything we could have imagined even five years ago.

In response CATA has cut service three different times, by a total of 20%. We have also raised fares for every service, including Centre Line, Centre Ride and our various special services, and we have successfully negotiated higher rates with our purchase-of-service customers. We have asked our municipal funding partners to increase their contributions, and they have consistently raised their commitment by 5% annually. Nonetheless, financially CATA has been hanging on by a shoestring.

In early 2005 it appeared that CATA, like almost every transit system in Pennsylvania, would simply not be able to create a balanced budget for FY 2005/2006. Fortunately for the state’s transit systems, at the very last moment the Governor stepped in and “flexed” bridge and highway funds to public transportation. This very controversial action allowed CATA to maintain operations, but essentially placed us in a holding pattern until the end of calendar year 2006.

Six months later, the new federal transportation authorization bill, which has become known as SAFETEA-LU, provided a significant funding boost to CATA. Included in the legislation was a new funding tier called the Small Transit Intensive Communities program, or STIC. STIC provides additional funding to small urban areas with particularly strong transit systems, such as the Centre Region. This incentive program has resulted in CATA receiving about \$750,000 annually in additional federal transit assistance.

It finally looked like CATA might be in a position to address some of the many unmet needs that had arisen over the previous five years, when in spite of continued growth in the community CATA was reducing services, deferring maintenance and otherwise cutting costs. Unfortunately, as soon as we started to increase service, the impact of inflation began to take its toll on the new STIC funding, and once again we were back in a holding pattern.

In any event, the DRAFT Budget that follows basically allows CATA to continue our current programs. The only enhancements are the extension of bus service to the University Park Airport, the addition of one staff position (a Ridesharing/Vanpool Coordinator, funded by CMAQ) and whatever increase in the number of Bus Drivers is needed to cover the service. Funds are also budgeted to cover the full-year cost of programs and positions added in the past year.



## Revenue Issues

### Local Shares

#### **Centre Region**

When the CATA staff met with the COG Finance Committee in January, one of the topics was local shares. Having approved five successive 5.0% increases, the municipalities were not quite so enthusiastic this year about continuing the trend. In fact, one representative stated flatly that his municipality might decline to support another such increase. As a result, the CATA Board, following lengthy discussion, decided to request a 4.0% increase in the collective local shares from the participating municipalities. However, it was also determined that we should increase the portion of the payment from Penn State that is considered to be local share by whatever amount is needed so that the entire local share amount increases by 5.0%.

#### **Service to Bellefonte and Pleasant Gap**

Last year concerns about the willingness of Bellefonte Borough to keep paying the amount necessary to support the X Route were allayed by the decision of the Benner Township Supervisors to fund the local share attributable to the service in that municipality. This year, however, we are right back where we were, with the Bellefonte Borough Council declining to contribute any more local share than they have for the past half-dozen years. After considerable discussion, the CATA Board decided that rather than reducing the number of trips on the X Route, which would impact not only Bellefonte but also Spring and Benner Townships, we should reduce the mileage within Bellefonte Borough by providing less service in the residential areas. This budget incorporates that strategy.

### State Assistance

For the coming year we expect CATA's historic state assistance – State Operating Assistance, PTAF and Act 3 – to continue at current funding levels. The great unknown is the outcome of the Governor's proposal to dramatically increase transit funding through a tax on the gross profits of the oil companies. A number of transit systems across the state, most notably the Port Authority Transit in Pittsburgh, are in dire financial straits, which suggests that the Legislature may act to increase funding in the budget deliberations this spring. However, because it is impossible to know today either the amount or the timing of any new funding, the FY 2007/2008 Budget has been developed with the assumption that no new state assistance will be available during the year.

### Federal Assistance

#### **Section 5309 Formula Funding**

In FY 2005/2006 CATA's apportionment of federal formula assistance was \$1,836,000, up over \$750,000 from the prior year, thanks entirely to the STIC program. In early March CATA finally received word on our FY 2006/2007 federal apportionment - \$1,818,000 - a slight decrease from last year. This budget anticipates this same reduced amount for the coming year. These federal formula funds are essentially assured; while technically the Governor could reallocate part or all of these funds to one or more of the State's other small urban areas, that the chances of that happening are very remote.

In the DRAFT Budget we have programmed quite a bit more than \$1,818,000 on the Federal Operating Assistance line. That's because CATA uses federal formula assistance as our balancing item, drawing from unspent funds carried forward in some years and adding to that amount in others. In FY 2007/2008 we expect to draw down about \$480,000 from the roughly \$930,000 in unexpended federal formula funds that we'll have available at the beginning of the fiscal year. The \$450,000 left at the end of the year represents an adequate "cushion," but isn't nearly enough to allow CATA to remain solvent for the subsequent fiscal year.

### **New Programs**

In addition to the Section 5309 formula funds, SAFETEA-LU also contains three other federal programs that the State College urbanized area is eligible for – Job Access / Reverse Commute (for non-traditional employee transportation), New Freedom (for enhanced services for persons with disabilities) and Section 5310 (for seniors and persons with disabilities). The funds dedicated to these programs are allocated by PENNDOT, which is developing a process for their distribution. However, because of the uncertainty of how long it will take PENNDOT to finalize its process, and how CATA might fare in the competition for these funds, none of these resources are included in the FY 2007/2008 Budget.

With Centre County having become a non-attainment area for ozone, Centre County is now receiving CMAQ funds. In FY 2006/2007 the Centre County Metropolitan Planning Organization (CCMPO) allocated \$128,000 to CATA for three projects – additional bus service in the North Atherton Street corridor, initial operating costs for a vanpool program, and a "fare buy-down" project to augment Penn State's Ride-for-Five program. Because it took time for the CMAQ funds to become available and for us to secure them, and then even longer to develop our projects, CATA will not be able to take advantage of the full amount of these funds in the current fiscal year. Consequently, we have not included the full amount of CMAQ funds in the FY 2007/2008 Budget.

### **Operating Revenue**

#### **Fares**

Five years ago CATA raised the base fare 25% and increased other fare media by corresponding amounts. As we began this year's budget process the staff was preparing to recommend another increase, since it appeared we were going to be in a very difficult financial position and so much time had elapsed since the last one. However, over the past several months, as we have gotten a clearer picture of CATA's funding situation, a rosier picture has emerged. As a result, the staff did not recommend a fare increase at this time, and after deliberation, the Board agreed.

Because so many of our passengers are riding under prepaid programs, the yield from a fare increase is less than might be the case in another similarly-sized transit system. For instance, although our annual system ridership exceeds 6,000,000, we transport fewer than 500,000 cash and token passengers, while OnePasses represent approximately 250,000 trips. In any event, an increase of 20% in cash fares and token and pass prices would generate about \$180,000 in additional revenue, if there was no "fare elasticity." However, when we raised fares from \$1.00 to \$1.25 we saw a loss in ridership, although admittedly we were also cutting service at the time. Nonetheless, we believe that we could lose as many as five percent of our riders, bringing our net revenue increase down closer to \$100,000.

### **Apartment Contracts**

When CATA last raised Centre Line fares in FY 2002/2003, we established a revenue target of \$0.75 per trip on our apartment complex program. When ridership from the complexes declined, in FY 2004/2005 we were able to achieve average revenue of \$0.85 per trip. However, following the run-up in gasoline prices last year, ridership from the apartment complexes increased significantly, driving our per-trip yield back down below \$0.80. While this represents only about two-thirds of our base fare, we carry apartment riders very cost-effectively, so the subsidy required for these riders is the lowest of any fare category. Nonetheless, we will be aggressively negotiating higher rates with a number of the complexes in an effort to get our average fare back up to at least \$0.85.

### **Penn State**

For FY 2007/2008, we anticipate operating basically the same level of service on the LOOP and LINK. Once again we expect to negotiate an inflationary increase in the hourly rate. The University currently pays \$46.01 per revenue hour for LOOP and LINK service, a level that doesn't quite cover our direct costs and doesn't begin to support our overheads. However, thanks to the productivity of the campus service we qualify for the full amount available under the federal STIC program, which amounts to about \$750,000 annually. In addition, Penn State provides support for our RideShare program, and the per-trip revenue on the University's Ride-for-Five program is among the highest of our fare categories.

### **Other**

#### **Bus Refurbishment**

Back in December and January it looked like CATA's financial situation was such that we might need to defer the bus refurbishment program that we were just starting and redirect those "flex" funds to support the operating budget. Since then we have gotten more detailed projections of our financial situation, and as a result that option has been taken off the table. Nonetheless, we are still considering scaling back the project and reclaiming a portion of the funding to support other emerging maintenance needs. However, since these decisions have yet to be made, in this DRAFT Budget the full amount of the "flex" funds has been assigned to the bus refurbishment project.

### **Staffing Levels**

A year ago the Board discussed the need for additional staffing to address the various activities that had been deferred when our funding situation was so precarious. At that time the staff presented three classes of positions – some that needed immediate attention, several that would be recommended in the FY 2006/2007 Budget, and some that could be set aside for future consideration. Between the positions that were filled right away and several that were included in last year's budget, progress was made in meeting the most pressing needs. Unfortunately, the state transit funding crisis dictates that we can make only limited recommendations for the FY 2007/2008 Budget.

## This Year

### **Ridesharing/Vanpool Coordinator**

For the past decade CATA has been operating RideShare, the community-wide carpool matching service we provide for long-distance commuters. The program is run on a part-time basis by CATA's Executive Assistant, and funded largely by Penn State. The University is also providing vans to groups of Penn State employees who are commuting long distances. Seven vanpools are currently in operation. Unfortunately, the program is restricted to Penn State employees, and the University has never really promoted the vanpooling as a commuting alternative.

For several years we have been looking at folding Penn State's vanpools into CATA's RideShare program. Doing so would enable CATA to extend the service to employees besides the University's, actively market vanpooling, and really promote alternative transportation for long distance commuters. With the current interest in workforce housing, the continuing high cost of gasoline, and a retirement at Penn State Fleet Services, this is a program whose time has come. However, it must be recognized that while vanpools can be operated on pretty much of a break-even basis, the vanpool groups require a lot of administrative "care and feeding." CATA has received CMAQ funding to cover these staff costs; we are also eligible for two more years of support.

### **Mechanic(s)**

Earlier this year CATA engaged Edward Pigman, a nationally-known consultant, and Mike Wehr, the Maintenance Manager at the transit system in Milwaukee, to look at the organization and staffing of our Maintenance program. Although at this writing we do not yet have their final report, the initial findings confirm that our technician staffing levels, as well as our supervisory capabilities and our Parts Room support, are seriously below industry standards. However, not having a clear idea of our greatest needs, and in light of our current financial situation, no funds have been included in this DRAFT Budget to support any new positions.

However, because CATA was never able to find a qualified candidate that we felt would be a good addition to our team, we currently have one vacant Mechanic slot. This vacancy represents a resource could be used to hire either a Class I Mechanic, a Lead Mechanic, or Parts Room staff. Also, it's possible that we may realign one of our existing supervisory positions to increase our capabilities on the shop floor. Further recommendations will be forthcoming once we have more information. Likewise, once we have the consultant's findings we may come back to the Board with a recommendation to set aside a portion of the Bus Refurbishment program to free up resources to address the most critical Maintenance staffing needs.

## For Future Consideration

The following positions are not included in the DRAFT Budget. However, should the state transit funding situation be resolved quickly, it's possible that these issues could be the subject for further consideration later in the coming fiscal year.

### **Maintenance Staffing**

As soon as the staff has the results of the current Maintenance evaluation, we will be prepared to make recommendations concerning additional staffing in the Shop. These will undoubtedly include one or more additional Mechanics, at least one foreman-level position, and most likely someone to staff the Parts Room. These positions are needed already, and with the impending retirement of

CATA's Maintenance Manager, the lack of someone to oversee purchasing and inventory, and the aging of our skilled Mechanics, it is imperative that we move to address these deficiencies as soon as our financial situation allows.

### **Laborer/Custodian**

CATA has historically contracted out our janitorial service, but since we moved into our new Schlow Library office we are spending nearly as much to clean our two locations as it would cost us to hire our own custodial staff. In addition, because CATA doesn't have anyone to do facilities work, we use Shop employees at all levels to repair things, and we regularly divert our skilled maintenance people to mow the lawn, plow snow, pick up trash, prune trees, etc. With the growing size and complexity of our physical plant, we need someone whose primary responsibility it is to look after our facilities. We believe that this position can also provide direction to CATA's Bus Cleaner.

### **Clerical Staff**

The Transportation Department (Operations and Maintenance) includes 100+ employees who are on duty almost 24/7, year-around. However, there is not one clerical support person in the entire department, and as a result the Director, Managers and Supervisors must do all of the "paperwork," which means that supervisory personnel spend large chunks of time with data input and record-keeping. An Office Assistant would not only expedite the department's administrative tasks, but this support will allow the Operations Supervisors to put additional hours "on the street."

### **Executive Services Director**

Several years back CATA rearranged the organizational chart to create a spot for a person who could be groomed to be the next General Manager. This "Executive Services Director," on the same level as Director of Transportation and Director of Administration, would have responsibility for planning, marketing, service development and information technology. They would also look after many of the day-to-day activities that now consume so much of the General Manager's time. The incumbent would be expected to develop to the point where they could move into the top position on short notice with minimal dislocation, should the need arise.

### **Employee Compensation**

Each year CATA programs the funds necessary to cover the wage costs contained in our collective bargaining agreement. The budget also includes a percentage increase (historically somewhere between 2.0% and 3.5%) for a market adjustment to the pay plan for non-represented employees. This DRAFT Budget includes an adjustment commensurate with the 3% wage increase we have negotiated with our bargaining unit employees.

## **Service Revisions**

Last year, after five years in which we were unable to expand service, we made several selected enhancements. We added capacity to the North Atherton corridor, where ridership growth was taxing our ability to meet the demand, we restored service to the neighborhood around the south end of Corl Street, which we had to abandon back in 2001, we shortened headways on the H (Toftrees) and W (Park Forest) Routes, and we brought the S (Science Park) and K (Cato Park) Routes onto campus.

We had hoped that the availability of the new federal STIC funds would allow us to continue to address our lengthy list of unmet needs. However, the continuing crisis with state funding has caused us once again to set aside almost all of those plans. Instead of being able to get our evening and weekend frequencies on the very heavily used R (Waupelani), N (Martin/Aaron) and V (Vairo) Routes down to a reasonable level, run more than eight trips a day on University Drive, and otherwise patch the holes in our systems, we are proposing only the following selected changes:

### **V (Vairo), N (Martin/Aaron) and R (Waupelani) Routes**

In these three corridors, which are the busiest in our system, we've seen both continued ridership growth and increased traffic congestion. As a result, Bus Drivers are having a very difficult time maintaining the posted schedule, and we get more customer complaints concerning on-time performance than any other type. To address these deficiencies, we plan to increase the running time on these three routes. Unfortunately, this also means that over the course of the day there will be fewer trips, so we will have to add more "trippers" to maintain our current passenger capacity.

### **Service to the Airport**

For the past two years we have been looking at how we might be able to serve the University Park Airport. At one point it looked like the best approach might be via the H (Toftrees) Route, but when CATA's Operations Committee looked at the details, they determined that a better alternative would be to extend the P (Park Ave. / Scenery Park) Route out from the Hospital. However, this approach requires a second bus, which represents additional cost. To get started with at least something going to the Airport, the staff proposes running only a commuter level of service, or five trips each weekday. The Airport Authority has agreed to contribute the additional local share required.

### **X (Bellefonte and Pleasant Gap) Route**

Again this year CATA's X Route service planning is driven by the decision by the Bellefonte Borough Council to provide no increase in local share support. This is a particular challenge on two levels. First, CATA's Articles of Agreement require that all service outside of the Centre Region be fully self-supporting, so local tax dollars from the member municipalities cannot be used to cross-subsidize the Bellefonte service. Second, the two other municipalities served by the X Route, Spring and Benner Townships, are willing to increase their local shares. As a result, the CATA Board has decided, and this DRAFT Budget assumes, that the routing within Bellefonte Borough will be shortened by an amount that corresponds to the funding shortfall.

### **Centre Ride**

While running the P (Park Ave. / Scenery Park) Route out to the Airport only five trips a day will not really address much of the demand for fixed-route service, it will allow CATA to extend Centre Ride service to the Airport. This is really important, because persons with severe mobility impairments currently have no way to get to the Airport if they don't have access to private transportation. This is also the unserved destination most requested by other Centre Ride users.

## **Summary**

This DRAFT Budget has been developed to include all of the expenditures required to maintain existing service levels, add a tiny amount of additional revenue hours and increase staffing by one position. We believe our assumptions about revenues are reasonable and our projections for expenditures fairly conservative. Therefore, we have a high degree of confidence that CATA can live within this budget for the coming year.

## SECTION V

### FY 2007/2008 WORK PROGRAM

#### Goals Set by the Board

The following list contains the goals formally articulated by the CATA Board of Directors in setting out their expectations for the General Manager's performance for the coming year:

- **Overarching – Integrity of the Service:** Strive to ensure that the business processes of CATA are kept fully in order, and that the Authority consistently provides safe, on-time, customer-friendly service.
- **Outreach/External Environment:** Continue record of success in vigorous pursuit of pro-transit initiatives supportive of CATA's needs (both funding and other) at local, state, and national levels in both the public and private sectors.
- **Financial:** Continue striving to obtain funding and achieve efficiencies sufficient to adequately support operating and capital needs and build and maintain an adequate financial reserve.
- **Marketing:** Continue to capitalize as fully as possible on the cost of motor fuel for private vehicle users, to obtain increases in the use of CATA services. Seek ways to adjust service offerings and/or marketing and promotion in directions that offer potential for attracting more non-student riders on Centre Line, and evaluate the feasibility of adding Centre Line service in non-traditional corridors where it might be offered with relatively little additional cost, e.g., through conversion of out-of-service deadhead miles to revenue service.
- **Capital Program:** Continue identification and evaluation of options and implementation of programs for capital asset renewal and improvement, toward the twin goals of improving annual operating efficiency and increasing passenger revenue through higher quality service over the longer run.
- **Technology:** (1) Information systems – ensure that implementation of Phase I of the project with Avail Technologies is not slowed or stalled, and utilize evolving technology in ways that will permit full realization of its capability for improving operational efficiency and customer service; (2) As part of capital program initiatives, identify alternative fuel options that hold potential for lower-cost, more environmentally friendly operation, e.g., hybrid CNG-electric bus propulsion systems.
- **CATA/County Evaluation:** Complete study of alternatives for future role of CATA in relation to the Centre County Transportation Office and identify course or courses of action that offer greatest prospective net benefit for CATA and its constituents.
- **Regional Services:** Identify and pursue opportunities for regional commuter service (fixed-route, van pooling, and or car pooling) and for tapping non-traditional funding sources (e.g., economic development money and partnering with groups such as affordable housing coalitions).

- Succession Planning: Continue progress toward providing for succession and closure of gaps in critical staff positions, giving top priority to Maintenance.
- Personnel: Take action as appropriate, based on consultant's report, to strengthen maintenance staffing and practices. Continue to strive to provide a work environment within CATA that will enable (1) attraction and retention of the best employees that the area has to offer, (2) high morale, and (3) efficient supply of high quality services.

## **Other Programs, Services and Activities**

The following list highlights those key activities that the staff expects to pursue over the coming year, and for which resources are programmed in the DRAFT Budget. Major capital projects are listed in the Capital Improvement Program section.

### **Funding**

#### **State Transit Assistance**

The staff will continue to work with other transit stakeholders in our community and across the Commonwealth to advocate for a permanent solution to the ongoing state transit funding crisis, and in particular adequate funding for transit systems in growing communities like the Centre Region. Paid lobbying support may be retained if deemed necessary.

#### **Congressional Earmarks**

Again this year we have requested a federal Appropriations earmark, this time to advance our bus fleet restoration program. If awarded, the requested funding will be used for the purchase of four 60-foot compressed natural gas powered articulated buses. These will replace six of our 1996 Orion buses, which will reach the end of their expected life in 2008.

#### **Local "Buy-down" of Transit Fares**

As an alternative to "unlimited access," which Penn State has declined to embrace, the staff expects to work with the Borough of State College to develop a pilot program in the Waupelani Drive corridor that mirrors the University's "Ride-for-Five" program. The goal is to encourage transit ridership by using CMAQ and Borough funding to deeply discount the cost of riding the bus.

#### **Job Access / Reverse Commute (JARC), New Freedom (NF) and Section 5310**

Greg Kausch and his colleagues at the Centre Regional Planning Agency (CRPA) will undertake the planning activities necessary for CATA to access these newly "formularized" federal programs. Once the background work is complete, CATA expects to apply for JARC funds for regional commuter bus service and perhaps work with Centre County on a joint project utilizing NF funds.

### **Administration**

#### **CATA's Business Processes**

Just as the Operations staff spends most of their organizational energy ensuring the integrity of the service on the street, the Administration Department will once again devote itself to ensuring that



CATA is financially sound and in full compliance with all state and federal regulations. In addition, we will work to ensure that our Assistant Director of Administration is fully prepared to take over if and when our Director is ready to retire.

### **Computer Support Systems**

Having joined with the COG and several municipalities in the Regional Technology Consortium, CATA will continue to expand its Information Technology program, replacing and upgrading our e-mail server, installing a new Accounting system, integrating our new “smart bus” program into our overall network, etc.

### **Labor Contract Negotiations**

CATA’s current collective bargaining agreement with AFSCME Council 83 and Local 1203-B expires at the end of February, 2008. CATA’s administrative staff will take the lead in working with CATA’s Solicitor, who serves as our Labor Relations Attorney, to plan for and conduct the negotiations.

### **Planning and Service Development**

#### **Service Enhancements**

The Service Development Manager will conduct the annual service planning process. With the expectation that additional state transit funds may be forthcoming within the next year, this effort will take on new significance, as CATA decides which unmet needs should be addressed first with any new resources.

#### **Transportation Coordination Study**

In response to a suggestion by the County Commissioners that CATA should take over the County’s transportation service, the CRPA Transit Planner will undertake an evaluation of the transportation programs operated by CATA and the Centre County Transportation Office (CCTO). CATA staff will play an integral part in this undertaking to ensure that our interests are well-represented.

#### **Human Services Transportation Plan**

CATA will also work with CRPA to undertake a Human Services Transportation Coordination Study. This plan is a requirement of the JARC program, and must be undertaken before CATA can apply for these funds to support regional commuter bus service.

#### **Regional Commuter Bus Service**

With the expectation that at long last JARC or other funding may be made available for “new start” projects, CATA and CRPA staff will resume planning for regional commuter bus service from Penns Valley and the Moshannon Valley, as well as Altoona (in conjunction with AMTRAN).

#### **Transit Signal Priority (TSP) Project**

Assuming that funding is eventually forthcoming and that the staff can work out any lingering institutional details, we will upgrade the controls on eleven signalized intersections on North Atherton Street, place the TSP system into service, and begin to evaluate its performance.

## **Public Information and Marketing**

### **Transit Coalition**

CATA's Marketing Manager is taking the lead in the creation of a Centre Region Transit Coalition, a group of transit stakeholders and other interested persons who can be called on to advocate for public transportation funding and otherwise encourage elected officials to "do the right thing" for transit.

### **Annual Report**

As soon as possible following the completion of this fiscal year, CATA will produce a formal Annual Report which will complement the Budget document, and also serve as CATA's primary community information piece.

### **Internet Homepage**

The Advanced Public Transportation Systems (APTS) project will enable CATA to enhance the [www.catabus.com](http://www.catabus.com) website to include "real-time" route and schedule information. Longer term, we hope to be able to transmit that information wirelessly to passengers via cell phones and wireless PDA's.

## **Transportation**

### **CATA's Core Bus Service**

As always, most of CATA's transportation efforts will be devoted to ensuring that there is a bus on every run, a Driver on every bus, and that all of the supporting elements are in place to keep the service running smoothly. At least ninety percent of CATA's organizational energy is devoted to this core function.

### **Service Quality**

As time permits the staff will commit additional resources to ensuring that key indicators of CATA's transit services – schedule adherence, bus cleanliness, customer service training, comment follow-up, etc. – meet or exceed transit industry and CATA's own standards.

### **Bus Driver Training Curriculum**

CATA has provided two buses and a minibus to the Central Pennsylvania Institute of Science and Technology (CPI) to enable them to begin a Bus Driver training program to mirror their truck-driving curriculum. We will continue to work with CPI to help the program achieve its intended goal of providing CATA a supply of pre-trained Bus Driver candidates.

### **Advanced Public Transportation Systems (APTS) Implementation**

Considerable staff time will need to be invested this summer in system implementation. Major elements include insuring that all of the route, schedule and bus stop data has been properly entered, all of the on-board and fixed equipment has been properly installed, the software is functioning properly, all of the Drivers, Supervisors and others are fully trained, etc.

## **Maintenance**

### **Bus Maintenance**

As the bulk of CATA's bus fleet approaches the end of its life expectancy, additional work is being required to keep the buses in good working order. Over the coming year additional efforts will be made to address body corrosion, air systems deterioration, etc.

### **Road Calls**

The Maintenance staff will continue to evaluate the number and type of road calls (on-street mechanical problems), with the expectation that enhanced preventative maintenance procedures can reduce their incidence over the course of the year.

### **Bus Stop Signage**

In addition to making our usual annual investment in bus stop facility improvements, in FY 2007/2008 CATA will continue (and hopefully complete) the replacement of all 800+/- bus stops in the Centre Line system.

### **Facilities Maintenance and Upkeep**

As resources permit, Maintenance staff and contractor personnel will address various problems cropping up with our 16-year-old facility, so that the building and grounds continue to look good and work well. Of particular concern will be keeping our CNG compressors running for another year, until we can replace them.

## **Other**

### **Old Fort Park and Ride Lot**

To ensure that the Park-and-Ride project moves forward to construction, CRPA staff will continue to serve as liaison between the American Legion (who owns the land), PENNDOT (who is designing and overseeing the construction of the lot) and Potter Township (who will operate the facility).

### **Hydrogen Bus Research Project**

The staff will continue to work with Penn State's Pennsylvania Transportation Institute (PTI) to complete the re-powering of Bus # 85 to burn a blend of CNG and Hydrogen, then use it on the LOOP/LINK as a research platform. The bus is expected to be in revenue service by the start of FY 2007/2008.

### **American Public Transportation Association (APTA) Involvement**

With the support of the Board, the General Manager will continue serving as the APTA Vice Chair for Small Operations. In this position he is the primary spokesperson for small transit systems throughout North America, and is regularly called on to serve on other task forces and committees.

**SECTION VI**  
**OPERATING BUDGET**

**Introduction**

This page and the four that follow it provide the Receipts and Expenditures line items that comprise the FY 2007/2008 DRAFT Operating Budget.

**CENTRE AREA TRANSPORTATION AUTHORITY**  
**2007/2008 DRAFT OPERATING BUDGET**  
**MARCH 26, 2007**

<b>RECEIPTS</b>	<b>Actual 05/06 <u>Receipts</u></b>	<b>Current 06/07 Budget</b>	<b>Estimated Actual 06/07</b>	<b>DRAFT 07/08 Budget</b>	<b>% change from 06/07 Budget</b>
<u>Passenger Revenue</u>					
Farebox	568,092	620,000	607,000	625,200	0.84%
OnePass	453,913	450,000	485,000	499,550	11.01%
Football Shuttle	42,250	40,000	45,840	48,400	21.00%
Paratransit	94,272	103,000	80,000	85,000	-17.48%
Purchase of Service	907,123	905,600	986,100	1,061,000	17.16%
LOOP Revenue	<u>1,509,130</u>	<u>1,583,900</u>	<u>1,600,000</u>	<u>1,663,600</u>	<u>5.03%</u>
<b>Subtotal-Passenger Revenue</b>	3,574,780	3,702,500	3,803,940	3,982,750	7.57%
<u>Other Operating Income</u>					
Charter	292	0	0	0	N/A
Advertising	23,481	24,800	20,700	20,700	-16.53%
Interest	19,849	17,000	17,000	17,000	0.00%
Vehicle Lease	0	0	0	0	N/A
Misc. Transportation Revenue	30	100	100	100	0.00%
Misc. Non-Transportation Revenue	<u>19,248</u>	<u>2,000</u>	<u>9,000</u>	<u>5,500</u>	<u>175.00%</u>
<b>Subtotal-Other Operating Income</b>	62,900	43,900	46,800	43,300	-1.37%
<u>Special Reimbursement Funding</u>					
Senior Citizen Free Transit	43,707	45,500	48,000	48,000	5.49%
Senior Citizen Shared Ride	165,733	178,000	156,600	156,000	-12.36%
Transportation Planning Grants	0	0	0	0	N/A
Demonstration Grants	0	0	10,080	0	N/A
Welfare to Work	0	0	0	0	N/A
Rideshare Support	<u>31,311</u>	<u>32,875</u>	<u>32,875</u>	<u>34,190</u>	<u>4.00%</u>
<b>Subtotal-Special Reimbursements</b>	240,751	256,375	247,555	238,190	-7.09%
<b>Total Operating Revenue</b>	<u>3,878,431</u>	<u>4,002,775</u>	<u>4,098,295</u>	<u>4,264,240</u>	<u>6.53%</u>

**CENTRE AREA TRANSPORTATION AUTHORITY  
2007/2008 DRAFT OPERATING BUDGET  
MARCH 26, 2007**

<b>RECEIPTS</b>	<b>Actual 05/06 Receipts</b>	<b>Current 06/07 Budget</b>	<b>Estimated Actual 06/07</b>	<b>DRAFT 07/08 Budget</b>	<b>% change from 06/07 Budget</b>
<u>Operating Assistance Grants</u>					
Federal Operating Assistance:	1,622,501	2,050,420	1,440,055	2,298,032	12.08%
CMAQ Grants	0	0	48,000	100,000	N/A
State Operating Assistance	922,716	937,722	937,722	937,722	0.00%
Act 26 Asset Maintenance	281,180	283,712	283,712	283,712	0.00%
State Supplemental Funding	541,294	539,739	539,739	539,739	0.00%
State Funding - New	<u>0</u>	<u>448,372</u>	<u>448,372</u>	<u>0</u>	<u>-100.00%</u>
<b>Subtotal- Operating Assistance</b>	3,367,691	4,259,965	3,697,600	4,159,205	-2.37%
<u>Local Contributions</u>					
State College Borough	75,127	81,858	81,858	78,882	-100.00%
Ferguson Township	64,191	72,202	72,202	77,610	-100.00%
Patton Township	53,138	57,970	57,970	63,347	-100.00%
College Township	54,024	50,202	50,202	51,021	-100.00%
Harris Township	21,496	20,673	20,673	22,170	-100.00%
Bellefonte Borough	14,668	14,731	14,731	14,598	-100.00%
Spring Township	14,091	14,263	14,263	14,746	-100.00%
Benner Township	0	2,174	2,174	4,261	-100.00%
Penn State University	<u>81,651</u>	<u>85,732</u>	<u>85,732</u>	<u>93,160</u>	<u>-100.00%</u>
<b>Subtotal - Local Contributions</b>	378,386	399,805	399,805	419,795	5.00%
<b>Total Subsidy</b>	<u>3,746,077</u>	<u>4,659,770</u>	<u>4,097,405</u>	<u>4,579,000</u>	<u>-1.73%</u>
<b>Total Subsidy and Operating Revenue</b>	<u>7,624,508</u>	<u>8,662,545</u>	<u>8,195,700</u>	<u>8,843,240</u>	<u>2.09%</u>

**CENTRE AREA TRANSPORTATION AUTHORITY  
2007/2008 DRAFT OPERATING BUDGET  
MARCH 26, 2007**

<b>EXPENDITURES</b>	<b>Actual 05/06 Expenditures</b>	<b>Current 06/07 Budget</b>	<b>Estimated Actual 06/07</b>	<b>DRAFT 07/08 Budget</b>	<b>% change from 06/07 Budget</b>
<u>Maintenance Expenses</u>					
Supervisory Wages	99,864	104,045	102,900	109,000	4.76%
Supervisory Benefits	33,613	36,000	33,500	36,000	0.00%
Maintenance Wages	484,085	571,000	566,500	608,000	6.48%
Maintenance Benefits	215,126	273,100	248,000	297,000	8.75%
Revenue Vehicle Maintenance	227,613	265,000	300,000	285,000	7.55%
Service Vehicle Maintenance	3,594	4,000	3,100	3,300	-17.50%
Radio Maintenance	5,566	6,300	6,300	8,800	39.68%
Building and Equipment Maint.	92,007	84,000	119,000	124,000	47.62%
Uniforms and Accessories	11,188	16,500	13,000	14,000	-15.15%
Contract Maintenance	5,274	5,600	5,600	9,000	60.71%
Utilities	106,019	120,000	110,000	114,500	-4.58%
Paratransit	14,656	14,000	14,000	16,000	14.29%
Training	4,928	5,500	5,500	6,600	20.00%
Miscellaneous Maintenance	<u>10,130</u>	<u>8,200</u>	<u>15,000</u>	<u>15,000</u>	<u>82.93%</u>
<b>Subtotal-Maintenance Expenses</b>	1,313,663	1,513,245	1,542,400	1,646,200	8.79%

**CENTRE AREA TRANSPORTATION AUTHORITY  
2007/2008 DRAFT OPERATING BUDGET  
MARCH 26, 2007**

<b>EXPENDITURES</b>	<b>Actual 05/06 Expenditures</b>	<b>Current 06/07 Budget</b>	<b>Estimated Actual 06/07</b>	<b>DRAFT 07/08 Budget</b>	<b>% change from 06/07 Budget</b>
<u>Transportation Expenses</u>					
Supervisory Salary	339,790	390,500	395,600	463,900	18.80%
Supervisory Benefits	117,956	126,400	132,000	155,000	22.63%
Driver's Labor	2,478,928	2,756,100	2,631,800	2,818,240	2.25%
Driver's Benefits	1,141,625	1,411,600	1,225,000	1,380,500	-2.20%
Paratransit	365,950	396,000	360,000	360,000	-9.09%
Tires/Tubes:					
Revenue Vehicles	43,840	48,600	49,000	50,000	2.88%
Service Vehicles	213	1,100	400	450	-59.09%
Fuel and Lubricants:					
Revenue Vehicles	743,018	763,000	549,000	590,450	-22.61%
Service Vehicles	11,561	15,000	19,300	21,300	42.00%
Safety and Training	19,981	26,000	26,000	28,300	8.85%
Insurance	159,655	179,000	160,000	164,300	-8.21%
Vehicle Lease	0	0	0	0	N/A
Shelters and Signs	3,959	5,000	3,500	4,000	-20.00%
Uniforms	6,078	4,200	4,800	4,800	14.29%
Miscellaneous Transportation	<u>3,972</u>	<u>5,700</u>	<u>10,000</u>	<u>12,400</u>	<u>117.54%</u>
<b>Subtotal-Transportation Expenses</b>	5,436,526	6,128,200	5,566,400	6,053,640	-1.22%

**CENTRE AREA TRANSPORTATION AUTHORITY  
2007/2008 DRAFT OPERATING BUDGET  
MARCH 26, 2007**

<b>EXPENDITURES</b>	<b>Actual 05/06 Expenditures</b>	<b>Current 06/07 Budget</b>	<b>Estimated Actual 06/07</b>	<b>DRAFT 07/08 Budget</b>	<b>% change from 06/07 Budget</b>
<u>Administrative Expenses</u>					
Staff Salary	475,371	516,500	528,500	556,400	7.73%
Staff Benefits	135,957	166,200	185,200	210,000	26.35%
Intern Wages	0	0	0	0	N/A
Intern Benefits	0	0	0	0	N/A
Temporary Help	903	1,500	0	1,500	0.00%
Insurance	34,333	36,000	33,000	34,100	-5.28%
Pass Sales and Supplies	7,710	9,800	11,600	9,400	-4.08%
Professional Services	82,737	118,000	148,000	154,000	30.51%
Advertising	22,690	25,000	21,000	25,000	0.00%
Marketing Support	11,228	18,400	17,000	18,400	0.00%
Printing	549	3,000	1,500	2,000	-33.33%
Schedule Printing and Design	16,190	25,600	42,000	30,500	19.14%
Telephone	13,867	18,000	18,000	18,000	0.00%
Office Supplies and Services	18,746	21,000	21,000	21,000	0.00%
Dues and Subscriptions	18,392	21,400	21,400	22,400	4.67%
Travel and Meetings	18,499	18,000	18,000	20,000	11.11%
Interest	0	0	0	0	N/A
Miscellaneous Administrative	5,321	5,200	7,200	7,200	38.46%
Paratransit	<u>11,826</u>	<u>17,500</u>	<u>13,500</u>	<u>13,500</u>	<u>-22.86%</u>
<b>Subtotal-Administrative Expenses</b>	874,319	1,021,100	1,086,900	1,143,400	11.98%
<b>Grand Total-Operating Expenses</b>	<u>7,624,508</u>	<u>8,662,545</u>	<u>8,195,700</u>	<u>8,843,240</u>	<u>2.09%</u>



# Operating Budget Narrative

## Introduction

CATA maintains its financial records in accordance with National Transit Database (NTD) requirements of the Federal Transit Act. NTD defines specific accounts, which cross-classify all revenues and expenses by functional category and object class in order to present consistent accounting for all transit authorities nationwide. The Authority's internal accounting system includes many individual accounts, which are compiled into major functional categories in the 5-page line item budget.

The separate categories for revenue are:

**Passenger Revenue** - revenues derived from passenger fares for both fixed route (CENTRE LINE, LOOP/LINK) and demand responsive (CENTRE RIDE) service, either paid directly by riders or through purchase-of-service contracts, such as those with apartment complexes.

**Other Operating Income** - revenues from operations other than passenger fares, including income from transportation activities such as charter service or advertising on buses, or from non-transportation sources, such as vehicle leasing.

**Special Reimbursement Funding** - certain state and/or federal grants which reimburse all or part of fares for senior citizens or which finance specific planning or operating expenses. This section of the budget includes any demonstration grants from the Pennsylvania Department of Transportation, as well as RideShare program support provided by Penn State. Under NTD reporting, such revenues are considered operating revenue to distinguish them from general operating assistance.

**Federal, State And Local Operating Subsidies** - income from governmental entities to support general operating costs for transit service.

The separate categories for expenditures are:

**Maintenance** - expenditures for personnel, materials and supplies, services, and utilities required to perform, supervise, and administer maintenance and repair of revenue and service vehicles, buildings, grounds and equipment.

**Transportation** - expenditures for personnel, materials and supplies, services, and insurance directly related to operation of revenue service and its supervision and/or administration.

**Administration** - expenditures associated with general administration of the transit system, including, but not limited to, personnel costs, material and supplies, professional services, financing costs and marketing.

The following narrative details the specific assumptions and projections used to develop each line item in the FY 2007/2008 budget. Where appropriate, the narrative describes specific items included in each line and calls attention to significant differences between prior year and budgeted amounts.

## Revenue Detail

### Passenger Revenue

#### **Farebox**

**\$ 625,200**

Farebox revenue includes receipts from cash fares and tokens. With both revenue and cash ridership for FY 2006/2007 expected to be considerably higher than actual amounts for the previous year, receipts are budgeted at a 3% increase over the current year estimate.

#### **One Pass**

**\$ 499,550**

ONEPASS prices range from \$49 for a 1-month pass to \$499 for a 12-month pass. The current year estimate reflects higher-than-planned pass sales to both the general public and to participants in Penn State's "Ride for Five" program (under which the University subsidizes all but \$5 of the monthly cost).

#### **Football Shuttle**

**\$ 48,400**

The football shuttle provides economical and convenient access between downtown and local motels/hotels and Beaver Stadium on home game Saturdays. Estimated FY 2007/2008 revenue assumes no fare increase, but higher ridership based on the upcoming schedule.

#### **Paratransit**

**\$ 85,000**

This line item represents passenger revenue from CENTRE RIDE, CATA's paratransit program, serving senior citizens and persons with disabilities with curb-to-curb shared ride transportation in the CENTRE LINE service area. Those over 65 pay a reduced fare; a special state grant reimburses the Authority for all or most of the balance. CENTRE RIDE also provides complementary paratransit, as required by the Americans with Disabilities Act (ADA) for passengers with physical or cognitive impairments, which prevent use of CENTRE LINE buses.

The FY 2006/2007 estimate reflects decreased ridership, most notably in senior citizen categories and in general public ridership from Hearthside Nursing Home, following their purchase of a van for resident transportation. The FY 2007/2008 budget assumes varying ridership changes, based on the first seven months of the current year, no change in fares (\$1.50 per trip for those over 65 and \$2.50 per trip for ADA passengers) and estimated revenue from social service agencies paying full cost to transport clients under negotiated agreements (as permitted under the ADA), and from general public passengers paying full CENTRE RIDE fares.

#### **Purchase Of Service**

**\$ 1,061,000**

This line item includes contract revenue from large apartment complexes (Vairo Village, State College Park, University Terrace, Nittany Crossing, Lion's Crossing, Copper Beech, Oak Hill, The Pointe, Northbrook Greens, several properties owned by Nevins' Real Estate and Parkway Plaza, which was added in FY 2006/2007) for service provided to tenants on specified CENTRE LINE routes. Income from special services (such as Central Pennsylvania Festival of the Arts, Ag Progress Days and First Night), contract revenue from Bank of America for free employee transit on the K-Route, from Tussey Mountain Ski Resort for free B-Route service for Penn State physical education students, and from Penn State's purchase of fare-free service on selected CENTRE LINE routes which cross the University Park campus is also included. The FY 2007/2008 budget estimates contract rates for complexes currently served and revenue for special services and other sources as noted above.

**Loop/Link** **\$ 1,663,000**

The Authority operates fare-free service on the BLUE and WHITE LOOPS and the RED and GREEN LINKS through a purchase-of-service contract with Penn State University. The FY 2007/2008 budget includes projected amounts for purchase-of-service contract revenue, additional service not included in the contract, and revenue from the sale of monthly Park and Ride subscriptions for service to and from designated campus parking lots.

**Other Operating Income**

**Charter Service** **\$ 0**

Federal regulations restrict operation of charter service by federally-funded public transit authorities to incidental service which private-for-profit operators cannot or do not wish to provide, with very limited exceptions for service to non-profit organizations. No charter service revenue is anticipated for the coming year.

**Advertising** **\$ 20,700**

This line item budgets income from the sale of inside advertising spaces on revenue vehicles through CATA's contract with a local advertising firm. The FY 2007/2008 budget is equal to the estimated revenue for the current year.

**Investment Earnings** **\$ 17,000**

Interest earned on short-term investment of available cash balances is budgeted here. FY 2006/2007 estimated and FY 2007/2008 budgeted revenues are based on assumed daily interest rates and average cash balances.

**Vehicle Lease And Rental** **\$ 0**

With the Authority now providing campus bus service under a purchase-of-service contract, the University no longer leases buses from CATA for LOOP service, and no lease income from other entities is anticipated.

**Miscellaneous Transportation Revenue** **\$ 100**

**Miscellaneous Non-Transportation Revenue** **\$ 5,500**

These line items reflect revenue from sources not properly included on any other line item, and separate income into transportation and non-transportation categories to conform to NTD reporting requirements. FY 2006/2007 estimated revenue is higher-than-planned with income from disposition of two service vehicles, processing of identification cards for several municipalities and agencies, and reimbursement from Penn State for Authority expenses incurred as part of a research project to convert a transit bus to operate on a mixture of CNG and hydrogen.

**Special Reimbursement Funding**

**Senior Citizen Free Transit** **\$ 48,000**

This line item budgets grant revenue from Commonwealth lottery receipts to reimburse CATA for free service to senior citizens during off-peak hours, under the state's "free transit" program. Revenues are based on projected ridership and per trip reimbursement equal to the average fixed route cash fare.

**Senior Citizen Paratransit****\$ 156,000**

Shared-ride senior citizen paratransit service, known as CENTRE RIDE, is a lottery-funded companion to the "free transit" program above. In FY 2006/2007, service was again operated for the Authority by Handy Delivery, Inc., under a subcontract; renewal of that contract is anticipated for the coming year.

The state grant establishes a general public fare structure; those over the age of 65 pay 15% of that fare (currently \$1.50 per trip) and the Authority receives lottery funds to cover the remaining 85% (currently \$8.50 per trip). The total per-trip revenue (fares plus grant reimbursement) covers most of the per-passenger payment to Handy Delivery for CENTRE RIDE service for senior citizens.

Although changes in CENTRE RIDE ridership vary by passenger category, the senior citizen component has declined consistently over the last year; no increase in ridership is budgeted.

**Transportation Planning Grants****\$0**

Since FY 1999/2000, CATA and the Centre Region Planning Agency (CRPA) have agreed to utilize these funds to hire a transportation planner, and funding formerly included in CATA's budget for staff hours on planning tasks was retained by the CRPA instead. No revenue is therefore estimated or budgeted.

**Demonstration Grants****\$0**

The Authority first received special one-time demonstration grants, providing between 90% and 100% of the costs associated with approved activities, in May 1997, and has been awarded several such grants since then. Estimated current year revenue reflects unanticipated reimbursement of expenses incurred for design and printing of a bike/bus route map; no grants are anticipated during FY 2007/2008.

**Welfare To Work Grants****\$0**

In FY 1997/1998, Centre County received state funding for programs to assist welfare recipients in returning to the work force; funds were used to support additional service between Bellefonte and State College. No grants were available during FY 2006/2007 or are anticipated during FY 2007/2008.

**Rideshare Support****\$34,190**

The Authority's agreement with Penn State for LOOP service includes a separate provision for University support of a regional rideshare program. The FY 2006/2007 estimate and FY 2007/2008 budget both reflect anticipated revenues under the Penn State agreement.

**Operating Assistance Grants****Federal Operating Assistance****\$ 2,298,032**

Because any federal operating assistance which remains at the end of the year may be carried forward for use in subsequent years, this funding is applied to the deficit which remains after all other federal, state and local operating assistance has been used, in order to increase the amount carried forward to the next budget year and to provide a contingency amount should actual revenues and expenses vary greatly from budgeted amounts and additional operating assistance be needed.

In FY 2006/2007, CATA's federal operating assistance apportionment (\$1,839,683) increased almost \$800,000 over the prior year under the newly-enacted Small Transit Intensive Cities (STIC) initiative. This program provides additional operating assistance to properties such as CATA, which are highly productive in relation to fleet and population size. For FY 2007/2008, the Authority projects total available funding in the amount of \$2,748,503 (estimated annual apportionment of \$1,817,883, equal to the current

year's base apportionment, plus an estimated \$930,620 remaining at the end of FY 2006/2007). Of this total, \$2,298,032 is budgeted for FY 2007/2008 operating assistance, leaving \$450,471 at the end of the budget year.

For the current year, estimated total operating subsidy of \$1,440,055 is considerably below budget; higher-than-planned operating revenues and lower-than-anticipated expenditures, primarily for employee health insurance and for CNG fuel have reduced the projected deficit and therefore the operating assistance required to balance the budget. For the budget year, additional operating assistance will be needed both to finance increased expenditures and to replace approximately \$450,000 in federal "flex" funding through the state program, detailed below, which will not be available in FY 2007/2008.

As in the past, the Authority will closely monitor revenues, expenses and funding levels over the coming months to assure that adequate carryover funds are available to finance unforeseen expenditures or revenue shortfalls for the budget year and beyond.

### **CMAQ Grants**

**\$ 100,000**

CMAQ (Congestion Management Air Quality) funding is transferred from the Federal Highway Administration to provide grants for activities, which address traffic congestion. The Authority first applied for, and received, CMAQ funds in FY 2006/2007 for three separate projects: additional service on the North Atherton Street corridor, personnel costs for a rideshare/vanpool coordinator, and subsidized passes for Borough residents along the R Route. Anticipated grant reimbursement is reflected in current and budget year amounts.

### **State Operating Assistance**

**\$ 937,722**

State operating assistance, from the Commonwealth's general fund revenues, is allocated each year through the Governor's annual state budget proposal and subsequent enactment by the General Assembly. Over the last decade, state funding (including Act 26 and supplemental funding, detailed below) has grown to become the single largest source of operating assistance of the Authority's three government partners (local, state, federal).

The FY 2007/2008 budget, reflecting no increase from current year funding, is based on estimates from the Bureau of Public Transportation for general fund and supplemental grant amounts; these estimates are usually very accurate predictors of actual grant amounts for the upcoming budget year.

### **Act 26 For Asset Maintenance**

**\$ 283,712**

Act 26 funding, under the Public Transportation Assistance Fund (PTAF), is Pennsylvania's first-ever program of funding dedicated for local public transportation. Under this 1991 legislation, CATA receives capital improvement funding, a portion of which may be used for maintenance of capital assets under the operating budget. This "asset maintenance limit" is established each year by PENNDOT; the FY 2007/2008 budget is based on current PENNDOT estimates for the upcoming fiscal year.

### **Act 3 State Supplemental Funding**

**\$ 539,739**

In FY 1997/1998, Pennsylvania's mass transit agencies received supplemental Act 3 funding as part of a newly-enacted increase in gasoline taxes. A small portion of Act 3 funding is restricted to asset maintenance expenditures, while the balance may be used for general operating subsidy or capital projects. As in previous years, all Act 3 funding is budgeted for operating assistance. The FY 2007/2008 budget is based on PENNDOT's estimates for the upcoming fiscal year.

**New State Funding****\$ 0**

In the spring of 2005, with the state's two largest transit systems on the verge of massive service cuts and fare increases, Governor Rendell unveiled a plan to divert federal bridge and highway funds to public transportation. Under this temporary solution to transit funding shortfalls across the state, CATA was allocated \$786,203 for FY 2005/2006 and \$448,372 for FY 2006/2007 for preventive maintenance expenditures. At the same time, the Authority began to consider bus refurbishment as a way to maintain its fleet in the absence of funds to purchase new buses, and, with increased federal operating assistance, decided to set aside the FY 2005/2006 allocation for this project. The remaining \$448,372 was budgeted to support routine maintenance costs in the FY 2006/2007 operating budget. No funding will be available for FY 2007/2008.

**Local Shares****\$ 419,795**

The total local share requested from member municipalities, Bellefonte Borough, Spring and Benner Townships, plus a contribution from Penn State in support of transit service, represents an increase of 5% over the amount requested and approved for FY 2006/2007. Note that while this total represents a 5% increase over the amount provided in FY 2006/2007, the total share from the municipalities, not including Penn State University, is 4% over the same amount last year. Additionally, changes in each municipality's share will vary from the overall increase based on mileage, ridership and other factors used in the Miller Formula.

The formula for allocating total local funding uses ridership, mileage by municipality, revenue and expense data, estimated for the budget year. Note that while this procedure provides a better "match" between revenues, expenditures, and proposed service for the budget year, estimated ridership by route and by fare category for the coming year may be imprecise, especially for new or expanded service where no previous ridership data exists on which to base such estimates. The allocation formula is fully detailed in the LOCAL SHARE section of the budget.

## **EXPENDITURE DETAIL**

**Common Expenditures**

Each of the three expenditure categories (maintenance, transportation, and administration) includes line item expenses for wages and benefits that are common to each and based on like assumptions. These expenditures are detailed below to eliminate duplication in the remainder of the narrative.

**Employee Wages And Salaries**

Drivers' wages are based on the number of hours required to operate scheduled bus service throughout the year, plus estimates for overtime, paid leave usage, training, and other items.

For both drivers and maintenance employees, the budget reflects wages established under the current collective bargaining agreement, which expires on February 28, 2008, and estimated wage increases beyond that date. One mechanic position, which remained vacant for all of the current year, is again included in the FY 2007/2008 budget.

Staff salaries are budgeted in accordance with the compensation plan previously adopted by the Authority, last updated at the beginning of FY 2003/2004. The budget includes one additional staff employee, a Rideshare/Vanpool Coordinator, to be funded by CMAQ grants noted above. Additionally, the Operations

Manager and the Human Resources Manager were re-classified during FY 2006/2007 to Assistant Director of Transportation and Assistant Director of Administration, with higher pay grades, to reflect additional duties and responsibilities as part of succession planning for critical staff positions.

Wages for CATA's two supervisory maintenance staff are shown under Maintenance Expenditures. The Director of Transportation, Assistant Director of Transportation, five Operations Supervisors, Safety and Training Officer and Rideshare/Vanpool Coordinator are included under Transportation Expenditures. The Administrative budget includes salaries for CATA's General Manager, Director of Administration, Bookkeeper, Service Development Manager, Marketing Manager, Assistant Director of Administration, Human Resources Specialist, Executive Assistant, Customer Service Assistant, Bookkeeping Assistant, Receptionist, half-time Office Assistant and half-time fare counting position.

Wage line items also include estimates for longevity pay and drivers' uniform allowances as negotiated under the Authority's labor contract, optional vacation leave buybacks and incentives to reduce medical coverage, and a transfer of wages to paratransit line items for maintenance and administrative staff time associated with CATA's CENTRE RIDE program.

### **Employee Benefits**

Benefits for drivers are based on anticipated workforce requirements during the budget year, while benefits for maintenance personnel and for non-represented staff reflect the positions noted above. In all cases, benefits are based on the following assumptions:

FICA: The employer share of FICA is budgeted at 7.65% of wages.

Worker's Compensation: The budget reflects premium payments, administrative costs and other related expenses for coverage through the pooled insurance program (SAFTI) organized by the Pennsylvania Public Transportation Association (PPTA) several years ago. Workers' compensation costs impact primarily on benefit expenses for hourly employees, whose premium rate, before modification for loss experience and other items, is budgeted at 9.73% of wages, compared to 0.3622% for staff. Note that final rates, which are established by the state for each job classification, will not be finalized until later in the year, and are therefore subject to change.

Retirement Program: The budget reflects the 401(a) retirement program (with 4% employee / 8% employer contributions) established on January 1, 1999, replacing the IRA plan in effect prior to that time, plus supplemental retirement contributions for three senior employees to "catch up" for years in which no retirement funding was provided beyond the IRA plan.

Life and Disability Insurance: The budget is based on current premiums for this coverage, plus estimates for increases associated with wage adjustments (coverage is based on a percent of earnings) and monthly premium charges.

Health and Medical Coverage: Last year, the Authority joined with other local municipal entities to form the Centre Region Insurance Cooperative, to provide coverage through Blue Cross at rates which represented a significant decrease over what Geisinger had proposed to continue its plan, and below what had been budgeted for the current year. Changes in monthly employee insurance co-pays, negotiated as part of the collective bargaining agreement, as well as an incentive plan under which employees who can obtain other coverage for themselves or their dependents are paid a monthly amount to reduce coverage through CATA,

are other mechanisms used to reduce estimated and budgeted insurance costs. The FY 2007/2008 budget assumes an 18% increase at the next renewal on January 1, 2008. Dental coverage, previously provided by Delta Dental, was made part of the cooperative's plan during the current year; vision coverage, provided by Vision Benefits of America, is budgeted at a 5% increase at the February 1, 2008 renewal date.

Unemployment Compensation: Unemployment compensation is normally budgeted only for drivers (who are traditionally affected by seasonal reductions in bus service); the line item for drivers' benefits estimates expenditures for FY 2007/2008 based on actual costs during the prior year and the projected number of seasonal layoffs during the budget year.

### Maintenance Expenditures

**Supervisory Wages - Maintenance** **\$ 109,000**  
**Supervisory Benefits - Maintenance** **\$ 36,000**

Wages and benefits for CATA's Maintenance Manager and Maintenance Supervisor are included in these line items. FY 2006/2007 estimated and FY 2007/2008 budgeted amounts are based on the general assumptions above.

**Maintenance Wages** **\$ 608,000**

This line item budgets wages for hourly employees who repair and maintain vehicles, and includes expenses for overtime, holiday pay, and an adjustment for wages transferred to the paratransit line item. A mechanic position, which was expected to be filled during the current year, is now included in the FY 2007/2008 budget, as reflected in increased amounts for both wages and benefits (below).

**Maintenance Benefits** **\$ 297,000**

Benefits for hourly maintenance employees are budgeted per the general assumptions above; the FY FY 2007/2008 budget is increased with the additional position noted above.

**Revenue Vehicle Maintenance** **\$ 285,000**

Despite the use of available capital grants to purchase the most expensive parts, maintenance costs continue to increase as the bus fleet ages. The FY 2006/2007 estimate is increased with the need to purchase new driver seats for 16 vehicles and to upgrade fareboxes and headsigs for the entire fleet to accommodate the new Automatic Vehicle Location (AVL) system being installed. Only a portion of these expenses can be covered with capital grants.

**Service Vehicle Maintenance** **\$ 3,300**

This line item includes estimated and budgeted expenditures for repair and maintenance of the service vehicle fleet.

**Radio Maintenance** **\$ 8,800**

This line item budgets the monthly cost for a service contract on CATA's mobile radios, base station encoder and charger, monthly radio tower rental, and an estimate for necessary repair/maintenance work not covered by the service contract. The FY 2007/2008 budget assumes a small increase in the maintenance contract rate, for the first time in many years, plus higher rental costs associated with operation of the AVL system currently being installed with capital funds.

**Building And Equipment Maintenance** **\$124,000**

This line item budgets costs to maintain CATA's facility and equipment, including costs for janitorial service, routine supplies, small tool purchases, repairs to building systems and CNG compressors, etc. Estimated expenses, based on actual costs for the first seven months of the current year, include higher-than-



anticipated costs for cleaning the Authority's new downtown office, which opened in October 2005, for repair and servicing of the Authority's CNG fueling station, and for electrical and HVAC repairs to the main facility. The FY 2007/2008 budget is based on estimates for required repairs and services during the upcoming year.

**Uniform And Accessories** **\$ 14,000**

Costs for rental/cleaning of maintenance employee uniforms, plus shoe and tool allowances provided under the labor contract, are included. The FY 2007/2008 budget reflects additional uniforms and shoe/tool allowances for the additional employee noted above.

**Contract Maintenance** **\$ 9,000**

This line item budgets costs for contracted services to remove waste oil and paint residue, maintenance agreements on time clocks and building fire alarm/sprinkler systems, and monthly contractual fees for monthly monitoring of the security system at the Authority's Cato Park facility. The FY 2007/2008 budget includes additional expenses for waste oil and water removal from the Authority's CNG compressor station and oil/water separator system.

**Utilities** **\$ 114,500**

Costs are budgeted for gas (heat), electricity, sewer, water, trash removal and cable. Because the major components of this line item, electricity and natural gas, are very sensitive to weather conditions, it is difficult to establish a consistent pattern. The FY 2006/2007 estimate, based on actual expenses for the first seven months of the year, is below budget with an extremely mild winter and favorable CNG prices over the winter. The FY 2007/2008 budget projects estimated rates and quantities for the coming year.

**Paratransit Vehicle Maintenance** **\$ 16,000**

This line item covers repair and routine maintenance of CATA's lift-equipped small buses used in the CENTRE RIDE program. Expenditures for parts, and mechanics' wages and benefits for work on these vehicles are included.

**Training** **\$ 6,600**

Development of in-house expertise in repair and rebuilding of vehicle components is a cost-effective approach to vehicle maintenance. This line item covers estimated and projected costs for training of supervisory and hourly maintenance personnel in the coming year. Specific seminars and training expenditures will be determined following evaluation of training needs, effectiveness of available training opportunities, and availability of specialty training for major component repairs.

**Miscellaneous** **\$15,000**

The "Miscellaneous" line item within the Maintenance function is used to classify maintenance-related items which, under NTD reporting, cannot be included in any other Maintenance Expense line item.

**Transportation Expenditures**

**Supervisory Salaries** **\$ 463,900**

**Supervisory Benefits** **\$ 155,000**

Wages and benefits for staff positions in the Transportation Department are budgeted here, as noted in the general information section, including one new position, a Rideshare/Vanpool Coordinator, as noted above. The fringe benefit estimate and budget also include the supplemental pension plan established for one staff member during FY 2006/2007.

**Drivers' Labor** **\$ 2,818,240**

This line item represents the Authority's single largest operating expenditure. The budget includes 142,138 pay hours for all scheduled transit service, incidental charters, special shuttles, and driver training. An additional 33,875 hours are included for paid leave time of all types, holiday pay, overtime hours, and a contingency amount; leave usage amounts are budgeted based on previous years' historical experience. The budget also includes annual longevity payments and uniform allowances, paid to each driver as wages, as well as an estimate for a March 2008 wage increase to be negotiated as part of the new collective bargaining agreement.

**Drivers' Benefits**

**\$ 1,380,500**

Benefits for drivers, including employer contributions to the 401(a) retirement plan, are budgeted in this line item as noted in the general information section. Because most of CATA's employees are drivers, and because driver wage expense exceeds \$2,800,000, even small increases in per-person benefits (primarily medical insurance) and percentage-based benefits (FICA, Workers' Compensation, 401[a] contributions) have a major impact on this line item.

**Paratransit**

**\$ 360,000**

This line item budgets costs for service currently operated by Handy Delivery, CATA's sub-contractor for CENTRE RIDE service, and for tires, lubricants and anti-freeze (fuel is provided by the subcontractor) for CATA's paratransit vans, as well as expenses associated with the subcontractor's participation in the federally-required drug and alcohol program. Estimates for ridership and per-passenger rates paid to the subcontractor in the coming year are included in the FY 2007/2008 budget.

**Tires - Revenue Vehicles**

**\$ 50,000**

**TIRES - SERVICE VEHICLES**

**\$ 450**

The line item for revenue vehicle tires is based on estimated total fleet miles and per-mile rates under the Authority's agreement to lease fleet vehicle tires, plus an amount for replacement of damaged tires, as provided for in the lease agreement. The FY 2007/2008 budget reflects contract rates for the year.

Estimated and budgeted service vehicle tire expenditures are based on projected tire requirements.

**Fuel And Lubricants - Revenue Vehicles**

**\$ 590,450**

**Fuel And Lubricants - Service Vehicles**

**\$ 21,300**

Revenue vehicle fuel represents one of the Authority's major operating expenses after wage and benefit costs. The Authority purchases natural gas under a fixed price contract which allows purchase of gas for up to 12 months when prices are advantageous, or for shorter periods when prices too high for long-term commitments.

While unit costs for most lubricants and anti-freeze rose during FY 2006/2007, CNG costs were below budget for much of the current year. However, the current year estimate is significantly lower primarily due to enactment of a federal tax credit on alternative fuels equal to \$.50 per gallon equivalent of CNG, effective from October 2006 through September 2009. Although payment has not yet been received, the credit is estimated to provide approximately \$200,000 per year to offset CNG expenses.

The FY 2007/2008 budget for revenue vehicles is based on estimated unit costs and usage for CNG (less estimated tax credit offsets), lubricants and anti-freeze and includes a small increase in usage to account for added service planned for the budget year.

FY 2007/2008 budgeted expenditures for service vehicle fuel and lubricants are based on projected increases in unit costs for gasoline, anti-freeze, transmission fluid and lubricants for vehicles used for staff travel and for transporting drivers between shift changes.

**Safety And Training** **\$ 28,300**

The budget includes costs for Operations staff and drivers, safety awareness programs and materials, National Safety Council mailings and brochures, workshop fees and related travel, annual driver training held in August each year, and the federally-required drug/alcohol program.

**Insurance** **\$ 164,300**

Costs for liability and physical damage insurance on CATA's buses and service vehicles under SAFTI, the pooled insurance program for small Pennsylvania transit properties formed in FY 1994/1995, are budgeted here. The line item includes SAFTI's administrative and premium costs, plus estimates for claims payments below policy deductibles, audit expenses, credits from insurance recoveries, etc. Current year costs were less-than-anticipated, but an increase has been budgeted for FY 2007/2008, based on estimates from the pool administrator.

**Vehicle Lease** **\$ 0**

No expense for leasing of buses is anticipated during the budget year.

**Shelters And Signs** **\$ 4,000**

This line item budgets routine replacement and repair of CATA's bus shelters and bus stop signs. Both estimated and budgeted amounts reflect projected expenditures for each year.

**Uniforms** **\$ 4,800**

Since March 1, 1999, this line item has only included costs to outfit newly-hired bus drivers; current drivers now receive annual payments (included as wages) for cleaning and replacement of uniform apparel. Both the FY 2006/2007 estimate and FY 2007/2008 budget project costs for new hires brought on board to fill vacancies or to increase the number of drivers as needed to meet service requirements.

**Miscellaneous** **\$12,400**

The "Miscellaneous" line item within the Transportation function is used to classify transportation-related items which, under NTD reporting, cannot be included in any other Transportation Expense line item. The FY 2006/2007 estimate and FY 2007/2008 budget reflect projected expenditures for such expenses as miscellaneous supplies, the "guaranteed ride home" program under the RideShare program, and security personnel at Hills Plaza parking lots used by football shuttle passengers. For the coming year, the budget also includes first-time expenditures for the lease of a data line for the AVL system.

**Administrative Expenses**

**Administrative Salaries** **\$ 556,400**

**Administrative Benefits** **\$ 210,000**

Salaries and benefits for the Authority's administrative staff positions, as detailed in the general information section, are budgeted here in accordance with the Authority's compensation plan. The current year estimate for fringe benefits is above budget primarily as a result of the supplemental pension plan established for two long-term, executive staff members during the year.

**Intern Wages** \$ 0  
**Intern Benefits** \$ 0

No intern wages or benefits were budgeted for FY 2006/2007, nor are any included in the FY 2007/2008 budget.

**Temporary Help** \$ 1,500

This line item budgets the use of temporary agency personnel to conduct specific activities or to fill unanticipated staff vacancies, which cannot be covered with current employees. Temporary help was not needed in FY 2006/2007, as initially planned; expenses are budgeted for FY 2007/2008 to assist with federally-required ridership sampling which must be done in the coming year and for other special activities, such as pass sales during the first few weeks of fall semester and the Holiday Lights Tours, should the need arise.

**Insurance** \$ 34,100

This line item includes costs for general and property liability, public officials' liability and bonding under SAFTI, the pooled insurance program for small Pennsylvania transit properties formed in FY 1994/1995, associated administrative and audit fees, underground storage tank (UST) coverage through the Commonwealth of Pennsylvania's mandatory program and an estimate for claims payments below policy deductibles.

**Pass Sales And Supplies** \$ 9,400

Costs are budgeted for the purchase of tokens and supplies associated with the sale of passes (printer ribbons, blank plastic cards, film, pass printing, etc.) The FY 2006/2007 estimate, which includes the cost of tokens for the first time in several years, and FY 2007/2008 budget are based on projected costs for these items during each fiscal period.

**Professional Services** \$ 154,000

This line item includes costs for legal ads, year-end auditing, legal services, retirement plan administration, arbitration fees, reimbursement to the Centre Region Planning Agency for transit planning time, fees for administration of a Section 125 plan, which allows pre-tax treatment (and savings) of employee health insurance co-pays, technology support through the Regional Technology Consortium, and contracts for other professional services. The FY 2006/2007 estimate includes a consultant review of maintenance department staffing, which was not anticipated when the budget was prepared, and purchase of web-based Rideshare software. For FY 2007/2008, legal expenses are increased in anticipation of higher costs associated with negotiation of a new labor contract during the budget year.

**Advertising** \$ 25,000

**Marketing Support** \$ 18,400

These line items, taken together, budget expenses for the Authority's comprehensive marketing program. Advertising includes dissemination of service announcements and public information, target marketing, the Authority's Internet homepage, and direct mail campaigns. A second companion line item for marketing support budgets expenses for additional promotional activities, items and marketing materials.

**Printing** \$ 2,000

This line item includes costs for printing of letterhead stationery and envelopes, comment cards, etc., external reports, bid documents, the annual budget, and similar items.

<b>Schedule Printing And Design</b>	<b>\$ 30,500</b>
<p>This line item includes costs to design and print Ride Guides as well as individual route and special service brochures for distribution on buses and numerous outlets throughout the Centre Region. The current year estimate is higher-than-planned due to a one-time expense for a Bike/Bus Route map, reimbursed with revenue from a special demonstration grant. Both the estimated and budgeted amounts reflect increased cost for printing and distribution of the Ride Guide by the Centre Daily Times.</p>	
<b>Telephone</b>	<b>\$ 18,000</b>
<p>Costs for monthly local and long distance telephone service, a telephone answering service to provide after-hours route and schedule information, high speed internet access and e-mail accounts, and a maintenance agreement on CATA's phone system are budgeted here.</p>	
<b>Office Supplies And Services</b>	<b>\$ 21,000</b>
<p>Costs are included for postage, routine purchases of office supplies and maintenance agreements on office equipment.</p>	
<b>Dues And Subscriptions</b>	<b>\$ 22,400</b>
<p>Membership dues are paid to the American Public Transportation Association (APTA) and the Pennsylvania Public Transportation Association (PPTA). Both organizations are instrumental in furthering transit legislation and providing technical assistance, data resources and professional development activities for staff. Dues are also paid to a number of local organizations, including the Chamber of Business and Industry of Centre County. Subscriptions to trade journals, professional development publications, the CDT and the Collegian, as well as the purchase of miscellaneous instructional materials, are also included. Both the estimate and budget reflect a \$2,500 fee for federally-mandated participation in Pennsylvania's Unified Certification Program, the state's database for minority business certification.</p>	
<b>Travel And Meetings</b>	<b>\$ 20,000</b>
<p>APTA, PPTA, PENNDOT and the Federal Transit Administration (FTA) all sponsor regional training sessions, annual conferences and workshops crucial to staff development and training. Estimated and budgeted expenses project costs for these activities, including expenditures associated with the General Manager's participation as APTA's Vice Chair for Small Operations, which is heavily involved in securing funding for small systems such as CATA.</p>	
<b>Interest</b>	<b>\$ 0</b>
<p>As in prior years, the Authority has used short-term transfers of funds from its accumulated PTAF capital balance (described above under the "Act 26 for Asset Maintenance" line item information in the "Operating Assistance Grants" section of the budget) to advance funds during periods when cash is low, and this procedure is expected to suffice during the upcoming year.</p>	
<b>Miscellaneous</b>	<b>\$ 7,200</b>
<p>This line item is used for extraordinary, unanticipated and/or other expenses that cannot be properly charged to any other line item. Monthly bank service and credit card fees, costs for employee recognition activities, and other items of a miscellaneous nature are included.</p>	
<b>Paratransit</b>	<b>\$ 13,500</b>
<p>The budget includes costs for staff time, printing of CENTRE RIDE information brochures and coupons, marketing, postage, and other items for administration and contract management of CATA's CENTRE RIDE program.</p>	

## SECTION VII

### FY 2007/2008 CAPITAL BUDGET

Listed below are those capital projects for which FY 2007/2008 capital funds are programmed and for which local share is requested. (Please note that local shares for other capital projects that are carried forward from the prior year have already been received.) Also shown is the allocation of local shares for capital, based on the percentages calculated for each municipality and Penn State using the modified Miller Formula, as shown earlier in the Budget Summary and Local Shares section of this DRAFT Budget.

#### Capital Projects Requiring Local Match

Project	Total	Federal	State	Local
<b>Vehicles</b>				
Paratransit Vans	\$250,000	\$200,000	\$41,667	\$8,333
<b>Facilities</b>				
Cato Park Facility Upgrades	\$250,000		\$241,667	\$8,333
<b>Equipment</b>				
Advanced Public Transportation Systems - Phase III	\$500,000	\$400,000	\$83,333	\$16,667
Associated Capital Maintenance				
Major Bus Parts	\$100,000		\$96,667	\$3,333
<b>Transfer to Capital Reserve Account</b>				\$25,734
<b>Total Capital Expenditures</b>	<b>\$1,100,000</b>	<b>\$600,000</b>	<b>\$463,334</b>	<b>\$62,400</b>

## Capital Local Share Allocation

<u>Municipality/University</u>	
State College Borough	\$11,725
Ferguson Township	\$11,537
Patton Township	\$9,416
College Township	\$7,584
Harris Township	\$3,295
Bellefonte Borough	\$2,170
Spring Township	\$2,192
Benner Township	\$633
Penn State University	\$13,848
<b>Total Local Shares for Capital</b>	<b>\$62,400</b>

## Capital Budget Narrative

Over the past several years CATA has made great strides in updating its fleet, facilities, and equipment. However, in addition to those procurements that have already been accomplished, there are a number of active projects that are being carried forward from the current year. The following paragraphs describe those major capital procurements, which are expected to see some level of activity over the coming year. Any funding for which local share is requested in the current year is **bold and underlined**.

### Vehicles

#### **Bus Replacement**

As part of the bus fleet restoration plan approved by the CATA Board last summer, we plan to use an existing bus earmark to acquire five 40' replacement buses; if CATA is successful in securing another Congressional earmark, additional 60-foot articulated buses will also be purchased.

Funding sources:

Federal Bus Capital “Earmark” (Section 5309) - \$1,750,000

#### **Bus Refurbishment**

Consistent with the bus fleet restoration plan, we began our bus refurbishment program this year, using a portion of the funds “flexed” to CATA by the Governor last year. If the “pilot bus” currently being completed is found to be satisfactory, four additional New Flyer buses will be rehabilitated this summer.

Refurbishing these buses will extend their life expectancy by another 6-8 years.

Funding sources:

FHWA "Flex" Funds - \$850,000

### **Service Vehicles**

In the coming year we anticipate replacing our ten-year-old supervisory vehicle and our oldest maintenance truck. This is a multi-year project to fund similar replacements on an as-needed basis.

Funding source:

State Public Transit Assistance Funds (Act 26) - \$85,000

### **Paratransit Vans**

CATA owns four diesel paratransit vans that we provide to Handy Delivery for use in the Centre Ride program. The oldest of these vans, purchased in 1999, will be replaced this spring, and we have applied for FTA Section 5310 funding to replace the other three, which were purchased in 2002.

Funding source:

Federal Elderly/Handicapped Transit Funds (Section 5310) - \$250,000

### **Vanpool Vans**

In FY 2006/2007, CATA received Congestion Management / Air Quality (CMAQ) funding to support the start-up costs associated with a vanpool program, and we will use Act 26 funds to purchase four vans to operate the program. We also expect to integrate the current Penn State vanpool program into this community-wide effort.

Funding source:

State Public Transit Assistance Funds (Act 26) - \$100,000

## **Facilities**

### **CNG Compressor Upgrade/Replacement**

CATA's CNG compressors have been in daily use for over ten years and they are reaching the end of their useful lives. CATA has contracted with Basic Systems, of Cambridge, Ohio, for the design and construction management of the project. Engineering work is nearly complete, and we are preparing to award bids for the compressors before the end of the current year, but due to the long delivery times on the compressor equipment, construction will be deferred until summer 2008. We also plan to use State Act 26 funds to supplement the Congressional "earmark" CATA received two years ago to design and install replacement compressors.

Funding sources:

Federal Bus Capital "Earmark" (Section 5309) - \$1,000,000

State Public Transit Assistance Funds (Act 26) - \$ 250,000

### **Curtin Road Transit Center**

In FY 2005/2006 CATA received a Congressional "earmark" to assist Penn State with the construction of a transit facility behind Pattee Library on campus. State funding will be applied to the non-federal share, with the required local match to be provided by the University. Work is scheduled to begin in May, 2007 and be completed by the start of fall semester.

Funding source:



Federal Bus Capital “Earmark” (Section 5309) - \$625,000

### **Shelters and Other Stop Improvements**

Each year CATA budgets funds for bus stop enhancements around the community. This year we have programmed funds for concrete pads and shelters, as well as completing the replacement and upgrade of all of our bus stop signs, system-wide (except on the Penn State campus).

Funding source:

State Public Transit Assistance Funds (Act 26) - \$100,000

### **Schlow Library Office Streetscape**

Over the coming year CATA will complete design work and begin to install passenger amenities and other appurtenances that will enhance both the aesthetics and the functionality of our bus waiting area at the Beaver Avenue end of the new Schlow Library.

Funding source:

Federal Bus Capital “Earmark” (Section 5309) - \$18,000

### **Cato Park Facilities Upgrades**

Now that CATA’s Cato Park facility is 16 years old, we are spending more and more to replace equipment that has worn out and make modifications to accommodate current operations. Examples include the rehabilitation of our stormwater retention basins, paving replacement in the bus circulation area, etc. Two major projects to be undertaken are replacement of the automated bus washer and water recycling system, which has been used every day since the facility was built, with new state-of-the-art equipment, and upgrades to our emergency electrical power supply system.

Funding source:

**State Public Transit Assistance Funds (Act 26) - \$250,000**

## **Equipment**

### **Advanced Public Transportation Systems - Phase I**

Using a Congressional “earmark,” CATA is investing in an automatic vehicle location (AVL) “backbone” that will allow our Dispatchers - and the general public - to know where all of the buses are, and whether or not they are on schedule, in real time. Installation is scheduled to be complete in August 2007.

### **Advanced Public Transportation Systems - Phase II and Phase III**

Once the initial system is installed, we plan to add components such as automatic stop annunciators, automatic passenger counters, on-board video-cameras, etc. This next phase of our technology initiative will begin just as soon as we receive another Congressional earmark or other applicable funding.

Funding sources:

Federal Bus Capital “Earmark” (Section 5309) - \$800,000

Federal Bus Capital “Earmark” (Section 5309) - \$1,000,000 (Requested)

**Federal Bus Capital “Earmark” (Section 5309) - \$500,000 (Requested)**

### **Transit Signal Priority System**

Over the past six years we have been working with PENNDOT and the three affected municipalities to develop a Transit Signal Priority project in the North Atherton Street corridor. If PENNDOT funding is finally forthcoming, we should be able to install the hardware in FY 2007/2008. No local share is required for this project.

Funding sources:

PENNDOT Research and Development Funds - \$250,000

### **Office, Shop and Maintenance Equipment**

This year, and each succeeding year, we will purchase furniture, PC's and other office equipment, as well as tools and equipment for the Shop, on an as-needed basis.

Funding source:

State Public Transit Assistance Funds (Act 26) - \$100,000

### **Associated Capital Maintenance**

#### **Major Bus Parts**

As CATA's fleet ages, we are undertaking increasingly expensive repairs to the buses. Under state regulations, bus parts (and other fixed equipment) costing in excess of \$300 can be considered capital items, so we are using State Act 26 capital funds to support these expenditures wherever possible.

Funding source:

**State Public Transit Assistance Funds (Act 26) - \$100,000**

## SECTION VIII

### LONG TERM OUTLOOK

#### CATA Strategic Plan

The essence of public transportation lies in the ability to effectively plan for the future while providing necessary services in the present. Strategic planning provides a vision and platform for this achievement. Over the last several years, CATA worked closely with the Centre County Metropolitan Planning Organization (CCMPO) to update the County's Long Range Transportation Plan (LRTP). Part of this update was the creation of a Public Transportation Element and a new CATA Strategic Plan. This new Plan succeeds the Centre Area Public Transportation Plan which was adopted in 1998, and whose elements have largely been accomplished.

While the LRTP process was still going on, in January 2005 the CATA Board of Directors formally adopted a new Strategic Plan. The Plan is an ambitious program encompassing seventeen functional areas that include a wide range of recommendations for the growth and sustainability of public transportation in Centre County. Since its adoption, the Plan has provided an effective "road map" for CATA, and looking ahead we expect that it will continue to do so for the remainder of this decade. Each area of the Plan is described briefly below:

#### Network Structure

At the core of public transportation is the fixed route network. CATA currently operates a radial network that focuses on downtown State College and the Penn State campus. CATA's network consists of 14 routes that operate year around throughout the community, three routes that operate only during the Fall and Spring Semesters at Penn State and four campus circulator routes that provide service within the core of campus and downtown business area. The strategic vision is to remain consistent with the operation of all routes focusing on downtown State College and Penn State, with the opportunity to create transfer points at key locations elsewhere in the community, such the Colonnade and Nittany Mall.

#### Service Levels

In public transportation, convenience to the rider is directly related to the frequency of the service. The Strategic Plan groups all CATA routes into several categories based on service frequency. The strategic vision is to allocate the necessary resources to provide the desired level of service for each route within the appropriate category. Routes designated as *Core - High Use Corridors* should provide service between 15 and 30 minute frequencies for the majority of the day, while areas referred to as *Core - Other Areas* should provide service at 30 - 60 minute frequencies. Finally, areas referred to as *Neighborhood* or *Fringe Corridors* should provide service with two AM, one mid-day and two PM trips.

#### Service Coverage

The Centre Region is a growing community where commercial and residential developments are being

sited further and further away from the traditional downtown. As the community grows, so must CATA in order to achieve its mission. Service Coverage addresses the need to expand service to the periphery of the community. The strategic vision is to extend Centre Line service to the Gray's Woods community, University Park Airport and the Milesburg area. CATA must also address the need for transit service to connect other areas of Centre County, especially Penns Valley and the Moshannon Valley.

### **Campus/CBD Bus Routing**

CATA maintains an effective working relationship with Penn State for the operation of transit service on campus. CATA and the University have worked together over the years to create transit accommodations throughout campus, which include bus pull-offs and shelters. These amenities are necessary to ensure safe and convenient transit service for all passengers. The strategic vision is to continue to support transit investments on campus and to educate Penn State officials concerning the importance of appropriate accommodations. Also, CATA must continue to advocate for a bus route structure on campus that will ensure a one-seat trip for as many passengers as possible.

### **Regional Commuter Bus**

When resources permit new or expanded transit service, consideration must be given to the need for some level of service to corridors traditionally outside of the CATA service area. The strategic vision is to evaluate the population trends and travel patterns of commuters from the Centre Hall / Millheim area (Penns Valley) and the Philipsburg area (Moshannon Valley) as candidates for such service. If regional commuter bus service were to be provided, a likely service level would include two AM, one mid-day and two PM trips to correspond with the conventional work day.

### **Demand Responsive Service**

Demand response service, or paratransit, is a form of public transportation commonly associated with seniors and persons with disabilities, but it can also work in conjunction with regular fixed route bus service. Its use as a "feeder" allows a reservation-based service to pick up individuals and transport them to a fixed route bus stop to complete their trip. The advantages include allowing for service to be provided on an as-needed basis and to save resources associated with a permanent extension of fixed route transit. The strategic vision is to assess the feasibility of such a program in the Bellefonte area and potentially within and around Philipsburg.

### **Regional Mobility Management**

Public transportation can take many forms. Fixed route service, demand responsive feeder service and carpool matching service can all be considered public transportation. As the community grows and CATA's "family of services" expands, there is a strategic need to create a mobility management plan to provide oversight for all levels of public transportation. The strategic vision is to develop a plan for park and ride lots and commuter services throughout the region, and coordinate ridesharing efforts with Penn State to include a general public vanpool program.

## **ADA Paratransit**

This strategic issue focuses on the federally mandated program of complementary paratransit service for individuals who live within the CATA fixed route service area but are unable to use the service due to cognitive or mobility impairments. The strategic vision is for CATA to work on innovative policies and procedures to encourage those who are eligible for paratransit under the Americans with Disabilities Act (ADA) to begin using the fixed route service. This can be accomplished many ways – by travel training, fare incentives and better coordination of fixed route services.

## **Research Initiatives**

CATA is fortunate to serve a major university, and have access to the unique research and development programs of the Pennsylvania Transportation Institute (PTI) and the Altoona Bus Testing Facility. These organizations provide the opportunity for coordinated research projects and demonstrations of innovative forms of public transportation. Currently CATA is in the process of developing a Hydrogen Bus initiative with Penn State. The strategic vision is to identify topics for research and development, such as the fuel cell and CNG-powered hybrids, and to pursue cooperative projects.

## **Transit Infrastructure**

An essential element of public transportation is the maintenance of capital assets. CATA relies on a fleet of over 50 vehicles, a major operating and administrative base, a sophisticated CNG fueling station and a passenger facility in downtown State College, all of which must be maintained and periodically replaced, renewed or upgraded. The strategic vision for CATA's infrastructure is to maintain a capital improvement program and continue to work with the CCMPO to administer funds via the Transportation Improvement Program (TIP).

## **Intelligent Transportation Systems**

The use of technology can provide for increased efficiency of service and enhanced allocation of resources for public transportation. Technology can take many forms - from vehicle location systems to traffic signal coordination to on-board vehicle surveillance. The strategic vision is for CATA to implement a "Smart Bus" program to include automatic vehicle location technology, and to continue lobbying state and federal lawmakers for additional funds to make CATA's program a showcase for the deployment of the latest in Advanced Public Transportation Systems (APTS) technology.

## **Fare Structure**

It is important that public transportation be supported by passenger fares, or by entities who contribute so that their constituents can ride without having to pay each time they board. CATA has historically created and maintained innovative funding agreements with businesses and other organizations within the Centre Region. The strategic vision is to continue and enhance this innovative approach by negotiating with Penn State for a "U-Pass" program for all students, faculty and staff. In addition, CATA should consider the institution of one-day or multiple-day passes.

## **Public Transportation Organization**

There are two independent organizations in Centre County that provide public transportation services: CATA and the Centre County Office of Transportation (CCOT). With two separate providers, the potential arises for various levels of coordination to minimize duplication of service. The strategic vision is for CATA to engage the County in discussions concerning the consolidation of various aspects of operation. To start, coordinated scheduling or marketing campaigns should be studied to determine how both agencies can work better together.

## **Management Performance Review**

As required under the Commonwealth of Pennsylvania's Act of 3 of 1997, CATA is required to undertake a Management Performance Review (MPR) every seven years. The MPR conducted in 2003 identified a number of deficiencies, most of which were directly related to inadequate staffing levels. Although CATA has already addressed some of these needs, nonetheless there are several additional positions that CATA should consider, including an Assistant General Manager and Manager of Technology. The strategic vision is to prioritize the staffing recommendations of the MPR and develop a plan for implementing the remaining outstanding issues.

## **Succession Planning**

The future success of the public transportation industry in general, and of CATA in particular, lies in the ability of each agency to develop its personnel so that they can effectively lead their respective organizations into the future. The strategic vision is to identify individuals with leadership potential and foster their growth so they can assume larger roles in the management of CATA. The degree to which these activities can be pursued will be dependent on the availability of funding.

## **Funding**

The recommendations of this Strategic Plan represent an ambitious program for the delivery of public transportation services both now and in the future. CATA must progressively work with member municipalities and both state and federal lawmakers regarding the need for continued and increased investment in transit. As funding becomes available, the strategic vision is for CATA to improve service levels and service extensions to the growing community and internally have the staff and other resources to maintain a progressive public transportation organization.

## Operating Budget - Five-year Projections

### Operating Revenue, Expense and Deficit

Annually, as part of preparing the Budget, CATA updates its long-term financial projections. Since so much is unknown about the future of state transit assistance funding, we have not attempted to provide multiple scenarios as we have sometimes done in the past.

In addition, we have not included any of the service enhancements that are needed to catch up, and then keep up, with the unmet needs for public transportation in the Centre Region and elsewhere in Centre County. The following projections simply provide for a continuation of CATA's current service levels. Were these other needs included, the Additional Operating Assistance Requirement in the out-years would easily be twice as large as the numbers that are shown.

Our projections are based on several assumptions:

- Operating expenses will grow by 6.0% each year.
- Operating revenue is expected to grow by 3.0% each year.
- Federal funding is programmed to remain at current levels.
- Traditional state funding (General Fund, Act 26, Act 3) is projected to continue at the same dollar amount as in FY 2007/2008.
- Local share funding is programmed to grow at 5.0% annually.

The following table shows that the amount of new state funding needed over the coming years is significant. Fortunately, there is hope. The broad recognition that Pennsylvania's transit systems, large and small, need additional funding suggests that the Legislature will eventually act. However, the current tensions in Harrisburg – between the big cities and the more rural areas, the Democrats and the Republicans, and the General Assembly and the Administration – may mean that a permanent solution may be some time off.

## PROJECTION OF OPERATING REVENUE, EXPENSE AND DEFICIT

	2005/2006 actual	2006/2007 estimated	2007/2008 budgeted	2008/2009 projected	2009/2010 projected	2010/2011 projected	2011/2012 projected
Total Operating Revenue	\$3,878,431	\$4,098,295	\$4,264,240	\$4,392,167	\$4,523,932	\$4,659,650	\$4,799,440
Total Operating Expense	\$7,624,508	\$8,195,700	\$8,843,240	\$9,373,834	\$9,936,264	\$10,532,440	\$11,164,387
Operating Deficit	-\$3,746,077	-\$4,097,405	-\$4,579,000	-\$4,981,667	-\$5,412,332	-\$5,872,790	-\$6,364,947
Required Operating Assistance	\$3,746,077	\$4,097,405	\$4,579,000	\$4,981,667	\$5,412,332	\$5,872,790	\$6,364,947
Federal Funding:							
Annual Apportionment	\$1,839,683	\$1,817,883	\$1,817,883	\$1,817,883	\$1,817,883	\$1,817,883	\$1,817,883
Carryover From Prior Year	\$335,610	\$552,792	\$930,620	\$450,471	\$0	\$0	\$0
Transfer To/From Capital Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Federal Operating Assist. Available	\$2,175,293	\$2,370,675	\$2,748,503	\$2,268,354	\$1,817,883	\$1,817,883	\$1,817,883
Federal Operating Assistance (Justified)	\$1,622,501	\$1,440,055	\$2,298,032	\$2,268,354	\$1,817,883	\$1,817,883	\$1,817,883
Other Federal Funding -CMAQ	\$0	\$48,000	\$100,000	\$128,000	\$128,000	\$0	\$0
Other Federal Funding - new state funding	\$0	\$448,372	\$0	\$0	\$0	\$0	\$0
State Funding:							
Operating Assistance	\$922,716	\$937,722	\$937,722	\$937,722	\$937,722	\$937,722	\$937,722
PTAF Asset Maintenance	\$281,180	\$283,712	\$283,712	\$283,712	\$283,712	\$283,712	\$283,712
Act 3	\$541,294	\$539,739	\$539,739	\$539,739	\$539,739	\$539,739	\$539,739
<b>Subtotal</b>	\$1,745,190	\$1,761,173	\$1,761,173	\$1,761,173	\$1,761,173	\$1,761,173	\$1,761,173
Local	\$378,386	\$399,805	\$419,795	\$440,785	\$462,824	\$485,965	\$510,263
<b>TOTAL FEDERAL, STATE, LOCAL</b>	\$3,746,077	\$4,097,405	\$4,579,000	\$4,598,312	\$4,169,880	\$4,065,021	\$4,089,319
Additional Operating Assistance Requirement	\$0	\$0	\$0	<b>\$383,355</b>	<b>\$1,242,452</b>	<b>\$1,807,769</b>	<b>\$2,275,628</b>
Federal Operating Assistance Carried Forward	\$552,792	\$930,620	\$450,471	\$0	\$0	\$0	\$0

**Notes:**

1. Assumes no increases in federal apportionment above FY 2007/2008 budgeted amount; CMAQ funding for special projects as shown
2. Assumes "flex" funding per DRAFT budget in FY 2006/2007
3. Assumes no increase in state operating assistance, PTAF and Act 3 funding above FY 2007/2008 budgeted amounts
4. Assumes FY 2007/2008 revenues and expenditures per DRAFT Budget
5. Future years' revenue at 3.0 % increase per year
6. Future years' expenditures at 6.0% increase per year
7. Future local share at 5% increase per year



## Capital Improvement Program

Again this year, the DRAFT Budget includes a Capital Improvement Program (CIP), CATA's five-year projection of future capital investments. The CIP identifies all major capital activities, including both those that will be funded through dedicated state and federal funds, and therefore have a high probability of accomplishment, and those which are subject to discretionary funding, and therefore may or may not be implemented.

The CIP is presented on the table on the following page. Those projects for which local share funding has already been received, or will not be required, are shown in **bold** type. Those projects for which local share funding is requested in FY 2007/2008 are underlined. Projects that will be implemented only upon the receipt of discretionary funding are shown in *italics*.

The projects shown for the first year of CIP were described earlier in SECTION VII – FY 2007/2008 CAPITAL BUDGET of this document.

## Capital Reserve Account

### Capital Revenues and Expenditures

The page following the Capital Improvement Program details CATA's five-year projections of capital revenues and expenditures associated with the CIP. Included are all of the projects shown on the CIP, whether they are expected to be supported by State capital funds, or whether they will be funded by a Congressional earmark or other discretionary source.

A portion of the Authority's annual state Public Transportation Assistance Fund (PTAF) formula funding is restricted to capital projects. Because most of CATA's past capital needs have been met through formula and earmarked federal grants, over the years we have accrued funds in our PTAF capital account. At the beginning of FY 2007/2008, the PTAF account will total approximately \$817,000, almost all of which has already been committed to selected capital projects. However, many of these projects will cover more than one year, and additional annual PTAF funds should cover the additional projects shown on the CIP. As with earmarks, PTAF projects will only be undertaken if sufficient funding is available.

## CAPITAL IMPROVEMENT PROGRAM

	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012
<u>Vehicles</u>					
Replacement Buses – 40’ (5+5)	<b>\$1,750,000</b>			<i>\$1,800,000</i>	
Replacement Buses – 60’ (4)		<i>\$3,000,000</i>			
Bus Refurbishment (5+5+5)	<b>\$850,000</b>		<i>\$900,000</i>		<i>\$1,000,000</i>
Service Vehicles (2+3)	<b>\$85,000</b>			<i>\$35,000</i>	
Paratransit Vans (3+1)	<u>\$250,000</u>				<i>\$90,000</i>
Vanpool Vans (4+4)	<b>\$100,000</b>			<i>\$100,000</i>	
<u>Facilities</u>					
CNG Compressor Replacement	<b>\$1,250,000</b>				
Curtin Rd. Transit Center	<b>\$625,000</b>				
Shelters and Other Stop Improvements	<b>\$100,000</b>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>
Schlow Library Streetscape	<b>\$18,000</b>				
Cato Park Facility Upgrades Bus Washer; Emergency Electrical	<u>\$250,000</u>				
Bus Storage Expansion. - A/E		<i>\$250,000</i>			
Bus Storage Expansion - Const.				<i>\$1,000,000</i>	
<u>Equipment</u>					
Advanced Public Transp. Systems - #1	<b>\$800,000</b>				
Advanced Public Transp. Systems - #2		<b><i>\$1,000,000</i></b>			
Advanced Public Transp. Systems - #3		<u><i>\$500,000</i></u>			
Transit Signal Priority System	<b>\$250,000</b>				
Office, Shop and Maint. Equipment	<b>\$100,000</b>		<i>\$50,000</i>		<i>\$50,000</i>
<u>Associated Capital Maintenance</u>					
Major Bus Parts	<u>\$100,000</u>	<i>\$100,000</i>	<i>\$100,000</i>	<i>\$100,000</i>	<i>\$100,000</i>
Replacement CNG Tanks			<i>\$300,000</i>	<i>\$300,000</i>	
<b>Total - All Projects</b>	<b>\$6,528,000</b>	<b>\$4,885,000</b>	<b>\$1,385,000</b>	<b>\$3,370,000</b>	<b>\$1,275,000</b>
<b>Basis for FY 2007/2008 Request</b>	<b>\$600,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Notes: Local share is already in place or not required for projects where funding is shown in **bold**.  
 Local share (3-1/3%) is requested in FY 2007/2008 for projects shown underlined.  
 Projects where funding is shown in *italics* will be undertaken only upon receipt of discretionary funds.

## PROJECTION OF CAPITAL REVENUES AND EXPENSES

All projects listed on Capital Improvement Program, including earmarks or special funding for those projects where applicable, are shown.

	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012
<b>Total Capital Funding Available (excluding local share)</b>	<u>budgeted</u> <b>\$6,318,737</b>	<u>projected</u> <b>\$4,722,167</b>	<u>projected</u> <b>\$1,338,833</b>	<u>projected</u> <b>\$3,257,667</b>	<u>projected</u> <b>\$1,232,500</b>
Federal Formula Capital Grants	\$0	\$0	\$0	\$0	\$0
Federal Flex Funding (via PENNDOT program)	\$680,000	\$0	\$0	\$0	\$0
Approved Federal Bus and Bus Facility Earmarks	\$2,714,400	\$0	\$0	\$0	\$0
Prospective Federal Bus and Bus Facility Earmarks	\$640,000	\$3,800,000	\$720,000	\$2,240,000	\$800,000
Federal Elderly and Handicapped Grants	\$200,000	\$0	\$0	\$0	\$72,000
Federal CMAQ Funding	\$0	\$0	\$240,000	\$240,000	\$0
State Bond Funds to match Federal Grants	\$822,167	\$791,667	\$200,000	\$516,667	\$181,667
State PTAF Capital Grants	\$952,170	\$130,500	\$178,833	\$261,000	\$178,833
State Bond Capital Grants	\$0	\$0	\$0	\$0	\$0
State Demonstration Grants	\$250,000	\$0	\$0	\$0	\$0
<b>Total Capital Project Expense</b>	<b>\$6,528,000</b>	<b>\$4,885,000</b>	<b>\$1,385,000</b>	<b>\$3,370,000</b>	<b>\$1,275,000</b>
(From Capital Improvement Program)					
Local Share Required	\$36,666	\$146,166	\$46,167	\$112,333	\$42,500
Contribution To/From Capital Reserve Account	<u>\$25,734</u>	<u>(\$81,166)</u>	<u>\$21,333</u>	<u>(\$42,333)</u>	<u>\$27,500</u>
Local Share Requested	\$62,400	\$65,000	\$67,500	\$70,000	\$70,000
Capital Reserve Account: Previous Balance	\$54,533	\$80,267	(\$899)	\$20,434	(\$21,899)
Capital Reserve Account: Current Year	\$25,734	(\$81,166)	\$21,333	(\$43,333)	\$27,500
Capital Reserve Account: Ending Balance	\$80,267	(\$899)	\$20,434	(\$21,899)	\$5,601

\* In FY 2008/2009 and FY 2010/2011, additional local share beyond the amount requested will be needed.

### Future Local Share Requests

The uncertainty of federal earmarks and other special funding makes establishing a capital reserve account somewhat challenging. However, for the purpose of planning ahead, we have projected a “best case” scenario, which assumes that CATA will receive all of the earmarks and other special funding shown in the Capital Improvement Program. The results are shown below:

#### **CAPITAL RESERVE ACCOUNT - FIVE-YEAR PROJECTIONS**

FISCAL YEAR	CAPITAL BUDGET	LOCAL SHARE REQUIRED	LOCAL SHARE REQUESTED	DIFFERENCE	ENDING BALANCE
2006/2006					\$54,533
2007/2008	\$6,528,000	\$36,666	\$62,400	\$25,734	\$80,267
2008/2009	\$4,885,000	\$146,166	\$65,000	(\$81,166)	(\$899)
2009/2010	\$1,385,000	\$46,167	\$67,500	\$21,333	\$20,434
2010/2011	\$3,370,000	\$112,333	\$70,000	(\$42,333)	(\$21,899)
2011/2012	\$1,275,000	\$42,500	\$70,000	\$27,500	\$5,601

Please note that if CATA were to receive all of the earmarks and other special funding that the CIP anticipates, the local funding partners would collectively need to make a contribution to capital of over \$112,000. However, the chances of CATA receiving funding for all of the projects listed in the CIP is very remote, so four years from now it is unlikely that a contribution that large will be needed. Nonetheless, looking ahead we foresee the need to increase the municipalities’ collective commitment to CATA’s capital program from \$60,000 per year, which has been in effect for five years. As requested by the COG Finance Committee, annual contributions over the five-year period are increased to the amounts shown above, to address this need.