

Centre Area Transportation Authority (CATA)

# FY 2009/2010 Budget

# FINAL



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**CATA**  
Centre Area Transportation Authority



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Centre Line  
Centre Ride  
RideShare  
LOOP/LINK

## MEMO

To: Member Municipalities of the Centre Area Transportation Authority

From: Hugh A. Mose, General Manager

Re: CATA's FY 2009/2010 DRAFT Budget

Date: April 14, 2009

=====

On behalf of the Centre Area Transportation Authority (CATA) Board of Directors, I am pleased to present for your consideration CATA's FY 2009/2010 DRAFT Budget, as approved by the Board at their March 23, 2009 meeting.

This year, for a change, CATA's funding situation has stabilized; while we are not anticipating any significant increases in state or federal transit assistance, neither do we foresee any reductions. As a result, we are able to put forward a DRAFT Budget that maintains all of CATA's current activities and adds a small amount of new service. We propose to maintain the same number of staff positions as were included in the FY 2008/2009 Budget, plus one part-time Receptionist position that was added earlier this year. Three additional Bus Driver positions will also be necessary for the planned service enhancements.

In addition to the small increase in bus service, we also hope to initiate several new non-capital projects. We expect to continue to expand the CENTRE COMMUTE vanpool program, and if we can secure state and/or federal assistance, we will initiate regional commuter bus service in at least one of three key corridors leading into the Centre Region. The staff also plans to advance several technology projects, including an update of CATA's very popular [www.catabus.com](http://www.catabus.com) website. We also hope to begin to implement at least some of the recommendations coming out of the evaluation of paratransit services offered by CATA and the Centre County Office of Transportation (CCOT).

The capital budget anticipates a number of significant projects. The American Recovery and Reinvestment Act (AARA), federal funding earmarks, the new formula capital component of Act 44 and other miscellaneous sources of funding will allow CATA to continue its bus fleet restoration program with the rehabilitation of our some buses and the replacement of others. We will outfit the ten buses recently acquired from the transit system in Orlando, Florida, replace the CNG tanks on our 1996 and 1997 vintage buses, move into the second phase of CATA's technology initiative, and begin the architectural and engineering work associated with the expansion of our Cato Park facility.

In their annual budget deliberations, the CATA Board of Directors discussed at length the matter of a fare increase. Even though it will have been seven years since CENTRE LINE fares were raised, the Board decided to hold off one more year on raising cash fares, pass rates and token prices. However, it should be noted that the large majority of CATA riders are riding on programs under which fares are prepaid, and these rates are negotiated upward each year. The Board also again considered the issue of selling advertising on the exteriors of the buses, and for a number of reasons decided to maintain the status quo.

During the years when state funding was not keeping pace with the cost of providing transit service, CATA's local funding partners repeatedly increased local shares beyond the minimum required to moderate the service cuts that CATA was being forced to enact. With CATA's funding situation much improved, again this year we are not seeking an increase in local shares to support the Operating Budget. Local funding totals \$419,795, which less than 4.0% of the budget. Of this amount, only \$282,029 is requested from the taxpayer's of CATA's participating municipalities; contributions from Penn State and various public/private partnerships comprise the remainder.

For the Capital Budget, CATA is requesting \$62,400, the same dollar amount as last year. This request is consistent with the approach adopted eight years ago when the COG Finance Committee first suggested a capital reserve account to even out the large year-to-year fluctuations in local shares required for transit capital projects. The \$62,400 is substantially more than the required local share for current projects for which local capital funding has not yet been provided. As was anticipated when the Capital Reserve was created, the excess contributions will be held in the account until needed in future years.

Although total local funding remains unchanged, increases in CATA's service levels, changes in ridership and adjustments to the "regional factors" affect individual municipal shares. Also, last year the Miller Formula assigned a significant increase in Penn State's contribution to local shares as a result of expected LINK service to the new Law School building. Unfortunately, after the local shares were adopted the University abandoned its planned service extension. Rather than now reducing the portion of Penn State support that is considered local match, and thereby driving up municipal allocations, last year's Penn State figure is simply carried forward into FY 2009/2010.

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 FY 2009/2010 Draft 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 2009/2010 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. Note that Halfmoon Township has been added to the local share allocation with planned new service in the coming year.

Also included is a one-page summary, replicating the COG Format, which identifies those capital items for which CATA is requesting local share of 3½% as the required match for state and federal capital assistance. Again this year, as approved by the COG Finance Committee in FY 2007/2008, the local match amount is \$62,400, in anticipation of higher capital funding needs in future years, including a planned expansion of the bus storage and maintenance areas of the Cato Park facility. Because the total local funding request for capital projects for the current year is below \$62,400, the difference of \$44,734 is added to the Capital Reserve Account, established a number of 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, 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 2009/2010.

#### FY 2009/2010 Local Shares: Operating and Capital

	<b>OPERATING</b>	<b>CAPITAL</b>	<b>TOTAL</b>
State College Borough	\$72,500	\$10,776	\$83,276
Ferguson Township	\$76,692	\$11,400	\$88,092
Patton Township	\$61,083	\$9,080	\$70,163
College Township	\$46,439	\$6,903	\$53,342
Harris Township	\$21,083	\$3,134	\$24,217
Bellefonte Borough	\$15,288	\$2,272	\$17,560
Spring Township	\$15,100	\$2,245	\$17,345
Benner Township	\$4,533	\$674	\$5,207
Halfmoon Township	\$4,601	\$684	\$5,285
Penn State University	<u>\$102,476</u>	<u>\$15,232</u>	<u>\$117,708</u>
<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 2007-2008	Actual Receipts 2007-2008	Budgeted Receipts 2008-2009	Estimated Receipts 2008-2009	Anticipated Receipts 2009-2010
	CASH BALANCE	N/A	N/A	N/A	N/A	N/A
	DEPARTMENT REVENUES					
	Interest Earnings	17,000	14,378	18,500	2,400	2,400
	<b>Subtotal</b>	<b>17,000</b>	<b>14,378</b>	<b>18,500</b>	<b>2,400</b>	<b>2,400</b>
	INTERGOVERNMENTAL REVENUE					
	<u>FEDERAL GRANTS</u>					
	CMAQ Projects	100,000	127,167	96,800	83,877	0
	Transportation Planning	0	0	0	0	0
	Operating Assistance:					
	Annual Apportionment +	1,817,883	1,939,797	2,042,912	2,094,981	2,199,730
	Prior Year Carry-In -	930,620	800,273	500,000	1,300,000	2,181,296
	Transferred to Capital Program	0	-644,143	-487,457	0	0
	* Total Operating Available:	2,748,503	2,095,927	2,055,455	3,394,981	4,381,026
	Total Operating Used:	2,298,032	795,927	1,555,455	1,213,685	1,961,368
	* Total Operating Not Used:	450,471	1,300,000	500,000	2,181,296	2,419,657
	<b>Subtotal</b>	<b>2,398,032</b>	<b>923,094</b>	<b>1,652,255</b>	<b>1,297,562</b>	<b>1,961,368</b>
	<u>STATE/SPECIAL GRANTS</u>					
	Senior Citizen Free Transit	48,000	0	0	0	0
	Senior Citizen Shared Ride	156,000	170,119	193,000	163,000	155,000
	Transportation Planning	0	0	0	0	0
	Operating Assistance	937,722	2,815,238	3,378,252	3,378,286	3,378,286
	Act 26 for Asset Maint.	283,712	0	0	0	0
	Act 3 Supplemental Funding	539,739	0	0	0	0
	New State Funding	0	0	0	0	0
	Welfare to Work Grant	0	0	0	0	0
	Special Demonstration Grants	0	0	0	0	0
	RideShare Support	34,190	33,862	33,862	33,862	33,862
	<b>Subtotal</b>	<b>1,999,363</b>	<b>3,019,219</b>	<b>3,605,114</b>	<b>3,575,148</b>	<b>3,567,148</b>
	<u>MUNICIPAL CONTRIBUTIONS</u>					
	Bellefonte Borough	14,598	14,598	15,323	15,323	15,288
	Benner Township	4,261	4,261	4,374	4,374	4,533
	College Township	51,021	51,021	46,883	46,883	46,439
	Ferguson Township	77,610	77,610	76,854	76,854	76,692
	Harris Township	22,170	22,170	20,374	20,374	21,083
	Halfmoon Township	0	0	0	0	4,601
	Patton Township	63,347	63,347	63,803	63,803	61,083
	Penn State University	93,160	93,160	102,476	102,476	102,476
	State College Borough	78,882	78,882	74,575	74,575	72,500
	Spring Township	14,746	14,746	15,133	15,133	15,100
	<b>Subtotal</b>	<b>419,795</b>	<b>419,795</b>	<b>419,795</b>	<b>419,795</b>	<b>419,795</b>

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

ANNUAL OPERATING BUDGET

**COG FORMAT**

COMPARATIVE DETAIL OF REVENUES						
AGENCY: Centre Area Transportation Authority						
Acct. No.	Account	Budgeted Receipts 2007-2008	Actual Receipts 2007-2008	Budgeted Receipts 2008-2009	Estimated Receipts 2008-2009	Anticipated Receipts 2009-2010
	MISCELLANEOUS REVENUE					
	Farebox	625,200	652,601	688,000	800,000	860,000
	"ONEPASS"	499,550	623,762	595,000	700,000	740,000
	Football Shuttle	48,400	56,235	48,500	50,108	52,000
	Paratransit	85,000	80,736	90,000	77,000	78,500
	Vanpool	0	57,029	113,000	139,000	195,000
	Special Purchase of Service	1,061,000	1,099,815	1,177,500	1,143,000	1,201,900
	LOOP Revenue	1,663,600	1,705,799	1,944,300	1,847,790	1,846,900
	Charter Service	0	325	0	0	0
	Advertising	20,700	14,175	16,000	12,000	12,000
	Vehicle Lease & Rental	0	0	0	0	0
	Miscellaneous	5,600	36,602	15,100	46,100	4,600
	<b>Subtotal</b>	<b>4,009,050</b>	<b>4,327,079</b>	<b>4,687,400</b>	<b>4,814,998</b>	<b>4,990,900</b>
	<b>TOTAL:</b>					
		8,843,240	8,703,565	10,383,064	10,109,903	10,941,611

CENTRE REGION COUNCIL OF GOVERNMENTS

## COMPARATIVE DETAIL OF APPROPRIATIONS AND EXPENDITURES

AGENCY: Centre Area Transportation Authority

Acct. No.	Account	Budgeted Appropriation 2007-2008	Actual Expenditure 2007-2008	Budgeted Appropriation 2008-2009	Estimated Expenditure 2008-2009	Anticipated Expenditure 2009-2010
	<b>PERSONNEL</b>					
	Salaries (Staff)	1,129,300	1,006,420	1,195,000	1,188,900	1,295,000
	Salaries (Part-Time Interns)	0	1,488	0	68	0
	Drivers' Wages	2,818,240	2,825,146	3,322,064	3,362,980	3,607,766
	Maintenance Wages	608,000	682,889	789,300	791,000	884,000
	Employee Benefits	2,078,500	1,943,215	2,458,500	2,030,705	2,300,545
	<b>Subtotal</b>	<b>6,634,040</b>	<b>6,459,158</b>	<b>7,764,864</b>	<b>7,373,653</b>	<b>8,087,311</b>
	<b>OPERATING EXPENSES</b>					
	<b>MAINTENANCE</b>					
	Revenue Vehicle Maintenance	285,000	341,640	310,000	450,000	450,000
	Service Vehicle Maintenance	3,300	3,954	4,500	4,500	5,500
	Radio Maintenance	8,800	12,164	10,100	10,100	10,600
	Building & Equipment Maintenance	124,000	74,362	110,000	140,000	135,000
	Uniforms & Accessories	14,000	15,583	18,100	19,200	19,900
	Contract Maintenance	9,000	2,900	12,400	12,400	12,400
	Utilities	114,500	112,892	150,000	170,000	205,000
	Paratransit	16,000	19,970	18,000	16,000	17,000
	Vanpool	0	14,840	11,000	22,500	20,000
	Training	6,600	5,831	9,600	12,600	12,600
	Miscellaneous	15,000	19,688	15,000	26,000	26,000
	<b>Subtotal</b>	<b>596,200</b>	<b>623,824</b>	<b>668,700</b>	<b>883,300</b>	<b>914,000</b>
	<b>TRANSPORTATION</b>					
	Revenue Vehicles - Tires	50,000	51,939	53,200	52,000	58,500
	Service Vehicles - Tires	450	2,936	1,100	950	1,300
	Revenue Vehicles - Fuel & Lube	590,450	456,910	684,000	620,000	620,000
	Service Vehicles - Fuel & Lube	21,300	18,993	23,500	22,000	22,000
	Safety & Training	28,300	15,632	34,000	22,000	34,000
	Insurance	164,300	144,923	157,000	132,000	145,000
	Vehicle Lease	0	0	0	0	0
	Shelters & Signs	4,000	8,302	5,000	9,600	9,600
	Paratransit	360,000	401,219	435,000	405,000	410,100
	Vanpool	0	119,513	110,200	140,200	177,000
	Uniforms	4,800	6,057	8,000	5,500	5,500
	Miscellaneous	12,400	8,882	12,000	14,100	14,100
	<b>Subtotal</b>	<b>1,236,000</b>	<b>1,235,306</b>	<b>1,523,000</b>	<b>1,423,350</b>	<b>1,497,100</b>

CENTRE REGIONAL COUNCIL OF GOVERNMENTS



## ANNUAL OPERATING BUDGET

**COG FORMAT**

COMPARATIVE DETAIL OF APPROPRIATIONS AND EXPENDITURES						
AGENCY:	Centre Area Transportation Authority					
Acct. No.	Account	Budgeted Appropriation 2007-2008	Actual Expenditures 2007-2008	Budgeted Appropriation 2008-2009	Estimated Expenditures 2008-2009	Anticipated Expenditures 2009-2010
	<b>ADMINISTRATION</b>					
	Temporary Help	1,500	0	0	7,900	1,000
	Insurance	34,100	30,207	32,300	28,000	29,800
	Pass Sales & Supplies	9,400	9,898	10,000	12,000	8,500
	Professional Services	154,000	162,642	164,000	140,000	180,000
	Advertising	25,000	28,377	25,000	22,000	24,500
	Marketing Support	18,400	11,168	38,000	52,500	31,700
	Printing	2,000	725	2,500	3,100	3,200
	Schedule Printing & Design	30,500	22,145	31,300	26,000	32,000
	Telephone	18,000	12,052	18,000	13,000	13,500
	Office Supplies & Services	21,000	38,946	23,200	47,000	31,500
	Dues & Subscriptions	22,400	19,809	24,000	24,000	26,000
	Travel & Meetings	20,000	22,709	31,500	25,000	31,500
	Interest	0	0	0	0	0
	Miscellaneous	7,200	10,973	9,000	10,600	11,500
	Paratransit	13,500	14,177	16,200	15,000	15,000
	Vanpool	0	1,449	1,500	3,500	3,500
	<b>Subtotal</b>	<b>377,000</b>	<b>385,277</b>	<b>426,500</b>	<b>429,600</b>	<b>443,200</b>
	<b>TOTAL:</b>	<b>8,843,240</b>	<b>8,703,565</b>	<b>10,383,064</b>	<b>10,109,903</b>	<b>10,941,611</b>

CENTRE REGION COUNCIL OF GOVERNMENTS

**ANNUAL OPERATING BUDGET**

**COG FORMAT**

<b>PERSONNEL SCHEDULE</b>									
AGENCY: Centre Area Transportation Authority		2008/2009	2009/2010	2009/2010	2009/2010	2009/2010	2009/2010	2009/2010	2009/2010
Acct. No.	Account	Salary*	Proposed Salary Range	FICA	Medical Insurance	Workers' Compensation	Retirement	Disability/Life Insurance	Unemployment Insurance
	General Manager	\$102,180	N.A. - N.A.	\$8,239	\$10,138	\$446	\$24,771	\$614	\$0
	Director of Transportation	\$88,894	\$62,920 - \$88,920	\$7,508	\$10,138	\$406	\$22,572	\$514	\$0
	Director of Administration	\$82,550	\$59,904 - \$84,635	\$6,548	\$10,138	\$354	\$19,686	\$512	\$0
	Human Resources Manager	\$56,992	\$49,150 - \$69,472	\$4,576	\$14,170	\$248	\$4,786	\$248	\$0
	Service Development Manager	\$66,092	\$51,646 - \$72,987	\$5,399	\$6,216	\$292	\$5,646	\$430	\$0
	Maintenance Manager	\$54,262	\$51,646 - \$72,987	\$4,397	\$6,216	\$238	\$4,598	\$293	\$0
	Assistant Director of Transportation	\$59,878	\$54,267 - \$76,669	\$5,025	\$14,170	\$272	\$5,255	\$381	\$0
	Operations Supervisor	\$45,656	\$42,390 - \$59,904	\$3,625	\$6,216	\$196	\$3,791	\$280	\$0
	Operations Supervisor	\$50,362	\$42,390 - \$59,904	\$4,064	\$6,216	\$220	\$4,250	\$276	\$0
	Operations Supervisor	\$43,446	\$42,390 - \$59,904	\$3,801	\$6,216	\$206	\$3,975	\$245	\$0
	Operations Supervisor	\$50,362	\$42,390 - \$59,904	\$4,282	\$6,216	\$232	\$4,478	\$313	\$0
	Operations Supervisor	\$49,140	\$42,390 - \$59,904	\$3,979	\$6,216	\$215	\$4,162	\$313	\$0
	Operations Supervisor	\$42,380	\$42,390 - \$59,904	\$3,391	\$10,138	\$183	\$3,546	\$226	\$0
	Transportation Analyst	\$39,338	\$34,798 - \$49,150	\$3,123	\$10,138	\$169	\$3,266	\$195	\$0
	Safety and Training Officer	\$44,512	\$42,390 - \$59,904	\$3,613	\$6,216	\$195	\$3,779	\$273	\$0
	Accounting Manager	\$50,362	\$42,390 - \$59,904	\$4,251	\$6,216	\$230	\$4,446	\$213	\$0
	Grants Manager	\$43,446	\$42,390 - \$59,904	\$3,462	\$6,216	\$187	\$3,621	\$196	\$0
	Bookkeeping Assistant	\$29,978	\$28,558 - \$40,352	\$2,672	\$6,216	\$145	\$2,794	\$174	\$0
	Marketing Manager	\$52,936	\$42,390 - \$59,904	\$4,237	\$14,170	\$229	\$4,430	\$344	\$0
	Assistant to the General Manager	\$41,340	\$42,390 - \$59,904	\$3,310	\$6,216	\$179	\$2,507	\$177	\$0
	Customer Service Techician	\$29,978	\$27,185 - \$38,397	\$2,424	\$6,216	\$131	\$2,535	\$204	\$0
	Administrative Technician	\$28,548	\$27,185 - \$38,397	\$2,369	\$6,216	\$128	\$2,477	\$184	\$0
	Purchasing Technician	\$35,646	\$31,512 - \$44,533	\$2,954	\$10,138	\$160	\$3,089	\$219	\$0
	Rideshare Coordinator	\$44,365	\$38,396 - \$54,267	\$3,531	\$6,216	\$191	\$3,693	\$244	\$0
	<b>SUBTOTAL</b>	\$1,232,643	-	\$100,780	\$196,577	\$5,452	\$148,150	\$7,068	\$0
	Part-Time Office Assistant	\$14.78/Hr.	\$12.44 - \$17.57/ Hr.	\$1,222	\$0	\$66	\$1,278	\$0	\$0
	Part- Time Office Assistant	\$12.13/Hr.	\$12.44 - \$17.57/ Hr.	\$934	\$0	\$51	\$977	\$0	\$0
	Part-Time Fare Counter	\$12.13/Hr.	\$10.72 - \$15.15/ Hr.	\$505	\$0	\$27	\$528	\$0	\$0
	Part-Time Interns	N.A.	\$ 8.38 - \$11.84/ Hr.	\$77	\$0	\$4	\$0	\$0	\$0
	<b>TOTAL:</b>	\$1,232,643	-	\$103,517	\$196,577	\$5,600	\$150,933	\$7,068	\$0

\*As of 3/24/09

**ANNUAL CAPITAL BUDGET****FY 2009/2010 CAPITAL PROJECT LISTING****AGENCY:** Centre Area Transportation Authority

CAPITAL PROJECT DESCRIPTION	Total Estimated Project Cost	Federal Share (80%)	State Share (16 2/3%)	Local Share (3.33%)
<u>FACILITIES</u>				
Facility Upgrades	\$467,500	\$374,000	\$77,917	\$15,583
Signs and Shelters	\$62,500	\$50,000	\$10,417	\$2,083
<b>SUBTOTAL CAPITAL EXPENDITURES</b>	<b><u>\$530,000</u></b>	<b><u>\$424,000</u></b>	<b><u>\$88,334</u></b>	<b><u>\$17,666</u></b>
<u>OTHER</u>				
Addition to Capital Reserve Account	N/A	N/A	N/A	<u>\$44,734</u>
<b>TOTAL LOCAL CAPITAL CONTRIBUTIONS</b>				<b>\$62,400</b>
State College Borough				\$10,776
Ferguson Township				\$11,400
Patton Township				\$9,080
College Township				\$6,903
Harris Township				\$3,134
Bellefonte Borough				\$2,272
Spring Township				\$2,245
Benner Township				\$674
Halfmoon Township				\$684
Penn State University				\$15,232

## LOCAL SHARE CALCULATION AND ALLOCATION

This section of the budget addresses the Authority's local share request for FY 2009/2010, in the amount of \$419,795, equal to the amount requested and approved last year. However, as noted in previous years, changes in each municipality's share will vary from the individual amounts approved in FY 2008/2009 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 2009/2010.

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

a) Total annual fixed route costs (excluding paratransit and vanpool 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 Mileage Allocation” spreadsheet are multiplied by the cost per mile to derive the cost of each fixed route.

c) Total paratransit and vanpool 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 and vanpool expenses.

d) Fixed route, paratransit and vanpool 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 which provide fare-free transit on specified routes are allocated directly to those routes.

b) Operating revenues which 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 system wide 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 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 to cover 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 which 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 which 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, Benner Township, Halfmoon 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 details of routing and scheduling for the new fiscal year have not yet been finalized, 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	2008/2009 Budget	% of Total	2009/2010 Budget	% of Total	Percent Change
College Township	\$46,883	11.17%	\$46,439	11.06%	-0.95%
Ferguson Township	\$76,854	18.31%	\$76,692	18.27%	-0.21%
Harris Township	\$20,374	4.85%	\$21,083	5.02%	3.48%
Patton Township	\$63,803	15.20%	\$61,083	14.55%	-4.26%
State College Borough	\$74,575	17.76%	\$72,500	17.27%	-2.78%
Bellefonte Borough	\$15,323	3.65%	\$15,288	3.64%	-0.23%
Spring Township	\$15,133	3.60%	\$15,100	3.60%	-0.22%
Benner Township	\$4,374	1.04%	\$4,533	1.08%	3.64%
Halfmoon Township	\$0	0.00%	\$4,601	1.10%	N.A.
Penn State University	\$102,476	24.41%	\$102,476	24.41%	0.00%
<b>Total</b>	<b>\$419,795</b>	<b>100.00%</b>	<b>\$419,795</b>	<b>100.00%</b>	<b>0.00%</b>

**REVENUE MILEAGE - ALLOCATION TO MUNICIPALITIES - FY 2009/2010**

4/1/2009

Route	Route Description	Service	Days	Service Days	Trips	Mileage	PSU	St. College	Ferguson	College	Patton	Harris	Bellefonte	Spring	Benner	Halfmoon
A	Park Forest	Full	Weekday	254	5	9.6	0.0	3.7	4.4	0.0	1.5	0.0	0.0	0.0	0.0	0.0
	Overlook Hgts.															
	<b>Annual Total</b>			<b>254</b>	<b>1270</b>	<b>12192.0</b>	<b>0.0</b>	<b>4699.0</b>	<b>5588.0</b>	<b>0.0</b>	<b>1905.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>0.84%</b>		<b>0.00%</b>	<b>38.54%</b>	<b>45.83%</b>	<b>0.00%</b>	<b>15.63%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
B	University Dr.	Full	AM Peak	254	1.5	21.1	0.0	6.4	0.0	3.4	0.0	11.3	0.0	0.0	0.0	0.0
	Boalsburg		PM Peak		2	23.2	0.0	6.4	0.0	3.4	0.0	13.4	0.0	0.0	0.0	0.0
			Mid Day/Evening		4	21.1	0.0	6.4	0.0	3.4	0.0	11.3	0.0	0.0	0.0	0.0
	<b>Weekday Total</b>				<b>7.5</b>	<b>62.7</b>	<b>0.0</b>	<b>48.0</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
			Saturday	53	4	21.1	0.0	6.4	0.0	3.4	0.0	11.3	0.0	0.0	0.0	0.0
	<b>Annual Total</b>			<b>307</b>	<b>2117</b>	<b>44668.7</b>	<b>0.0</b>	<b>13548.8</b>	<b>0.0</b>	<b>7197.8</b>	<b>0.0</b>	<b>23922.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>3.06%</b>		<b>0.00%</b>	<b>30.33%</b>	<b>0.00%</b>	<b>16.11%</b>	<b>0.00%</b>	<b>53.55%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
C	Houserville	Full	Weekday	254	4	16.9	0.0	3.9	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0
	Penn Hills															
	<b>Annual Total</b>			<b>254</b>	<b>1016</b>	<b>17170.4</b>	<b>0.0</b>	<b>3962.4</b>	<b>0.0</b>	<b>13208.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>1.18%</b>		<b>0.00%</b>	<b>23.08%</b>	<b>0.00%</b>	<b>76.92%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
F	Stonebridge	Full	Weekday	254	5	22.6	0.0	6.0	16.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Pine Grove															
	<b>Annual Total</b>			<b>254</b>	<b>1270</b>	<b>28702.0</b>	<b>0.0</b>	<b>7620.0</b>	<b>21082.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>1.97%</b>		<b>0.00%</b>	<b>26.55%</b>	<b>73.45%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
G	Halfmoon	Full	Weekday	254	4	31.1	0.0	3.6	1.8	0.0	15.9	0.0	0.0	0.0	0.0	9.8
	Gray's Woods															
	<b>Annual Total</b>			<b>254</b>	<b>1016</b>	<b>31597.6</b>	<b>0.0</b>	<b>3657.6</b>	<b>1828.8</b>	<b>0.0</b>	<b>16154.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9956.8</b>
	<b>Percentage</b>				<b>2.17%</b>		<b>0.00%</b>	<b>11.58%</b>	<b>5.79%</b>	<b>0.00%</b>	<b>51.13%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>31.51%</b>
H	Toftrees	Full	Weekday	254	19.5	16.4	0.0	3.0	0.0	3.8	9.6	0.0	0.0	0.0	0.0	0.0
	Colonnade		Saturday	53	12	16.4	0.0	3.0	0.0	3.8	9.6	0.0	0.0	0.0	0.0	0.0
	<b>Annual Total</b>			<b>307</b>	<b>5589</b>	<b>91659.6</b>	<b>0.0</b>	<b>16767.0</b>	<b>0.0</b>	<b>21238.2</b>	<b>53654.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>6.29%</b>		<b>0.00%</b>	<b>18.29%</b>	<b>0.00%</b>	<b>23.17%</b>	<b>58.54%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
K	N. College Ave	Full	Daytime	254	12	9.3	0.0	3.5	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cato Park		Evening		4.5	9.3	0.0	3.5	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Weekday Total</b>				<b>16.5</b>	<b>153.5</b>	<b>0.0</b>	<b>57.8</b>	<b>95.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
			Saturday	53	12	9.3	0.0	3.5	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Annual Total</b>			<b>307</b>	<b>4827</b>	<b>44891.1</b>	<b>0.0</b>	<b>16894.5</b>	<b>27996.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>3.08%</b>		<b>0.00%</b>	<b>37.63%</b>	<b>62.37%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
M	Lemont	Full	Weekday	254	14	13.8	0.0	3.9	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0
	Nittany Mall		Saturday	53	16	13.8	0.0	3.9	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0
			Sunday	53	10	13.8	0.0	3.9	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Annual Total</b>			<b>360</b>	<b>4934</b>	<b>68089.2</b>	<b>0.0</b>	<b>19242.6</b>	<b>0.0</b>	<b>48846.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>4.67%</b>		<b>0.00%</b>	<b>28.26%</b>	<b>0.00%</b>	<b>71.74%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>



**REVENUE MILEAGE - ALLOCATION TO MUNICIPALITIES - FY 2009/2010**

4/1/2009

Route	Route Description	Service	Days	Service Days	Trips	Mileage	PSU	St. College	Ferguson	College	Patton	Harris	Bellefonte	Spring	Benner	Halfmoon		
MX	Nittany Mall	Full	Weekday	254	7.5	35.0	0.0	3.7	0.0	12.9	0.0	0.0	4.8	7.7	5.9	0.0		
	Blfnte / PL Gap																	
	<b>Annual Total</b>				<b>254</b>	<b>1905</b>	<b>66675.0</b>	<b>0.0</b>	<b>7048.5</b>	<b>0.0</b>	<b>24574.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9144.0</b>	<b>14668.5</b>	<b>11239.5</b>	<b>0.0</b>	
	<b>Percentage</b>					<b>4.57%</b>		<b>0.00%</b>	<b>10.57%</b>	<b>0.00%</b>	<b>36.86%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>13.71%</b>	<b>22.00%</b>	<b>16.86%</b>	<b>0.00%</b>	
N	Martin St	Full	Weekday	158	49	8.8	0.0	3.5	3.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0		
	Aaron Drive		Trippers		12	3.2	0.0	1.1	1.6	0.0	0.5	0.0	0.0	0.0	0.0	0.0		
	Colonnade		Saturday	31	37	8.8	0.0	3.5	3.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0		
			Sunday	52	23	8.8	0.0	3.5	3.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0		
	<b>Full Service Totals</b>				<b>241</b>	<b>11981</b>	<b>997.6</b>	<b>0.0</b>	<b>394.7</b>	<b>368.0</b>	<b>0.0</b>	<b>234.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		Reduced	Weekday	96	31	8.8	0.0	3.5	3.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	
			Saturday	22	34	8.8	0.0	3.5	3.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	
	<b>Reduced Service Totals</b>				<b>118</b>	<b>3724</b>	<b>572.0</b>	<b>0.0</b>	<b>227.5</b>	<b>208.0</b>	<b>0.0</b>	<b>136.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Annual Total</b>				<b>359</b>	<b>15705</b>	<b>127586.4</b>	<b>0.0</b>	<b>50417.1</b>	<b>47222.4</b>	<b>0.0</b>	<b>29946.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>					<b>8.75%</b>		<b>0.00%</b>	<b>39.52%</b>	<b>37.01%</b>	<b>0.00%</b>	<b>23.47%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
N/V	Martin St	Full	Weekday O/B	158	18	8.2	0.0	2.3	3.4	0.0	2.5	0.0	0.0	0.0	0.0	0.0		
	Vairo Blvd.																	
	<b>Annual Total</b>				<b>158</b>	<b>2844</b>	<b>23320.8</b>	<b>0.0</b>	<b>6541.2</b>	<b>9669.6</b>	<b>0.0</b>	<b>7110.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
	<b>Percentage</b>					<b>1.60%</b>		<b>0.00%</b>	<b>28.05%</b>	<b>41.46%</b>	<b>0.00%</b>	<b>30.49%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	
P	Scenery Park	Full	Weekday	254	10	13.5	0.0	7.3	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0		
	Medical Center		Wkdy Airport		5	23.5	0.0	7.3	0.0	10.0	4.6	0.0	0.0	0.0	1.6	0.0		
	Univ. Pk Airport		Saturday	53	8	13.5	0.0	7.3	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0		
	<b>Annual Total</b>				<b>307</b>	<b>4234</b>	<b>69859.0</b>	<b>0.0</b>	<b>30908.2</b>	<b>0.0</b>	<b>31076.8</b>	<b>5842.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2032.0</b>	<b>0.0</b>	
	<b>Percentage</b>					<b>4.79%</b>		<b>0.00%</b>	<b>44.24%</b>	<b>0.00%</b>	<b>44.49%</b>	<b>8.36%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>2.91%</b>	<b>0.00%</b>	
R	Waupelani Dr	Full	Weekday	158	49	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
			Trippers		4	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
			Saturday	31	37	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
			Sunday	52	31	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	<b>Full Service Totals</b>				<b>241</b>	<b>11133</b>	<b>834.2</b>	<b>0.0</b>	<b>834.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
		Reduced	Weekday	96	31	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
			Saturday	22	34	7.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	<b>Reduced Service Totals</b>				<b>118</b>	<b>3724</b>	<b>455.0</b>	<b>0.0</b>	<b>455.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
	<b>Annual Total</b>				<b>359</b>	<b>14857</b>	<b>101976.6</b>	<b>0.0</b>	<b>101976.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
	<b>Percentage</b>					<b>6.99%</b>		<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	
S	Science Pk Rd	Full	Weekday	254	5.5	12.4	0.0	5.4	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Haymarket																	
	<b>Annual Total</b>				<b>254</b>	<b>1397</b>	<b>17322.8</b>	<b>0.0</b>	<b>7543.8</b>	<b>9779.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
	<b>Percentage</b>					<b>1.19%</b>		<b>0.00%</b>	<b>43.55%</b>	<b>56.45%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	

**REVENUE MILEAGE - ALLOCATION TO MUNICIPALITIES - FY 2009/2010**  
**4/1/2009**

Route	Route Description	Service	Days	Service Days	Trips	Mileage	PSU	St. College	Ferguson	College	Patton	Harris	Bellefonte	Spring	Benner	Halfmoon	
UT	University Dr.	Full	Weekday	158	19	4.0	0.0	3.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	
	Bellaire Ave		Trippers		3	2.7	0.0	2.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	
	<b>Annual Total</b>			<b>158</b>	<b>3476</b>	<b>13287.8</b>	<b>0.0</b>	<b>11897.4</b>	<b>0.0</b>	<b>1390.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>0.91%</b>		<b>0.00%</b>	<b>89.54%</b>	<b>0.00%</b>	<b>10.46%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
V	Vairo Blvd.	Full	Weekday	158	49	9.5	0.0	3.5	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	
	Colonnade		Trippers		47	5.0	0.0	2.3	1.5	0.0	1.2	0.0	0.0	0.0	0.0	0.0	
			Saturday	31	37	9.5	0.0	3.5	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	
			Sunday	52	23	9.5	0.0	3.5	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	
	<b>Full Service Totals</b>			<b>241</b>	<b>17511</b>	<b>1270.5</b>	<b>0.0</b>	<b>489.6</b>	<b>397.5</b>	<b>0.0</b>	<b>383.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		Reduced	Weekday	96	31	9.5	0.0	3.5	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
			Saturday	22	34	9.5	0.0	3.5	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Reduced Service Totals</b>			<b>118</b>	<b>3724</b>	<b>617.5</b>	<b>0.0</b>	<b>227.5</b>	<b>195.0</b>	<b>0.0</b>	<b>195.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Annual Total</b>			<b>359</b>	<b>21235</b>	<b>168315.5</b>	<b>0.0</b>	<b>65411.3</b>	<b>52566.0</b>	<b>0.0</b>	<b>50338.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>				<b>11.54%</b>		<b>0.00%</b>	<b>38.86%</b>	<b>31.23%</b>	<b>0.00%</b>	<b>29.91%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
W	Park Forest	Full	Weekday	158	20	13.7	0.0	2.9	5.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	
	Colonnade		Trippers		3	3.2	0.0	1.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Saturday	31	12	13.7	0.0	2.9	5.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	
	<b>Full Service Totals</b>			<b>189</b>	<b>4006</b>	<b>448.0</b>	<b>0.0</b>	<b>96.1</b>	<b>179.1</b>	<b>0.0</b>	<b>172.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		Reduced	Weekday	96	20	13.7	0.0	2.9	5.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0
			Saturday	22	12	13.7	0.0	2.9	5.4	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Reduced Service Totals</b>			<b>118</b>	<b>2184</b>	<b>438.4</b>	<b>0.0</b>	<b>92.8</b>	<b>172.8</b>	<b>0.0</b>	<b>172.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Annual Total</b>			<b>307</b>	<b>6190</b>	<b>79826.0</b>	<b>0.0</b>	<b>17097.8</b>	<b>31861.8</b>	<b>0.0</b>	<b>30866.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Percentage</b>				<b>5.47%</b>		<b>0.00%</b>	<b>21.42%</b>	<b>39.91%</b>	<b>0.00%</b>	<b>38.67%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	
X	Bellefonte	Full	Weekday	254	8	19.3	0.0	0.0	0.0	2.9	0.0	0.0	2.8	7.7	5.9	0.0	
	Pleasant Gap		Saturday	53	7.5	19.3	0.0	0.0	0.0	2.9	0.0	0.0	2.8	7.7	5.9	0.0	
	<b>Annual Total</b>			<b>307</b>	<b>2429.5</b>	<b>46889.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7045.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6802.6</b>	<b>18707.2</b>	<b>14334.1</b>	<b>0.0</b>	
	<b>Percentage</b>				<b>3.22%</b>		<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>15.03%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>14.51%</b>	<b>39.90%</b>	<b>30.57%</b>	<b>0.00%</b>	

**REVENUE MILEAGE - ALLOCATION TO MUNICIPALITIES - FY 2009/2010**

4/1/2009

Route	Route Description	Service	Days	Service Days	Trips	Mileage	PSU	St. College	Ferguson	College	Patton	Harris	Bellefonte	Spring	Benner	Halfmoon	
WLP	White LOOP	Full	Weekday	160	130	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Thurs/Fri Late Night	63	24	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Saturday	31	107	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Sunday	32	69	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	<b>Annual Total</b>				<b>223</b>	<b>27837</b>	<b>86294.7</b>	<b>86294.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	<b>Percentage</b>					<b>5.92%</b>		<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
BLP	Blue LOOP	Full	Weekday	160	162	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Thurs/Fri Late Night	63	12	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Saturday	31	87	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Sunday	32	67	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	<b>Full Service Totals</b>				<b>223</b>	<b>32681</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
		Reduced	Weekday	90	84	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	<b>Reduced Service Totals</b>				<b>90</b>	<b>7560</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
	<b>Annual Total</b>				<b>313</b>	<b>40241</b>	<b>164988.1</b>	<b>164988.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>Percentage</b>					<b>11.31%</b>		<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>		
RLK	Red LINK	Full	Weekday	160	64	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Saturday	31	22	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
			Sunday	32	18	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	<b>Full Service Totals</b>				<b>223</b>	<b>11498</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
		Reduced	Weekday	90	39	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	<b>Reduced Service Totals</b>				<b>90</b>	<b>3510</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
	<b>Annual Total</b>				<b>313</b>	<b>15008</b>	<b>130569.6</b>	<b>130569.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
	<b>Percentage</b>					<b>8.95%</b>		<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>			
GLK	Green LINK	Full	W/B Trips	160	50	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
			E/B Trips		50	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	<b>Annual Total</b>				<b>160</b>	<b>16000</b>	<b>22400.0</b>	<b>22400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>				
	<b>Percentage</b>					<b>1.54%</b>		<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>				
<b>Total Mileage</b>						<b>1458282.3</b>	<b>404252.4</b>	<b>385233.8</b>	<b>207594.2</b>	<b>154577.9</b>	<b>195817.3</b>	<b>23922.1</b>	<b>15946.6</b>	<b>33375.7</b>	<b>27605.6</b>	<b>9956.8</b>	
<b>Percentage</b>						<b>100.00%</b>	<b>27.72%</b>	<b>26.42%</b>	<b>14.24%</b>	<b>10.60%</b>	<b>13.43%</b>	<b>1.64%</b>	<b>1.09%</b>	<b>2.29%</b>	<b>1.89%</b>	<b>0.68%</b>	

**MILEAGE/SUBSIDY FORMULA: ALL DATA REPRESENTS FY 2009/2010 ESTIMATES**

Column:	1	2	3	4	5	6	7	8	9	10	11	12
			Fixed	Plus		Less	Less	Equals	Less	Equals	Less	Equals
Route	Vehicle Miles	Farepaying Passengers	Route Expense	Paratransit/Vanpool Expense	Equals Total Expense	Direct Route Revenue	Non-Route Revenue	Net Expense	Passenger Revenue	Route Deficit	Federal/State Subsidies	Local Subsidy
A	12,192	17,100	\$ 86,105	\$ 7,433	\$ 93,538	\$ 0	\$ 6,169	\$ 87,369	\$ 21,126	\$ 66,243	\$ 61,819	\$ 4,424
B	44,669	24,300	\$ 315,471	\$ 27,233	\$ 342,704	\$ 1,515	\$ 22,603	\$ 318,586	\$ 30,021	\$ 288,565	\$ 269,293	\$ 19,272
C	17,170	7,650	\$ 121,262	\$ 10,468	\$ 131,730	\$ 0	\$ 8,688	\$ 123,041	\$ 9,451	\$ 113,590	\$ 106,004	\$ 7,586
F	28,702	14,850	\$ 202,706	\$ 17,498	\$ 220,204	\$ 0	\$ 14,524	\$ 205,680	\$ 18,346	\$ 187,334	\$ 174,823	\$ 12,511
G	31,598	6,300	\$ 223,158	\$ 19,264	\$ 242,422	\$ 0	\$ 15,989	\$ 226,433	\$ 7,783	\$ 218,650	\$ 204,047	\$ 14,603
H	91,660	49,500	\$ 647,341	\$ 55,881	\$ 703,223	\$ 63,396	\$ 46,382	\$ 593,445	\$ 61,154	\$ 532,291	\$ 496,742	\$ 35,549
K	44,891	37,800	\$ 317,039	\$ 27,368	\$ 344,407	\$ 6,960	\$ 22,716	\$ 314,731	\$ 46,699	\$ 268,032	\$ 250,132	\$ 17,901
M	68,089	126,090	\$ 480,873	\$ 41,511	\$ 522,384	\$ 0	\$ 34,454	\$ 487,930	\$ 155,775	\$ 332,155	\$ 309,971	\$ 22,184
MX	66,675	29,430	\$ 470,887	\$ 40,649	\$ 511,536	\$ 0	\$ 33,739	\$ 477,797	\$ 36,359	\$ 441,438	\$ 411,957	\$ 29,481
N	127,586	180,000	\$ 901,066	\$ 77,784	\$ 978,850	\$ 229,561	\$ 64,561	\$ 684,727	\$ 222,377	\$ 462,351	\$ 431,472	\$ 30,878
NV	23,321	18,000	\$ 164,703	\$ 14,218	\$ 178,921	\$ 68,589	\$ 11,801	\$ 98,530	\$ 22,238	\$ 76,293	\$ 71,197	\$ 5,095
P	69,859	33,750	\$ 493,373	\$ 42,590	\$ 535,964	\$ 50,544	\$ 35,350	\$ 450,070	\$ 41,696	\$ 408,374	\$ 381,101	\$ 27,273
R	101,977	432,000	\$ 720,204	\$ 62,171	\$ 782,375	\$ 108,700	\$ 51,603	\$ 622,073	\$ 533,704	\$ 88,369	\$ 82,467	\$ 5,902
S	17,323	10,800	\$ 122,342	\$ 10,561	\$ 132,903	\$ 0	\$ 8,766	\$ 124,138	\$ 13,343	\$ 110,795	\$ 103,396	\$ 7,399
UT	13,288	2,250	\$ 93,845	\$ 8,101	\$ 101,947	\$ 69,065	\$ 6,724	\$ 26,157	\$ 2,780	\$ 23,378	\$ 21,816	\$ 1,561
V	168,316	220,500	\$ 1,188,718	\$ 102,615	\$ 1,291,333	\$ 553,648	\$ 85,171	\$ 652,514	\$ 272,411	\$ 380,102	\$ 354,717	\$ 25,385
W	79,826	67,500	\$ 563,765	\$ 48,667	\$ 612,431	\$ 49,922	\$ 40,394	\$ 522,116	\$ 83,391	\$ 438,724	\$ 409,424	\$ 29,300
X	46,889	17,280	\$ 331,150	\$ 28,586	\$ 359,736	\$ 0	\$ 23,727	\$ 336,009	\$ 21,348	\$ 314,661	\$ 293,646	\$ 21,015
WHITE LOOP	86,295	0	\$ 609,451	\$ 0	\$ 609,451	\$ 394,254	\$ 0	\$ 215,198	N.A.	\$ 215,198	\$ 193,323	\$ 21,875
BLUE LOOP	164,988	0	\$ 1,165,214	\$ 0	\$ 1,165,214	\$ 753,776	\$ 0	\$ 411,438	N.A.	\$ 411,438	\$ 369,615	\$ 41,823
RED LINK	130,570	0	\$ 922,140	\$ 0	\$ 922,140	\$ 596,532	\$ 0	\$ 325,608	N.A.	\$ 325,608	\$ 292,510	\$ 33,098
GREEN LINK	22,400	0	\$ 158,198	\$ 0	\$ 158,198	\$ 102,337	\$ 0	\$ 55,861	N.A.	\$ 55,861	\$ 50,182	\$ 5,679
<b>TOTAL</b>	<b>1,458,284</b>	<b>1,295,100</b>	<b>\$ 10,299,011</b>	<b>\$ 642,600</b>	<b>\$ 10,941,611</b>	<b>\$ 3,048,800</b>	<b>\$ 533,362</b>	<b>\$ 7,359,449</b>	<b>\$ 1,600,000</b>	<b>\$ 5,759,449</b>	<b>\$ 5,339,654</b>	<b>\$ 419,795</b>

**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 2009/2010

April 1, 2009

FACTOR	RANGE	WEIGHT	ROUTE																	
			A	B	C	F	G	H	K	M	MX	N	N/V	P	R	S	UT	V	W	X
Non-residential destinations served	0-5	10	0	1	1	0	na	2	3	4	na	3	0	4	1	2	0	4	2	na
Connections support other routes	0-5	6	0	0	0	0	na	1	0	4	na	3	0	1	1	0	0	3	1	na
Non-productive mileage	0-5	4	0	2	3	4	na	3	1	1	na	0	0	5	0	1	0	0	0	na
Totals		20	0	18	22	16	na	38	34	68	na	48	0	66	16	24	0	58	26	na
Local Percentage			100%	82%	78%	84%	0%	62%	66%	32%	0%	52%	100%	32%	84%	76%	100%	42%	74%	0%
Regional Percentage			0%	18%	22%	16%	56%	38%	34%	68%	47%	48%	0%	66%	16%	24%	0%	58%	26%	15%
External Percentage			0%	0%	0%	0%	44%	0%	0%	0%	53%	0%	0%	2%	0%	0%	0%	0%	0%	85%

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.
G	Stormstown / Graysdale	Provides commuter level service to Grays Woods, Graysdale, Stormstown and other areas of Halfmoon Township
H	Toftrees / Colonnade	Serves the Village at Penn State and Toftrees; continues across the Mt. Nittany Bypass to the Colonnade and Patton Forest
K	W. College Ave. / Cato Park	Serves Cato Park, Bristol Court, commercial areas along W. College Avenue; heavy ridership to Bank of America
M	Lemont / Nittany Mall	Serves E. College Avenue, Lemont and Dale Summit; provides connecting service to X Route; heavily used by shoppers
MX	Mall / Bellefonte / Pleasant Gap	Serves E, College Avenue, 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 Street and Aaron Drive to campus; also serves Northland Center and the Colonnade
N/V	Martin St. / Vairo Blvd.	Provides additional capacity and frequency between student housing on Vairo Blvd. and Martin Street and campus, downtown
P	Scenery Pk. / Medical Ctr. / Airport	Serves Pugh Street, Foxdale, Scenery Park on the south, Mt. Nittany Medical Center 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 Avenue
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 / Geisinger	Serves Northland Center, Circleville Road, Valley Vista Drive, western Park Forest, Vista Woods and Geisinger
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 2009/2010**

April 15, 2009

Route	Route Description	Subsidy	Public/P vt.	Local Share	Tier Percentage	Penn State	State College Boro	Ferguson Twp.	College Twp.	Patton Twp.	Harris Twp.	Bellefonte Boro	Spring Twp.	Benner Twp.	Halfmoon Twp.										
A	Park Forest	\$4,424	\$0	\$4,424	Local	100.00%	\$0	38.54%	\$1,705	45.83%	\$2,028	0.00%	\$0	15.63%	\$691	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Overlook Hts.				Regional	0.00%	\$0	25.23%	\$0	27.76%	\$0	18.08%	\$0	19.91%	\$0	9.02%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
B	University Dr	\$19,272	\$4,490	\$14,782	Local	82.00%	\$0	30.33%	\$3,677	0.00%	\$0	16.11%	\$1,953	0.00%	\$0	53.55%	\$6,491	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Boalsburg		Harris		Regional	18.00%	\$0	25.23%	\$671	27.76%	\$739	18.08%	\$481	19.91%	\$530	9.02%	\$240	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
C	Houseville	\$7,586	\$0	\$7,586	Local	78.00%	\$0	23.08%	\$1,365	0.00%	\$0	76.92%	\$4,552	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Penn Hills				Regional	22.00%	\$0	25.23%	\$421	27.76%	\$463	18.08%	\$302	19.91%	\$332	9.02%	\$151	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
F	Stonebridge	\$12,511	\$0	\$12,511	Local	84.00%	\$0	26.55%	\$2,790	73.45%	\$7,719	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Pine Grove				Regional	16.00%	\$0	25.23%	\$505	27.76%	\$556	18.08%	\$362	19.91%	\$399	9.02%	\$181	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
G	Halfmoon	\$14,603	\$0	\$14,603	Local	0.00%	\$0	11.58%	\$0	5.79%	\$0	0.00%	\$0	51.13%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	31.51%	\$0
	Gray's Woods				Regional	68.49%	\$0	25.23%	\$2,523	27.76%	\$2,776	18.08%	\$1,808	19.91%	\$1,991	9.02%	\$902	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
					External	31.51%																		100.00%	\$4,601
H	Toftrees	\$35,549	\$1,000	\$34,549	Local	62.00%	\$0	18.29%	\$3,918	0.00%	\$0	23.17%	\$4,963	58.54%	\$12,539	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Colonnade		Patton		Regional	38.00%	\$0	25.23%	\$3,312	27.76%	\$3,645	18.08%	\$2,374	19.91%	\$2,614	9.02%	\$1,184	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
K	W. College Ave.	\$17,901	\$11,160	\$6,741	Local	66.00%	\$0	37.63%	\$1,674	62.37%	\$2,775	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Cato Park		Ferguson		Regional	34.00%	\$0	25.23%	\$578	27.76%	\$636	18.08%	\$414	19.91%	\$456	9.02%	\$207	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
M	Lemont	\$22,184	\$2,996	\$19,188	Local	32.00%	\$0	28.26%	\$1,735	0.00%	\$0	71.74%	\$4,405	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Nittany Mall		College		Regional	68.00%	\$0	25.23%	\$3,292	27.76%	\$3,622	18.08%	\$2,359	19.91%	\$2,598	9.02%	\$1,177	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
M/X	Nittany Mall	\$29,481	\$2,995	\$26,486	Local	0.00%	\$0	10.57%	\$0	0.00%	\$0	36.86%	\$0	0.00%	\$0	0.00%	\$0	13.71%	\$0	22.00%	\$0	16.86%	\$0	0.00%	\$0
	Bellefonte		College		Regional	47.00%	\$0	25.23%	\$3,141	27.76%	\$3,456	18.08%	\$2,251	19.91%	\$2,478	9.02%	\$1,123	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Pleasant Gap				External	53.00%												44.00%	\$6,177	50.00%	\$7,019	6.00%	\$842		
N	Martin / Aaron	\$30,879	\$3,995	\$26,884	Local	52.00%	\$0	39.52%	\$5,524	37.01%	\$5,174	0.00%	\$0	23.47%	\$3,281	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Colonnade		Patton		Regional	48.00%	\$0	25.23%	\$3,256	27.76%	\$3,582	18.08%	\$2,333	19.91%	\$2,569	9.02%	\$1,164	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
N/V	Martin St.	\$5,095	\$0	\$5,095	Local	100.00%	\$0	28.05%	\$1,429	41.46%	\$2,113	0.00%	\$0	30.49%	\$1,553	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Vairo Blvd.				Regional	0.00%	\$0	25.23%	\$0	27.76%	\$0	18.08%	\$0	19.91%	\$0	9.02%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
P	Scenery Park	\$27,272	\$659	\$24,613	Local	32.00%	\$0	44.24%	\$3,485	0.00%	\$0	44.49%	\$3,504	8.36%	\$659	0.00%	\$0	0.00%	\$0	0.00%	\$0	2.91%	\$229	0.00%	\$0
	Medical Center		\$2,000		Regional	66.00%	\$0	25.23%	\$4,099	27.76%	\$4,510	18.08%	\$2,937	19.91%	\$3,234	9.02%	\$1,465	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	U P Airport		College/Benner		External	2.00%																	100.00%	\$492	
R	Waupelani Dr.	\$5,902	\$0	\$5,902	Local	84.00%	\$0	100.00%	\$4,958	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
					Regional	16.00%	\$0	25.23%	\$238	27.76%	\$262	18.08%	\$171	19.91%	\$188	9.02%	\$85	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
S	Science Pk. Rd.	\$7,399	\$0	\$7,399	Local	76.00%	\$0	43.55%	\$2,449	56.45%	\$3,174	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0
	Haymarket				Regional	24.00%	\$0	25.23%	\$448	27.76%	\$493	18.08%	\$321	19.91%	\$354	9.02%	\$160	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0

# CATA LOCAL SHARE ALLOCATION - FY 2009/2010

April 15, 2009

Route	Route Description	Subsidy	Public/P vt.	Local Share	Tier Percentage		Penn State		State College Boro		Ferguson Twp.		College Twp.		Patton Twp.		Harris Twp.		Bellefonte Boro		Spring Twp.		Benner Twp.		Halfmoon Twp.		
UT	University Dr.	\$1,561	\$0	\$1,561	Local	100.00%	0.00%	\$0	89.54%	\$1,398	0.00%	\$0	10.46%	\$163	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%
	Bellaire Ave.				Regional	0.00%	0.00%	\$0	25.23%	\$0	27.76%	\$0	18.08%	\$0	19.91%	\$0	9.02%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
V	Vairo Blvd.	\$25,385	\$3,996	\$21,389	Local	42.00%	0.00%	\$0	38.86%	\$3,491	31.23%	\$2,806	0.00%	\$0	29.91%	\$2,687	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
	Colonnade		Patton		Regional	58.00%	0.00%	\$0	25.23%	\$3,130	27.76%	\$3,444	18.08%	\$2,243	19.91%	\$2,470	9.02%	\$1,119	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
W	Park Forest	\$29,300	\$0	\$29,300	Local	74.00%	0.00%	\$0	21.42%	\$4,644	39.91%	\$8,654	0.00%	\$0	38.67%	\$8,384	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
	Colonnade		Patton		Regional	26.00%	0.00%	\$0	25.23%	\$1,922	27.76%	\$2,115	18.08%	\$1,377	19.91%	\$1,517	9.02%	\$687	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
X	Bellefonte	\$21,015	\$2,000	\$19,015	Local	0.00%	0.00%	\$0	0.00%	\$0	0.00%	\$0	15.03%	\$0	0.00%	\$0	0.00%	\$0	14.51%	\$0	39.90%	\$0	30.57%	\$0	0.00%	\$0	
	Pleasant Gap		Bellefonte		Regional	15.00%	0.00%	\$0	25.23%	\$720	27.76%	\$792	18.08%	\$516	19.91%	\$568	9.02%	\$257	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
					External	85.00%													44.00%	\$7,112	50.00%	\$8,081	6.00%	\$970			
WLP	White LOOP	\$21,875	\$0	\$21,875	Local	100.00%	100.00%	\$21,875	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
BLP	Blue LOOP	\$41,823	\$0	\$41,823	Local	100.00%	100.00%	\$41,823	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
RLK	Red LINK	\$33,098	\$0	\$33,098	Local	100.00%	100.00%	\$33,098	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	
GLK	Green LINK	\$5,679	\$0	\$5,679	Local	100.00%	100.00%	\$5,679	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	0.00%	\$0	

Totals	\$419,795	\$35,291	\$384,504	Local Tax Support	\$0	\$72,499	\$65,532	\$39,789	\$52,092	\$16,593	\$13,288	\$15,100	\$2,533	\$4,601
				Public/Private Partnerships	\$0	\$0	\$11,160	\$6,650	\$8,991	\$4,490	\$2,000	\$0	\$2,000	\$0
				Penn State Support	\$102,476	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Historical Local Share Allocation

Summary		Penn State	State College	Ferguson Twp.	College Twp.	Patton Twp.	Harris Twp.	Bellefonte Boro	Spring Twp.	Benner Twp.	Halfmoon Twp.
Local Tax Support	\$282,029										
Public/Pvt. Partnerships	\$35,291										
Penn State Support	\$102,476										
<b>Total Local Share</b>	<b>\$419,795</b>										
<b>FY 09/10 Local Shares</b>		<b>\$102,476</b>	<b>\$72,499</b>	<b>\$76,691</b>	<b>\$46,439</b>	<b>\$61,083</b>	<b>\$21,083</b>	<b>\$15,288</b>	<b>\$15,100</b>	<b>\$4,533</b>	<b>\$4,601</b>
FY 08/09 Local Shares		\$102,476	\$74,575	\$76,854	\$46,883	\$63,803	\$20,374	\$15,323	\$15,133	\$4,374	\$0
FY 07/08 Local Shares		\$93,160	\$78,882	\$77,610	\$51,021	\$63,347	\$22,170	\$14,598	\$14,746	\$4,261	\$0
FY 06/07 Local Shares		\$85,732	\$81,858	\$72,202	\$50,202	\$57,970	\$20,673	\$14,731	\$14,263	\$2,174	\$0
FY 05/06 Local Shares		\$81,651	\$75,127	\$64,191	\$54,024	\$53,138	\$21,496	\$14,668	\$14,091	\$0	\$0
FY 04/05 Local Shares		\$77,763	\$68,824	\$61,301	\$49,468	\$53,009	\$20,067	\$14,693	\$13,068	\$0	\$0
FY 03/04 Local Shares		\$74,060	\$58,510	\$59,710	\$50,044	\$53,711	\$16,588	\$12,629	\$13,978	\$0	\$0
FY 02/03 Local Shares		\$67,327	\$56,827	\$59,659	\$44,987	\$53,309	\$16,116	\$12,629	\$12,991	\$0	\$0
FY 01/02 Local Shares		\$67,046	\$58,630	\$53,347	\$43,535	\$47,071	\$13,472	\$12,495	\$12,828	\$0	\$0
FY 00/01 Local Shares		\$82,619	\$56,030	\$42,643	\$51,562	\$40,477	\$11,867	\$11,552	\$11,674	\$0	\$0
FY 99/00 Local Shares		\$47,500	\$83,229	\$58,751	\$54,274	\$33,062	\$8,459	\$11,575	\$11,575	\$0	\$0
FY 98/99 Local Shares		\$47,500	\$81,819	\$42,411	\$57,682	\$45,572	\$9,327	\$10,791	\$12,295	\$0	\$0
FY 97/98 Local Shares		\$0	\$113,465	\$47,582	\$49,870	\$58,963	\$3,632	\$12,439	\$3,662	\$0	\$0

## SECTION II

### CATA FACT SHEET FY 2009/2010

#### **BOARD OF DIRECTORS**

John C. Spychalski, Chairman (Ferguson Township)  
Joseph Davidson, Vice Chairman (College Township)  
Richard Kipp, Treasurer (Harris Township)  
Gary Powers (Patton Township)  
Kathryn Bittner (State College Borough)

#### **SERVICE AREA**

The CATA service area includes the Authority's five member municipalities: State College Borough, College Township, Ferguson Township, Harris Township and Patton Township. The service area also includes Bellefonte Borough, Benner Township, Spring Township and the Penn State University Park Campus through contracts with the Authority.

#### **SERVICES**

- CENTRE LINE - Fixed-route regional bus system connecting all participating municipalities with Downtown State College and The Penn State University Park Campus.
- LOOP & LINK – Frequent fare-free Downtown/Campus circulator and cross-Campus shuttle service.
- CENTRE RIDE - Curb-to-curb transportation primarily for senior citizens (persons age 65 and older) and persons whose disabilities prevent their use of CENTRE LINE buses.
- SPECIAL SERVICES – Shuttle service for special events such as Penn State home football games.
- CENTRE COMMUTE – Family of CATA services that includes Rideshare (vanpools and carpools) and Guaranteed Ride Home. Program is designed to provide commuters with easy and economical ways to get to and from work via commute alternatives.
- PARK & RIDE – Program providing inexpensive perimeter parking for Downtown State College business employees.

#### **STATISTICS - JULY 1, 2007 - June 30, 2008**

Ridership: 6,508,096      Total Miles: 1,605,356      Total Hours: 146,518  
Square Miles: 135  
Population: Approximately 90,320

#### **STAFF**

<i>Hugh A. Mose, General Manager</i>	<i>Eric Bernier, Service Development Manager</i>
<i>Joseph Gilbert, Director of Transportation</i>	<i>Jacqueline Sheader, Marketing Manager</i>
<i>Sherry Snyder, Asst. Director, Transportation</i>	<i>Greg Kausch, Transportation Planner</i>
<i>Judith Minor, Director of Administration</i>	<i>Terri Quici, Rideshare Coordinator</i>

#### **EMPLOYEES**

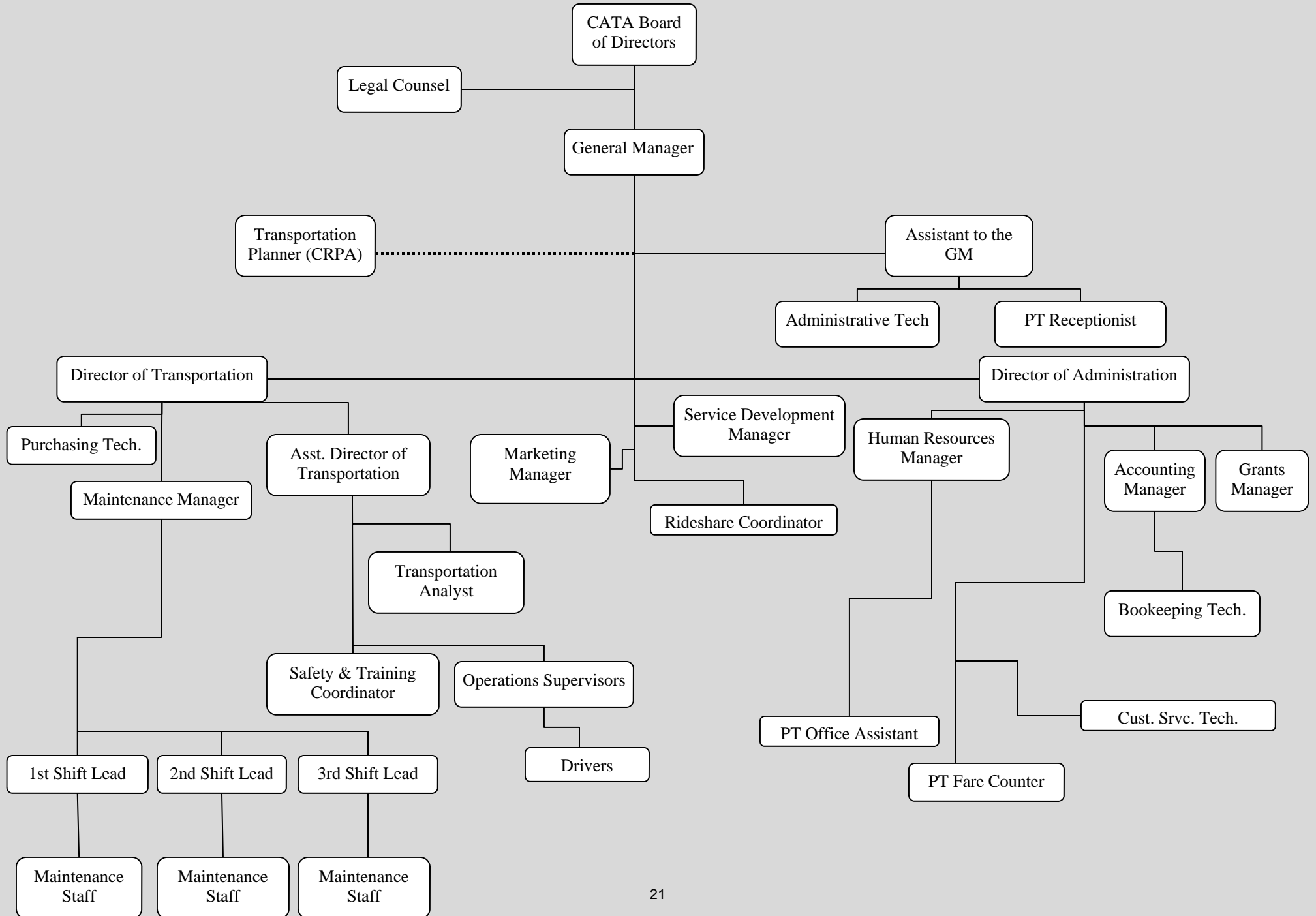
Bus Drivers .....95	Maintenance Staff.....19
Administrative Support ..... 11	Management/Supervisory.....15

#### **CONTACT INFORMATION**

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CATA Organizational Chart FY 2009/2010



## Ridership by Route

Route	Area Served	FY 2003/04	FY 2004/05	% Change	FY 2005/06	% Change	FY 2006/07	% Change	FY 2007/08	% Change	FY 08/09 (est.)	% Change
A	Park Forest / Overlook Hgts.	12,358	11,539	-6.6%	13,030	12.9%	13,754	5.6%	15,804	14.9%	18,333	16.0%
B	University Dr / Boalsburg	17,139	16,857	-1.6%	17,133	1.6%	17,883	4.4%	20,544	14.9%	24,982	21.6%
C	Houersville / Penn Hills	6,043	6,404	6.0%	6,605	3.1%	6,784	2.7%	7,401	9.1%	7,216	-2.5%
F	Stonebridge / Pine Grove	13,028	11,997	-7.9%	11,734	-2.2%	11,074	-5.6%	11,575	4.5%	15,511	34.0%
G	Gray's Woods	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4,721	N/A
H	Toftrees / Colonnade	95,117	100,141	5.3%	91,811	-8.3%	72,580	-20.9%	71,845	-1.0%	79,963	11.3%
K	W College Ave / Cato Park	26,958	22,771	-15.5%	25,504	12.0%	26,856	5.3%	31,771	18.3%	38,634	21.6%
M	Lemont / Nittany Mall	111,907	88,253	-21.1%	93,006	5.4%	107,992	16.1%	114,375	5.9%	141,024	23.3%
N	Martin St / Aaron Dr / Colonnade	284,773	270,515	-5.0%	308,079	13.9%	318,633	3.4%	373,419	17.2%	441,008	18.1%
N/V	Martin St / Vairo Blvd	332,721	320,742	-3.6%	349,292	8.9%	444,194	27.2%	245,951	-44.6%	264,643	7.6%
P	Scenery Pk / Medical Ctr / Airport	224,117	210,602	-6.0%	109,975	-47.8%	95,906	-12.8%	119,727	24.8%	95,063	-20.6%
R	Waupelani Dr.	227,475	231,297	1.7%	239,775	3.7%	317,513	32.4%	459,705	44.8%	539,694	17.4%
RE	Waupelani Dr. Express	46,537	45,087	-3.1%	45,493	0.9%	69,020	51.7%	0	-100.0%	0	N/A
S	Science Park Rd / Haymarket	4,194	5,761	37.4%	5,638	-2.1%	6,762	19.9%	8,126	20.2%	11,222	38.1%
UT	University Dr / Bellaire Ave.	167,216	129,411	-22.6%	119,522	-7.6%	117,997	-1.3%	140,453	19.0%	86,238	-38.6%
V	Vairo Blvd / Colonnade	423,553	421,404	-0.5%	454,352	7.8%	494,674	8.9%	748,589	51.3%	797,247	6.5%
W	Park Forest / Colonnade	83,174	66,681	-19.8%	82,780	24.1%	94,148	13.7%	105,687	12.3%	133,588	26.4%
X	Bellefonte / Pleasant Gap	30,479	25,028	-17.9%	24,968	-0.2%	26,770	7.2%	31,218	16.6%	36,182	15.9%
	Sub-total - Centre Line	<b>2,106,789</b>	<b>1,984,490</b>	<b>-5.8%</b>	<b>1,998,697</b>	<b>0.7%</b>	<b>2,242,540</b>	<b>12.2%</b>	<b>2,506,190</b>	<b>11.8%</b>	<b>2,735,269</b>	<b>9.1%</b>
WL	White LOOP	1,226,867	1,241,497	1.2%	1,423,891	14.7%	1,481,071	4.0%	1,546,502	4.4%	1,648,571	6.6%
BL	Blue LOOP	1,769,333	1,814,125	2.5%	1,770,500	-2.4%	1,608,998	-9.1%	1,622,393	0.8%	1,536,406	-5.3%
RL	Red Link	591,211	470,557	-20.4%	447,773	-4.8%	485,196	8.4%	475,773	-1.9%	496,707	4.4%
GL	Green Link	477,340	470,033	na	436,083	-7.2%	338,320	-22.4%	316,094	-6.6%	502,589	59.0%
	Sub-total - LOOP/LINK	<b>4,064,751</b>	<b>3,996,212</b>	<b>-1.7%</b>	<b>4,078,247</b>	<b>2.1%</b>	<b>3,913,585</b>	<b>-4.0%</b>	<b>3,960,762</b>	<b>1.2%</b>	<b>4,184,273</b>	<b>5.6%</b>
<b>TOTALS:</b>		<b>6,171,540</b>	<b>5,980,702</b>	<b>-3.1%</b>	<b>6,076,944</b>	<b>1.6%</b>	<b>6,156,125</b>	<b>1.3%</b>	<b>6,466,952</b>	<b>5.0%</b>	<b>6,919,542</b>	<b>7.0%</b>

## TRENDS IN REVENUE

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

REVENUE SOURCES	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009 estimated	2009-2010 budgeted
Passenger Fares	3,281,985	3,387,394	3,574,780	3,835,357	4,275,977	4,756,898	4,974,300
Other Operating Revenue	41,886	49,191	62,900	45,294	65,480	60,500	19,000
State Tax Support	1,731,784	1,819,075	1,745,190	1,760,988	2,815,238	3,378,286	3,378,286
Special Reimbursement Funding	256,396	254,265	240,751	251,858	203,981	196,862	188,862
Penn State University	74,060	77,763	81,651	85,732	93,160	102,476	102,476
Local Tax Support	265,170	280,700	296,735	314,073	326,635	317,319	317,319
Federal Tax Support	1,009,730	1,213,762	1,622,501	1,719,128	923,094	1,297,562	1,961,368
Total Revenues	6,661,011	7,082,150	7,624,508	8,012,430	8,703,565	10,109,903	10,941,611

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, Centre Commute, and 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 which have reached the end of their useful lives, so that sales proceeds are properly classified as operating income. FY 2008/2009 estimated revenue includes the sale of two used CNG compressors following the recently-completed upgrade of the Authority's fueling station, while FY 2009/2010 budgeted revenue reflects much lower interest rates on available cash balances, lower-than-anticipated advertising revenue, and only routine dispositions.

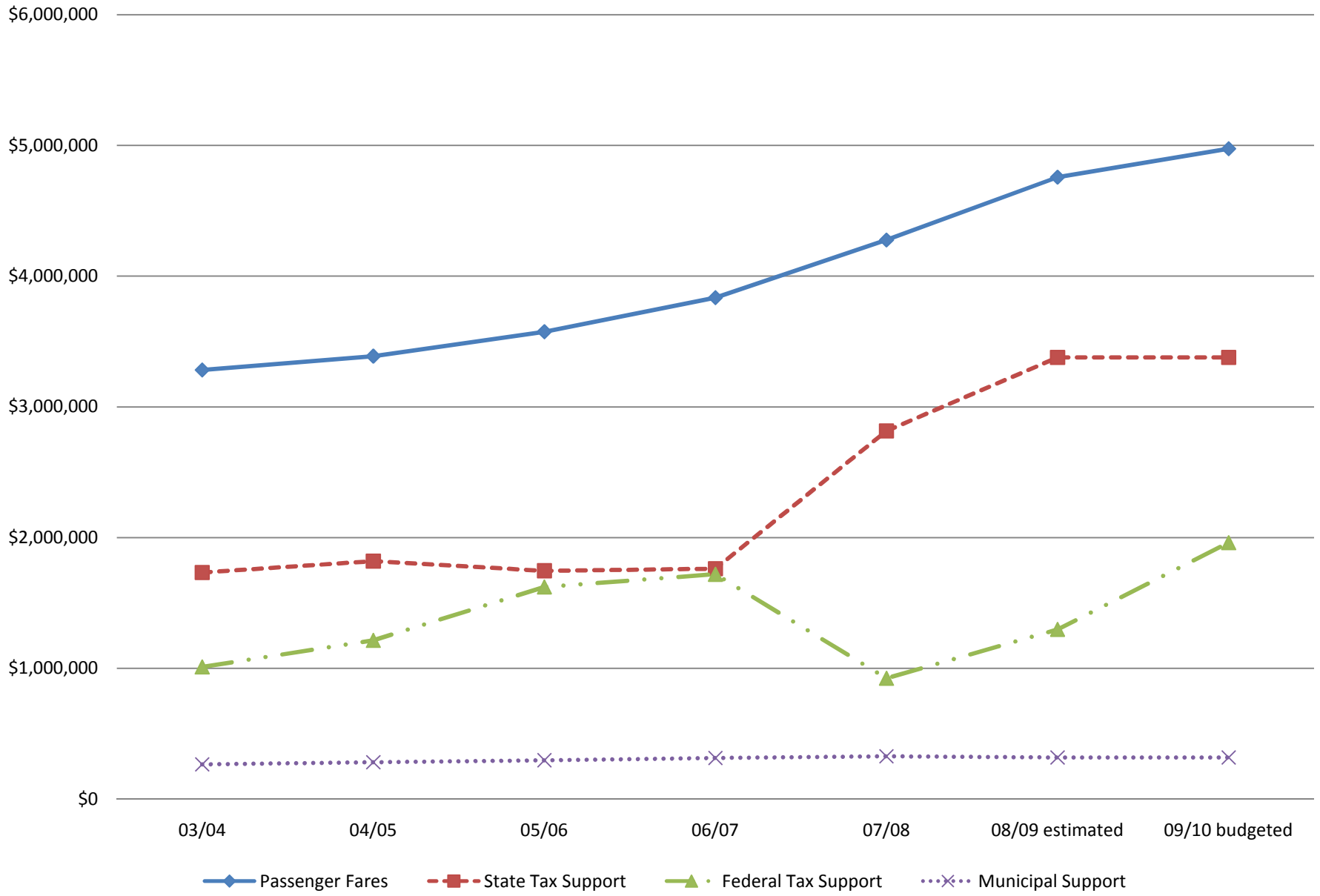
State Tax Support provides the major portion of CATA's subsidy funding. In FY 2007/2008, new state legislation under Act 44 was enacted to replace separate state funding streams for operating assistance and provide the increased state funding shown in the table since that year. State funding under an interim program in FY 2006/2007 was flexed from federal highway programs and is shown above as part of federal tax support in that year.

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). Note that the lottery-supported program for free transit service to senior citizens, previously included in this category, was ended in FY 2007/2008, when funding was included as part of Act 44 operating assistance.

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. Since FY 2005/2006, the STIC (Small Transit Incentive Communities) program has provided additional funding to small, highly productive properties such as State College, reflected in increased federal operating subsidy for FY 2005/2006 and 2006/2007. However, with additional state operating assistance under Act 44 beginning in FY 2007/2008, the amount of federal operating assistance required to balance the budget decreased until the budget year, when state funding will be held constant and additional federal subsidy will be required. Note that one-time funding under the interim state program described above is included in FY 2006/2007, and, for FY 2006/2007, 2007/2008 and 2008/2009, federal tax support includes funding under the Congestion Mitigation Air Quality (CMAQ) program for the specific projects detailed in the budget narrative.

# Trends in Revenue



## SECTION III

### FY 2008/2009 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 2008/2009 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 internal business processes of CATA are kept fully in order, and that the Authority consistently provides safe, on-time, customer-friendly transit service.

*The staff worked very hard to maintain all of CATA's business processes – on the street, in the shop and in the office. This wasn't always the easiest, especially when CATA went nearly six months without a labor agreement. The staff in the shop kept our aging fleet (including five 24-year-old Gillig buses) in great operating order, ensuring that we never missed a pull-out due to a lack of buses. Not only did CATA have another successful annual audit, but we passed our Federal Transit Administration Triennial Review with flying colors and survived a random Drug and Alcohol audit.*

##### **Succession**

Give top priority to planning and action for management team succession. Provide continuity in critical positions through staff development initiatives, internal promotion, and/or external recruiting, as required.

*Progress in this area has been uneven. Early in the year the resignation of CATA's Assistant Director of Administration was a major setback in our efforts to develop a successor for the Director, who is getting closer to retirement age. Fortunately we were able to take advantage of the situation to create a new Grants Manager position, which we filled internally, and also recruit an excellent Human Resources Manager. When the FY 2008/2009 Budget gave us the funds to fill the Maintenance Manager position (vacant since the former Manager's retirement), we promoted our top Lead Mechanic. Meanwhile, the Assistant Director of Transportation continues to develop as the next Director.*

##### **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.

*Maintaining strong relationships with CATA's external constituencies continues to be one of the staff's highest priorities. With the retirement of Rep. John Peterson, we worked to ensure that both major party candidates were educated about CATA. Even though we did not actively engage CATA's Transit Coalition this year, nonetheless the staff periodically contacted the members to keep them apprised of CATA's funding situation. The staff also worked hard to maintain relationships with our counterparts at Penn State, in the planning community, and with our various funding partners. The General Manager continues to be very active both in the community and in the transit industry.*

## **Financial**

Continue striving to monitor and maintain existing sources of funding, and pursue additional opportunities for funding. Achieve efficiencies to adequately support operating and capital needs and build and maintain an adequate financial reserve.

*The staff actively monitored state and federal transit programs to make sure that we did not lose any funding to which we were entitled. CATA was successful in securing a \$540,000 federal Clean Fuels grant for hybrid propulsion systems in two of the new buses we'll be buying. We also received \$300,000+ in federal funds for twelve new vanpool vans. We have been relentless in our efforts achieve efficiencies. In fact, most of management's proposals in last year's contract negotiations were focused on improvements in Bus Driver utilization. CATA also took advantage of the new Act 44 funding to set up an operating 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 all categories 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.

*As gasoline prices rose to unprecedented heights, CATA focused its advertising on the "Park Yours, Ride Ours" theme. Ridership has risen to record levels, with the greatest percentage increases occurring on those CENTRE LINE routes that serve mainly non-student neighborhoods. Participation in the Penn State Ride-for-Five program, which is limited to full-time faculty and staff, has grown to more than 700, by far the highest number ever. The carpooling database nearly doubled in size, to over 1000 participants, in the CENTRE COMMUTE program, which provides alternatives for long-distance commuters, and CATA's vanpool program grew from six vans to fourteen.*

## **Capital Program**

Successfully complete, in a timely and efficient manner, in-progress projects: (1) Phase I of the Advanced Public Transportation Systems (APTS), (2) replacement/upgrade of CNG fueling facility, and (3) rehabilitation of six 1997 New Flyer buses.

*CATA completed the rehabilitation of our entire fleet of 1997 New Flyer buses on time and within budget. By the end of the fiscal year the upgrade of the CNG fueling facility should be complete, although it took nearly six months longer than anticipated. System Acceptance Testing for Phase I of the APTS was completed in the fall, and we are now in the warranty period. This project has taken far longer, and been fraught with far more problems, than anyone at CATA could have imagined, but we are finally getting tangible management and customer service value from it.*

Advance major multiple-year capital projects, e.g.: (1) replacement of ten of the 1996 Orion buses and acquisition of such additional equipment as might be required to accommodate growth in ridership on existing routes and/or on new routes, (2) expansion of the maintenance, parts room, and bus storage areas, and (3) integration of various applications into the APTS "backbone."

*The staff has been making slow progress on all three of these projects. We have acquired ten 1997 New Flyer CNG buses from the transit system in Orlando, Florida, which should allow us to add more rush-hour service this fall. We expect to be out to bid for replacement buses by the end of the fiscal year. Once the bus solicitation is under way, we will begin the development of an RFP for architectural and engineering work for the expansion of the bus maintenance areas of our Cato Park facility. Phase II of the APTS will begin once Phase I is fully functional.*

### **Technology**

Ensure utilization of APTS in ways that will permit full realization of its capability for improving operational efficiency and customer service.

*The first phase of CATA's APTS initiative was a long time in coming. However, the Operations and Planning staffs are indeed beginning to put it to good use. For example, in Operations, when we get a complaint about on-time performance, we are able to do a "replay" to confirm what really happened before we respond to the customer or the Driver. Over Spring Break we unveiled the first concrete evidence of our work on the customer service side, when we installed "real-time" bus arrival information at the Pattee Transit Center.*

### **Coordination of Services**

Continue active participation in study of alternatives for identifying the future role of CATA in relation to Centre County Transportation Services, and chart course or courses of action that offer greatest prospective net benefit for CATA and its constituents.

*This project, which is being undertaken under the auspices of the Centre County Metropolitan Planning Organization and led by the Transportation Planner shared by our respective agencies, took awhile to get started, so there hasn't been much opportunity yet for CATA's active participation. However, the CATA staff has provided data, reviewed draft documents, and otherwise assisted the consultant with his efforts.*

### **Quality of Work Life**

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 provision of high quality services.

*Over the past six months the management staff has faced some very serious challenges in the area of work environment. Last year's protracted labor negotiations clearly had (and to an extent continue to have) a decidedly negative effect on employee morale. Nonetheless, there was never a time when we were not able to provide CATA's customary high-quality services. Over this same time period CATA lost several key staff members, but we have been successful in filling the vacant positions with exceptional individuals, and as a result in some ways CATA is a stronger organization today than it was a year ago.*



## **Other Accomplishments**

In addition to the goals established by the CATA Board of Directors, the FY 2008/2009 Budget included a list of other projects and activities that the staff expected to undertake over the course of the current year. The following is a brief progress report on some of those key elements:

### **Transportation**

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

Most of CATA's transportation efforts were devoted to ensuring that there was a bus on every run, a Driver on every bus, and that all of the supporting elements were in place to keep the service running smoothly. CATA's transit service ran as advertised virtually without exception, although there were several times when lack of available Bus Drivers kept us from running all of the extra "tripper" buses we had planned.

#### **Bus Stop Signage**

In addition to making our usual annual investment in bus stop facility improvements, last summer CATA completed the replacement of all 800+/- bus stops in the CENTRE LINE system. Prior to the new signs going in, the staff evaluated each stop and relocated many to more advantageous locations. At the same time the staff inventoried all of the amenities present and geo-coded each stop for future APTS applications.

### **Maintenance**

#### **Bus Maintenance**

As many of CATA's buses approach the end of their expected service life, additional work is being required to keep them in good working order. In addition to the usual "running repairs," this past year the Maintenance staff concentrated on the replacement of outdated fueling systems in our "first generation" CNG buses, repair of body corrosion caused by our harsh wintertime environment, and the restoration of five 1985 diesel buses so that they could be used to assist with passenger overloads.

#### **Facilities Maintenance and Upkeep**

Maintenance staff and contractor personnel continued to address problems as they cropped up with our nineteen-year-old facility. Over the past year repairs have been made to overhead doors, the HVAC system, driveway and parking lot paving, electrical systems, etc. Work remains to be done on the roof over the bus maintenance and storage areas, the landscaping around the administrative part of the building and the diesel fueling system.

### **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 once again devoted itself to making certain that CATA is financially sound and in full compliance with all state and federal regulations. In addition, this year we created and filled a new Grants Manager position to provide staffing redundancy in this key area, and also implemented a new e-mail system.

## **Labor Contract Negotiations**

CATA's contract with AFSCME Council 83 and Local 1203-B expired at the end of February, 2008, and it took until fall to reach a new agreement. The protracted negotiations took a toll on the organization from which we are still recovering. The new contract included fairly generous wage increases; in return CATA was able to increase operating efficiency through greater flexibility in the creation of Bus Driver work assignments, and the ability to utilize Drivers to clean buses when they would otherwise have been laid off.

## **Planning and Service Development**

### **Service Enhancements**

This spring the Service Development Manager has again been leading CATA's service planning process. Service planning is now a more comprehensive undertaking, not just because we have the resources to restore and expand service on the street, but also because the implementation of our APTS initiative adds a new layer of complexity to the process. This year our focus has been on the North Atherton corridor, where we hope to add service to two new medical complexes, and for the first time extend a route to Halfmoon Township.

### **Site Plan Reviews**

Making sure that new real estate developments are laid out in a way that facilitates transit access required significant effort on the part of the staff. We worked with the development community, planning commissions and local elected officials to ensure that street geometrics, pedestrian connections and bus stop amenities were appropriate for each project. This activity will continue to be critically important if public transportation is going to be a viable alternative to driving in the newly developed areas of our community.

## **Public Information and Marketing**

### **Rebranding**

Under the leadership of the Marketing Manager, CATA retained the services of a design professional to work with the staff to develop a new set of service names, a new logo, and a whole new "look" for the organization. Once the final piece, a new livery design for our buses and vans, is in place, the entire new CATA "brand" will be unveiled and gradually implemented.

## **Other**

### **Hydrogen Bus Research Project**

Over the three-year life of the project the Hydrogen Bus experienced numerous problems, but by last summer the bus was successfully running in revenue service on a blend of hydrogen and natural gas. Unfortunately, funding for the research ran out at the end of December. We continued to run the Daewoo engine on straight CNG until it experienced a gear train failure, at which point it was removed from the bus and replaced by the original Detroit Diesel engine.

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

In October the General Manager was re-elected to a third and final term as APTA Vice Chair for Small Operations, meaning that he is 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, and well as strategic planning for the association.

## SECTION IV

### FY 2009/2010 POLICY CONSIDERATIONS

#### Background

After years of hanging on by a financial shoestring, in 2006 CATA received a significant increase in federal transit funding with the passage of SAFETEA-LU. Included in the legislation was a new funding tier called the Small Transit Intensive Cities program, or STIC, which provides additional funding to small urban areas with particularly strong transit systems, such as the Centre Region. A year later, as part of the state's budget deliberations, the General Assembly passed Act 44, an omnibus transportation funding bill that dramatically increased, and completely restructured, state transit assistance. The new legislation "grandfathered in" many of the inequities of the former programs. From this point forward, increases in transit assistance are allocated by one unified formula that is based on service supplied and service consumed.

Act 44 includes two programs of particular benefit to CATA and the Centre Region, state operating assistance and state formula capital assistance. Over the first two years following Act 44's enactment, CATA's allocation of operating assistance grew by over 75%, with smaller increases scheduled for subsequent years. The formula capital program, which is based solely on passengers (an approach that is very beneficial to CATA), results in CATA receiving over \$1.0 million annually. Unfortunately, one of the two primary funding sources for Act 44 was the conversion of Interstate 80 to a toll road, which has since been disallowed. The absence of new toll revenues will mean that funding for highways will drop substantially beginning in FY 2009/2010, which could cause the entire Act 44 program to start to unravel. As a result of this uncertainty, again this year CATA is taking a very conservative approach to the Budget and service plan.

#### Revenues

##### Operating Revenues

##### **Fares**

CATA has not increased rates since July 1, 2002, meaning that in FY 2009/2010 it will have been seven years since the fares were last raised. At their Planning Work Session this past December, the CATA Board discussed the matter of a fare increase, and for various reasons decided to support the staff's recommendation that we make no change in the fares this year. Consequently this DRAFT Budget has been developed with fares, token prices and monthly pass rates remaining at their current levels. The Budget does, however, project a small amount of revenue growth based on a continuation of the ridership increases we have been experiencing for the past several years.

##### **Apartment Contracts**

When CENTRE LINE fares were raised in FY 2002/2003, CATA established a revenue target of \$0.75 per trip on our apartment complex program. Since then the staff has negotiated yearly increases, but ridership growth has kept the average fare for apartment pass riders at roughly \$0.80 per trip. While this is only about two-thirds of CATA's base fare, we are able to carry these riders very cost-effectively, so the subsidies required on the routes with apartment complexes are the lowest in the system. CATA will continue to try to negotiate higher rates from the complexes with the lowest per-trip yields, but in the current economic environment we don't expect much revenue growth.

## **Penn State**

Earlier this spring Penn State informed CATA that for the coming fiscal year they would not be able to increase the dollar amount of their contract for transit service. The staff took that to mean that if we could identify any places where we could reduce LOOP or LINK operating hours without impacting the quality of the service, we could increase the hourly rate by a corresponding amount. As this budget document was being drafted, CATA and Penn State were still negotiating the hours of service and the hourly rate. Consequently, this DRAFT Budget assumes the same hours and hourly rates that were in effect in FY 2008/2009, meaning that the total dollar amount of the Penn State contract remains at current year levels.

The University currently pays CATA \$50.72 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. Consequently, if CATA reduces the number of hours of service, even if we don't raise the hourly rate, it will have a positive effect on CATA's budget. However, it should be noted that the productivity of the campus service helps CATA qualify for almost \$700,000 annually under the federal Small Transit Intensive Cities program, and the high campus ridership is responsible for over \$500,000 in additional state formula capital funds, so we can't afford to reduce service to the point where ridership is negatively impacted.

## **Exterior Bus Advertising**

Last year the Budget review process included considerable discussion about exterior bus advertising. Ultimately the Board decided to continue its longstanding policy of not selling ads on the outside of the buses, and that message was transmitted along with the DRAFT Budget to CATA's member municipalities. Discussion of the subject, however, continued into the summer, when the staff at College Township presented the results of a study on the subject. Nonetheless, this past December at their Planning Work Session, the CATA Board of Directors again considered the issue and decided not to change its position. Consequently no revenues from the sale of exterior advertising are included in this DRAFT Budget.

## **Operating Subsidies**

### **Local Shares**

At the December Planning Work Session the Board discussed whether to ask CATA's municipal funding partners for an increase in local contributions, or if, considering the current economic situation, we should simply request the same total amount (\$419,795) for a third consecutive year. Because CATA's financial situation is quite sound, at least compared to some of our local funding partners, the Board decided not to request an increase. As a result, this DRAFT Budget has been developed with the same local share amount as in FY 2008/2009. Please recall, though, that the vagaries of the Miller Formula will cause the municipalities' individual shares to change relative to one another.

### **State Assistance**

Act 44 has provided a significant increase CATA's state operating assistance. In FY 2007/2008 CATA received a 55% "catch-up" increase in our total state operating support – nearly \$1.0 million in additional funding – and in the current year we received another 20% increase. Future funding growth will be determined by formula, subject to a 20% annual cap for those agencies like CATA that are still below the amount that the formula indicates is our appropriate allocation. For the coming year, however, the total state Public Transportation Account will be funded at the same level as FY 2008/2009, which due to "hold harmless" language in the legislation means that each transit system will receive precisely the same amount in Act 44 formula assistance as last year.

### **Federal Transit Administration (FTA) Section 5307 Formula Assistance**

For years CATA has used federal formula assistance, which is really intended for capital investment, to “balance” our annual Operating Budget. Because of our precarious financial situation, each year we built budgets that anticipated drawing down our year-end carry-forward of unspent federal funds. However, thanks to a succession of positive developments (SAFETEA-LU increasing our federal support, Governor Rendell flexing highway funds, the passage of Act 44, etc.) CATA’s year-end carry-forwards have grown year by year. As a result in FY 2008/2009 we were able to establish a policy of retaining \$500,000 of our federal formula assistance as an operating reserve and also transfer over \$600,000 to capital.

Between the \$1.3 million not transferred to capital that we have carried forward into FY 2008/2009 and the \$2.1 million in new federal formula funds that CATA will be receiving this year, we should have a total of roughly \$3.4 million in federal formula funds available. The DRAFT Budget shows that \$1.2 million will be required to “balance” CATA’s FY 2008/2009 Budget and \$1.6 million will be needed for the coming fiscal year. This means that we will be able to maintain the operating reserve policy established by the Board last year and still have the entire apportionment for FY 2009/2010 available to support future years’ operating budgets and/or invest in additional capital projects.

In other words, after decades of having to rely on the federal funding CATA expected to receive in the coming federal fiscal year, we can operate next year on the funds we will have already received in the current year. This is where CATA should have been all along, but because our state assistance was always so low, we were in effect forced to “borrow ahead” to keep CATA afloat.

### **Other Funding Sources**

#### **FTA Section 5309 Discretionary Capital**

Each year CATA applies for federal “earmark” funding for selected capital projects. Over the years we have been uncommonly successful at securing earmarks; we’ve received funds for new buses, our CNG fueling facility, the offices at Schlow Library, our technology initiative, etc. Unfortunately, in the current fiscal year CATA’s request for funding for Phase II of our Advanced Public Transportation Systems (APTS) project was not accepted. For the coming year’s Transportation Appropriations bill we have submitted a request for \$2.0 million to replace the final four of our 1996 Orion buses. We have also submitted a request for a \$4.0 million earmark in the upcoming SAFETEA-LU Reauthorization that would fund the expansion of the bus maintenance, servicing and storage areas of our Cato Park facility.

#### **Job Access Reverse Commute (JARC)**

In addition to the FTA formula and discretionary funds, SAFETEA-LU also contains three other federal programs that the State College urbanized area is eligible for – JARC (for non-traditional employee transportation), New Freedom (for enhanced services for persons with disabilities) and Section 5310 (for seniors). These programs are allocated by PENNDOT, which uses a competitive process for their distribution. In the current year CATA received over \$300,000 for the purchase of new vanpool vans. Looking ahead, we intend to apply for funds to support the start-up of regional commuter bus service, as well as the purchase of additional vanpool vans. However, because there is no guarantee that JARC funding will be received, neither of these projects is included in the DRAFT Budget.

**American Recovery and Reinvestment Act (ARRA)**

The recently enacted ARRA economic stimulus bill includes over \$8.4 billion to be allocated to transit systems of all sizes for infrastructure reinvestments aimed at creating jobs. CATA's share is \$1.67 million. These funds are restricted to capital, must be used on projects that can be implemented quickly, and cannot supplant other funding. No non-federal match is required. CATA has determined that the project that best meets the goals of the program is the rehabilitation of another ten buses, and the staff has already begun the process of getting CATA's funds obligated, so that the procurement process can begin. This project is shown in the Capital section of the DRAFT Budget.

**Pennsylvania Community Transportation Initiative (PCTI)**

In FY 2008/2009 PENNDOT made \$60 million available statewide for "Smart Transportation" initiatives. Our Centre County Metropolitan Planning Organization (CCMPO) submitted applications for two projects that are still under consideration for funding – planning and design for a park-and-ride lot in the Moshannon Valley, and starting-up a regional commuter bus service from Penns Valley. Because the competition for these funds is very intense, there is only a small chance that our applications for either of these projects will be accepted. Consequently none of this funding is included in the DRAFT Budget.

**Congestion Management Air Quality (CMAQ)**

For the past several years CATA has been receiving a share of the CMAQ funds available to Centre County. In the current year these funds have been used for additional bus service in the North Atherton Street corridor and administrative costs associated with our vanpool program. Additional funds have been transferred to CATA for eligible capital projects when circumstances warrant. Looking ahead, staff expects to continue to work with the CCMPO and PENNDOT to shift CMAQ funds between highway and transit projects to ensure their optimal use in our community. Because it is not possible to know what funds might ultimately be available, no CMAQ dollars are included in the DRAFT Budget.

## **New Programs, Services and Activities**

The following are new programs planned for implementation in the coming year. Section V of this DRAFT Budget describes other significant programs included in the Operating Budget while Section VII lists all of the major capital investments supported by the Capital Budget.

### **Planning**

#### **Transportation Coordination Study - Implementation**

Two years ago the then County Commissioners asked that CATA consider taking over the County's transportation service. That request led to a consultant study being undertaken by the CCMPO, in which the paratransit programs operated by CATA and the Centre County Office of Transportation (CCOT) are being evaluated. The outcome of the study is expected to be a set of recommendations on how the two transportation programs could be more effectively integrated. Over the coming year CATA will be evaluating possible new business models for how human service transportation, Shared Ride for seniors, and ADA complementary paratransit might be delivered in the CATA service area and throughout Centre County.

#### **Bus Rapid Transit (BRT) Evaluation**

Over the past decade communities the size of the Centre Region have begun to receive major capital grants for BRT, a service strategy that attempts to provide with buses the same type of service that could be offered by light rail, but without the massive capital investment. The growth of bus service in the North Atherton corridor, along with the increasing traffic congestion there, suggests that BRT might be a viable alternative to conventional bus service. The staff plans to retain a consultant to assess our situation and make recommendations concerning the potential – and the challenges – of such a project in our community.

#### **Transportation Signal Priority (TSP)**

PENNDOT and the three affected municipalities have begun a major traffic signal upgrade project along North Atherton Street, in the same area where CATA had explored the possibility of TSP six or seven years ago. Staff is working with the project partners and their consultants to ensure that the equipment installed at the intersections will be compatible with CATA's future deployment of TSP, and that, as much as possible, the groundwork is laid for the contractual relationships that will be needed with PENNDOT and the municipalities, if TSP is to become a reality.

#### **Strategic Plan Update**

In 1998 CATA developed a Strategic Plan, which was updated in 2005 in conjunction with the County's Long-Range Transportation Plan. The current evaluation of the services offered by CATA and CCOT is expected to suggest a restructuring of paratransit services, while the success of CENTRE COMMUTE and the growing interest in long distance commuter buses indicates that public transportation may no longer be seen as just a Centre Region issue. Consequently, the staff believes it is time to again update CATA's overall strategic plan. PENNDOT Supplemental Planning Funds, which had been used for this work in the past, were not available this year, but CATA staff intends to work with the CCMPO to identify other sources of funding.

## **Operations**

### **Regional Commuter Bus Service**

Over the past year CATA and CCMPO staff have been actively engaged in trying to lay the groundwork for regional commuter service from Penns Valley, the Moshannon Valley (in conjunction with the Area Transportation Authority), Altoona (with AMTRAN and Fullington Trailways) and possibly other areas. CATA's application for JARC funding was not accepted, but we are still in the running for PCTI funding. CATA has also been encouraged by PENNDOT to take the lead in a regional approach to long-distance commuter service, so we plan to resubmit a request for JARC funding for a demonstration project in the Moshannon Valley to State College commute corridor.

### **Workforce Development**

Over the coming year – and on into the future – the professional development of CATA's employees will become a major focus of the organization. The long-term absence of two of CATA's key executives has been a “wake-up call” that there is a significant knowledge gap between the more senior managers and their subordinates. In addition, the approaching retirement of CATA's three top people demands that succession planning be addressed with renewed urgency. In addition, CATA's Human Resources Manager and Safety and Training Coordinator will take responsibility for the training and development of staff at all levels of the organization, as well as establishing relationships with vocational schools in the area.

## **Capital**

### **Replacement Buses**

In 2006 the CATA Board of Directors approved a bus fleet restoration plan that programs the replacement and refurbishment of our CNG buses. Procurement of the first wave of replacement buses was expected to begin last fall, but due to unforeseen circumstances the release of an Invitation for Bids has been postponed until later this spring. At that time we will solicit bids for up to ten new 40-foot buses. CATA has secured a special Clean Fuels grant that will enable us to purchase two of these buses with CNG-electric hybrid propulsion systems. However, no bus manufacturer has yet brought this type of vehicle to market, so we may not be able to take advantage of this funding opportunity.

### **Bus Refurbishment – 1998 New Flyer Buses**

Consistent with CATA's bus fleet restoration plan, over the past two summers we completed the refurbishment of our ten 1997 New Flyer buses. The restoration plan called for only half of the 1998 New Flyer sub-fleet to be rebuilt, but with the \$1.67 million of Economic Stimulus funding recently allocated to CATA, we plan to undertake the rehabilitation of all ten of these buses. Because the underlying premise of the American Recovery and Reinvestment Act is to create jobs, and create them quickly, we will be out to bid for this work just as soon as we secure the necessary grant approvals from the Federal Transit Administration.

### **Vanpool Van Fleet Expansion**

Thanks to the popularity of the CENTRE COMMUTE vanpool program, in very short order we grew from the initial six groups to our current fourteen. Last fall CATA received a JARC grant to purchase twelve new vans; we expect to take delivery by the beginning of summer. These vans will allow us to replace the four oldest vehicles in the fleet, increase the number of vans we keep on hand as spares, and grow the size of the program. However, with five new vanpool groups already formed and ready to go, we will quickly be at capacity again. Consequently, we intend to apply for JARC funding for six additional vans to further expand the program.



### **Maintenance Facility Expansion**

By the end of the current fiscal year we expect to begin work on the expansion of the bus maintenance, servicing and storage areas of our Cato Park facility. Starting with a Request for Proposals for Architectural and Engineering services, we will proceed with plans to increase storage capacity by at least 30 buses, expand the bus maintenance area and enable it to better accommodate articulated buses, increase the capacity of our bus servicing lane, and greatly enlarge the parts room. We will also add restroom facilities for our female Maintenance employees. We have programmed \$500,000 in state formula capital funds for the architectural work and have requested a SAFETEA-LU Reauthorization earmark for \$4.0 million to fund the actual construction.

### **CNG Tank Replacement**

Unlike the buses themselves, which can be run indefinitely as long as their various subsystems are adequately maintained, the CNG tanks on the roofs of the buses have a certified life, at which point they must be replaced. Our Orion and New Flyer buses have fifteen-year tanks, the oldest of which will reach the end of their certified life in 2010. As a result, over the coming fiscal year we will need to undertake the replacement of the tanks in the 1996 Orion buses. With eight tanks on each of sixteen buses, this will be a major undertaking. After the 1996 buses are completed, the twenty 1997 New Flyers (the ten original CATA buses, and the ten buses recently acquired from Orlando) will also have their tanks replaced.

### **Advanced Public Transportation Systems – Phase II**

Using a Congressional earmark, CATA has invested in an automatic vehicle location (AVL) “backbone” that gives our Dispatchers – and the general public – real-time bus location information. Although installation is now complete, the staff is continuing to get the remaining “bugs” worked out. Once the initial system is fully functional, we will move to Phase II, which includes automatic stop annunciators and on-board video-cameras. Once those components are in place, future enhancements will include automatic passenger counters, advanced fare collection and in-vehicle dispatching.

## **Service Planning**

Again this year CATA is taking a very conservative approach in trying to address unmet transit needs in the Centre Region. In FY 2008/2009, because the staff was concerned that we did not have enough buses to increase service during the morning peak, we concentrated on improvements at other times, particularly evenings and Saturdays. Having now acquired additional buses from Orlando, Florida, we believe that this fall we can safely add service during peak hours, in places where our service structure is currently inadequate to meet the demand.

While there are certainly many areas of the community where improvements are warranted, the staff is recommending that we focus this year on the North Atherton corridor. Last year when we reached out to the new Geisinger facility, we simply overlaid the new G (Graysdale) Route on the existing route structure, which has caused some duplication of service. Likewise, our research has revealed that by reconsidering our “tripper” strategy we can be considerably more efficient in the operation of our N (Aaron/Martin) and V (Vairo) Routes. Also, since last year the opening of both the new Geisinger facility on Scotia Road and the relocation of Centre Volunteers in Medicine to Patton Forest has increased the demand for bus service at the extreme west end of our service area.

As a result, the staff is exploring significant revisions to all of the routes that serve the North Atherton Street and Circleville Road corridors. A by-product of the changes we are considering for the N and V Routes will be that corresponding improvements will also occur on the R (Waupelani) Route. Overall, the changes will entail approximately 3,500 additional revenue hours of service, which will require three more Bus Driver positions. These additions will bring CATA’s complement of Drivers to nearly one hundred.

## **Personnel Issues**

### **Staffing**

Over the past several years, as CATA’s financial situation has improved and we’ve had the ability to expand service, a number of new positions have been added. In last year’s budget we restored the Maintenance Manager position that had been left unfilled after the former manager retired in 2007, we added a sixth Operations Supervisor, and we created a new position titled Transportation Analyst. More recently we have added a part-time Receptionist to help cover the front counter. Consequently, this DRAFT Budget does not contain any new positions, although there are several staffing issues worthy of note:

### **Lead Mechanic / Mechanic I**

Nearly two years ago we moved to a three-shift operation in the Shop and took advantage of CATA’s improving financial situation to increase staffing by several positions. At that time we created a staffing schedule that called for a Lead Mechanic and a Class I Mechanic working overnight. Although we were able to fill the Lead position, we have never been able to find a qualified Mechanic I willing to work overnight, and since our daytime Lead Mechanic promoted to Maintenance Manager, our third shift Lead has now moved to days. As a result, more than ever we need to find either a Class I or a Lead Mechanic for the third shift, and hence this long-vacant position is retained in the DRAFT Budget.

### **Assistant General Manager**

The extended absence this year of both the Director of Transportation and the Assistant Director has demonstrated how important it is to continue to address succession planning for the General Manager position. With the Director of Transportation in a long-term medical convalescence, the CATA Board has directed the staff to fill that position at the Assistant General Manager level. (If the Transportation Director should be able to return to his former position, arrangements will be made to accommodate him.) Creating an Assistant General Manager position will also present the opportunity to restructure several other reporting relationships within CATA.

### **Employee Compensation**

#### **Compensation Plan Update**

CATA's Compensation Plan for non-represented employees calls for a review every five years. The plan should have been updated in FY 2007/2008, but since our labor agreement was up for renewal at that time, it was decided to postpone the review until the current fiscal year. We had intended to utilize outside consulting assistance, but since CATA's new Human Resources Manager had a strong background in this area, we decided instead to do the work in house. The job evaluation portion of the study is nearing completion; it shows that only few positions need to be reclassified, and their impact on the DRAFT Budget will be negligible. As part of the project, the staff will also be making recommendations to change CATA's performance review system.

#### **Wage and Salary Adjustments**

Each year the DRAFT Budget includes the funds necessary to cover the wage costs agreed to in our collective bargaining agreement. We also program moneys to cover a market adjustment to the overall pay plan for non-represented employees as well as merit increases per our compensation plan. This DRAFT Budget maintains the merit increase portion of the compensation plan, and also includes a small market adjustment generally consistent with the pay plan increases adopted this year by CATA's member municipalities.

## **Summary**

This DRAFT Budget has been developed to include all of the revenues and expenditures associated with continuing our existing program levels for another year and adding a small amount of additional service, primarily in the North Atherton corridor and out to Halfmoon Township. We believe our assumptions about income are reasonable and our projections for expenditures fairly conservative, and consequently we have a high degree of confidence that we will be able to "live within the budget" in the coming year.

## SECTION V

### FY 2009/2010 WORK PROGRAM

#### Goals Set by the Board

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

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

##### **Succession**

Give top priority to planning and action for management team succession. Provide continuity in critical positions through staff development initiatives, internal promotion, and/or external recruiting, as required.

##### **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 to monitor the viability of existing sources of funding, and pursue potential new sources. Achieve efficiencies to adequately support operating and capital needs and build and maintain an adequate financial reserve.

##### **Capital and Planning Programs**

- Continue progress on programs for replacement and rehabilitation of buses and other categories of rolling stock, and successfully complete integration of ex-LYNX buses into CATA's fleet.
- Achieve full and effective implementation of Phase I of APTS, and progress with Phase II.
- Integrate Transit Signal Priority into the North Atherton Street traffic signal upgrade project.
- Advance on tasks for expansion of CATO Park facility.
- Act on results of Assessment of CATA and CCOT Paratransit Services.
- Utilize opportunities for development of regional commuter bus service.

##### **Marketing**

Continue to guide and monitor progress toward timely and effective implementation of the rebranding program, with particular emphasis on our rolling stock. Identify and act upon opportunities and techniques for increasing revenue and ridership in all categories of CATA services and within existing and prospective customer segments.

##### **Quality of Work Life**

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 provision of high quality services.

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

The following list highlights those key ongoing activities that the staff expects to pursue over the coming year, and for which resources are programmed in the DRAFT Budget. Not included here are new programs, which are under a heading of the same name in Section IV, and major capital projects, which are fully described in Section VII – Capital Budget.

### **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. One specific task this year will be to ensure that CATA is in full compliance with the new state Open Records law.

#### **Succession Planning**

The development of CATA's new Grants Manager will be a key objective for the Administration Department. If there is one aspect in which CATA is at risk, it is that so much of our knowledge about federal and state regulations, grants writing, reporting requirements, etc., resides with one individual. By ensuring that this knowledge has been shared, CATA will be protected if our Director of Administration were to leave unexpectedly, and will be better prepared for her eventual retirement.

### **Planning and Service Development**

#### **Service Enhancements**

The Service Development Manager will once again lead the annual service planning process. For the remainder of this year and again for FY 2010/2011 this will be a more comprehensive undertaking, because CATA has more resources than in the past to restore and expand service on the street. Also, the implementation of our APTS initiative adds a new layer of complexity to the process.

#### **Site Plan Reviews**

Making sure that new real estate developments are laid out and constructed in a way that facilitates transit access and usability will continue to require significant effort on the part of the CATA staff, as well as the CCMPO Transportation Planner, as together they work with the development community, planning commissions and local elected officials. This activity is critically important if public transportation is to be a viable alternative to driving in the newly-developed areas of the community.

#### **Park-and-Ride Lots**

CATA continues to support the CCMPO Transportation Planner as he works to develop a formal park-and-ride lot at Old Fort in Potter Township. This project has endured many setbacks over the ten years that it has been in process, but we are not yet ready to "throw in the towel." Meanwhile, the CCMPO is still in the running for special PENNDOT funding to evaluate park-and-ride options in the Moshannon Valley.

## **Public Information and Marketing**

### **Website Development**

CATA was one of the earlier transit systems to deploy a website, developed in-house back in the mid-1990s. However, the sophistication of contemporary transit websites – which include password protected areas, on-line stores, etc. – has increased to the point where we need to consider professional assistance. Our plan is to create a new “shell” within which different departments can contribute and maintain elements on their own, but with the same look and structure of the entire site.

### **Automated Trip Planner**

An increasing number of transit systems offer an on-line “trip planner” that enables potential riders to simply go on-line, enter their origin and destination, and receive a listing of the route(s) that would need to be taken to make the trip, and the times at which the next several buses are scheduled to depart. Since *Google Transit* has become the industry standard, we plan to work with Google to develop our planner consistent with their approach.

## **Operations**

### **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 90 percent of CATA’s organizational energy is devoted to this core function, and if we don’t do this well, nothing else really matters.

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

System implementation will be ongoing. Now that all of the on-board and fixed equipment has been installed and the software is functioning properly, we will focus on the additional Driver and Supervisor training necessary for CATA to get full value from the technology. We will also promote the real-time schedule information that we can now provide to the riding public.

## **Maintenance**

### **Bus Maintenance**

With a total size of 67 buses, 23 vanpool vans and four paratransit minibuses, CATA’s revenue vehicle fleet is requiring a greater and greater maintenance effort, especially since 80 percent of the buses are now over ten years old. Over the coming year specific efforts will be made to address body corrosion, which is becoming very noticeable in our older sub-fleets.

### **Facilities Maintenance and Upkeep**

As resources permit, Maintenance staff and contractor personnel will address various problems cropping up with our 19-year-old facility, so that the building and grounds continue to look good and work well. We will also expend increasing efforts to ensure that CATA’s on-street facilities, especially our bus shelters and benches, are kept clean and free from accumulated trash.

## **Other**

### **CENTRE COMMUTE Expansion**

In addition to forming more vanpool groups for the new vans that are being acquired this spring, CATA staff will also work to increase the number of people registered in the RideShare database, so that long-distance commuters interested in finding carpool partners will have an even greater chance of success.

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

**Introduction**

This page and the four pages that follow it provide the Receipt and Expenditure line items that comprise the FY 2009/2010 Operating Budget.

**CENTRE AREA TRANSPORTATION AUTHORITY**  
**FY 2009/2010 FINAL BUDGET**  
**June 1, 2009**

<b>RECEIPTS</b>	<b>Actual 07/08 Receipts</b>	<b>Current 08/09 Budget</b>	<b>Estimated Actual 08/09</b>	<b>Final 09/10 Budget</b>	<b>% change from 08/09 Budget</b>
<b>Passenger Revenue</b>					
Farebox	652,601	688,000	800,000	860,000	25.00%
OnePass	623,762	595,000	700,000	740,000	24.37%
Football Shuttle	56,235	48,500	50,108	52,000	7.22%
Paratransit	80,736	90,000	77,000	78,500	-12.78%
Vanpool	57,029	113,000	139,000	195,000	72.57%
Purchase of Service	1,099,815	1,177,500	1,143,000	1,201,900	2.07%
LOOP Revenue	1,705,799	1,944,300	1,847,790	1,846,900	-5.01%
<b>Subtotal-Passenger Revenue</b>	<b>4,275,977</b>	<b>4,656,300</b>	<b>4,756,898</b>	<b>4,974,300</b>	<b>6.83%</b>
<b>Other Operating Income</b>					
Charter	325	0	0	0	N/A
Advertising	14,175	16,000	12,000	12,000	-25.00%
Interest	14,378	18,500	2,400	2,400	-87.03%
Vehicle Lease	0	0	0	0	N/A
Misc. Transportation Revenue	50	100	100	100	0.00%
Misc. Non-Transportation Revenue	36,552	15,000	46,000	4,500	-70.00%
<b>Subtotal-Other Operating Income</b>	<b>65,480</b>	<b>49,600</b>	<b>60,500</b>	<b>19,000</b>	<b>-61.69%</b>
<b>Special Reimbursement Funding</b>					
Senior Citizen Free Transit	0	0	0	0	N/A
Senior Citizen Shared Ride	170,119	193,000	163,000	155,000	-19.69%
Transportation Planning Grants	0	0	0	0	N/A
Demonstration Grants	0	0	0	0	N/A
Welfare to Work	0	0	0	0	N/A
Rideshare Support	33,862	33,862	33,862	33,862	0.00%
<b>Subtotal-Special Reimbursements</b>	<b>203,981</b>	<b>226,862</b>	<b>196,862</b>	<b>188,862</b>	<b>-16.75%</b>
<b>Total Operating Revenue</b>	<b>4,545,438</b>	<b>4,932,762</b>	<b>5,014,260</b>	<b>5,182,162</b>	<b>5.06%</b>



**CENTRE AREA TRANSPORTATION AUTHORITY**  
**FY 2009/2010 FINAL BUDGET**  
**June 1, 2009**

<b>RECEIPTS</b>	<b>Actual 07/08 Receipts</b>	<b>Current 08/09 Budget</b>	<b>Estimated Actual 08/09</b>	<b>Final 09/10 Budget</b>	<b>% change from 08/09 Budget</b>
Federal Operating Assistance:	795,927	1,555,455	1,213,685	1,961,368	26.10%
CMAQ Grants	127,167	96,800	83,877	0	-100.00%
State Operating Assistance	2,815,238	3,378,252	3,378,286	3,378,286	0.00%
Act 26 Asset Maintenance	0	0	0	0	N/A
State Supplemental Funding	0	0	0	0	N/A
State Funding - New	0	0	0	0	N/A
<b>Subtotal- Operating Assistance</b>	<b>3,738,332</b>	<b>5,030,507</b>	<b>4,675,848</b>	<b>5,339,654</b>	<b>6.15%</b>
<b>Local Contributions</b>					
State College Borough	78,882	74,575	74,575	72,500	-2.78%
Ferguson Township	77,610	76,854	76,854	76,692	-0.21%
Patton Township	63,347	63,803	63,803	61,083	-4.26%
College Township	51,021	46,883	46,883	46,439	-0.95%
Harris Township	22,170	20,374	20,374	21,083	3.48%
Bellefonte Borough	14,598	15,323	15,323	15,288	-0.23%
Spring Township	14,746	15,133	15,133	15,100	-0.22%
Benner Township	4,261	4,374	4,374	4,533	3.64%
Halfmoon Township	0	0	0	4,601	0.00%
Penn State University	93,160	102,476	102,476	102,476	0.00%
<b>Subtotal - Local Contributions</b>	<b>419,795</b>	<b>419,795</b>	<b>419,795</b>	<b>419,795</b>	<b>0.00%</b>
<b>Total Subsidy</b>	<b>4,158,127</b>	<b>5,450,302</b>	<b>5,095,643</b>	<b>5,759,449</b>	<b>5.67%</b>
<b>Total Subsidy and Operating Revenue</b>	<b>8,703,565</b>	<b>10,383,064</b>	<b>10,109,903</b>	<b>10,941,611</b>	<b>5.38%</b>

**CENTRE AREA TRANSPORTATION AUTHORITY**  
**FY 2009/2010 FINAL BUDGET**  
**June 1, 2009**

<b>EXPENDITURES</b>	<b>Actual 07/08 Expenditures</b>	<b>Current 08/09 Budget</b>	<b>Estimated Actual 08/09</b>	<b>Final 09/10 Budget</b>	<b>% change from 08/09 Budget</b>
<b>Maintenance Expenses</b>					
Supervisory Wages	37,333	87,000	85,300	96,000	10.34%
Supervisory Benefits	47,011	25,200	32,700	41,800	65.87%
Maintenance Wages	682,889	789,300	791,000	884,000	12.00%
Maintenance Benefits	298,791	375,000	312,000	391,000	4.27%
Revenue Vehicle Maintenance	341,640	310,000	450,000	450,000	45.16%
Service Vehicle Maintenance	3,954	4,500	4,500	5,500	22.22%
Radio Maintenance	12,164	10,100	10,100	10,600	4.95%
Building and Equipment Maint.	74,362	110,000	140,000	135,000	22.73%
Uniforms and Accessories	15,583	18,100	19,200	19,900	9.94%
Contract Maintenance	2,900	12,400	12,400	12,400	0.00%
Utilities	112,892	150,000	170,000	205,000	36.67%
Paratransit	19,970	18,000	16,000	17,000	-5.56%
Vanpool	14,840	11,000	22,500	20,000	81.82%
Training	5,831	9,600	12,600	12,600	31.25%
Miscellaneous Maintenance	19,688	15,000	26,000	26,000	73.33%
<b>Subtotal-Maintenance Expenses</b>	<b>1,689,848</b>	<b>1,945,200</b>	<b>2,104,300</b>	<b>2,326,800</b>	<b>19.62%</b>

**CENTRE AREA TRANSPORTATION AUTHORITY**  
**FY 2009/2010 FINAL BUDGET**  
**June 1, 2009**

<b>EXPENDITURES</b>	<b>Actual 07/08 Expenditures</b>	<b>Current 08/09 Budget</b>	<b>Estimated Actual 08/09</b>	<b>Final 09/10 Budget</b>	<b>% change from 08/09 Budget</b>
<b>Transportation Expenses</b>					
Supervisory Salary	425,339	527,000	512,000	553,300	4.99%
Supervisory Benefits	129,419	168,000	158,000	182,000	8.33%
Driver's Labor	2,825,146	3,322,064	3,362,980	3,607,766	8.60%
Driver's Benefits	1,291,103	1,678,800	1,340,000	1,461,145	-12.96%
Paratransit	401,219	435,000	405,000	410,100	-5.72%
Vanpool	119,513	110,200	140,200	177,000	60.62%
Tires/Tubes:					
Revenue Vehicles	51,939	53,200	52,000	58,500	9.96%
Service Vehicles	2,936	1,100	950	1,300	18.18%
Fuel and Lubricants:					
Revenue Vehicles	456,910	684,000	620,000	620,000	-9.36%
Service Vehicles	18,993	23,500	22,000	22,000	-6.38%
Safety and Training	15,632	34,000	22,000	34,000	0.00%
Insurance	144,923	157,000	132,000	145,000	-7.64%
Vehicle Lease	0	0	0	0	N/A
Shelters and Signs	8,302	5,000	9,600	9,600	92.00%
Uniforms	6,057	8,000	5,500	5,500	-31.25%
Miscellaneous Transportation	8,882	12,000	14,100	14,100	17.50%
<b>Subtotal-Transportation Expenses</b>	<b>5,906,313</b>	<b>7,218,864</b>	<b>6,796,330</b>	<b>7,301,311</b>	<b>1.14%</b>

**CENTRE AREA TRANSPORTATION AUTHORITY**  
**FY 2009/2010 FINAL BUDGET**  
**June 1, 2009**

<b>EXPENDITURES</b>	<b>Actual 07/08 Expenditures</b>	<b>Current 08/09 Budget</b>	<b>Estimated Actual 08/09</b>	<b>Final 09/10 Budget</b>	<b>% change from 08/09 Budget</b>
<b>Administrative Expenses</b>					
Staff Salary	543,748	581,000	591,600	645,700	11.14%
Staff Benefits	176,772	211,500	188,000	224,600	6.19%
Intern Wages	1,488	0	68	0	N/A
Intern Benefits	119	0	5	0	N/A
Temporary Help	0	0	7,900	1,000	N/A
Insurance	30,207	32,300	28,000	29,800	-7.74%
Pass Sales and Supplies	9,898	10,000	12,000	8,500	-15.00%
Professional Services	162,642	164,000	140,000	180,000	9.76%
Advertising	28,377	25,000	22,000	24,500	-2.00%
Marketing Support	11,168	38,000	52,500	31,700	-16.58%
Printing	725	2,500	3,100	3,200	28.00%
Schedule Printing and Design	22,145	31,300	26,000	32,000	2.24%
Telephone	12,052	18,000	13,000	13,500	-25.00%
Office Supplies and Services	38,946	23,200	47,000	31,500	35.78%
Dues and Subscriptions	19,809	24,000	24,000	26,000	8.33%
Travel and Meetings	22,709	31,500	25,000	31,500	0.00%
Interest	0	0	0	0	N/A
Miscellaneous Administrative	10,973	9,000	10,600	11,500	27.78%
Paratransit	14,177	16,200	15,000	15,000	-7.41%
Vanpool	1,449	1,500	3,500	3,500	133.33%
<b>Subtotal-Administrative Expenses</b>	<b>1,107,404</b>	<b>1,219,000</b>	<b>1,209,273</b>	<b>1,313,500</b>	<b>7.75%</b>
<b>Grand Total-Operating Expenses</b>	<b>8,703,565</b>	<b>10,383,064</b>	<b>10,109,903</b>	<b>10,941,611</b>	<b>5.38%</b>

## **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 five page line item budget. The separate categories for revenue are:

**Passenger Revenue** - revenues derived from passenger fares for fixed route (CENTRE LINE, LOOP/LINK), demand responsive service (CENTRE RIDE), either paid directly by riders or through purchase-of-service contracts, such as those with apartment complexes, and the vanpool program (CENTRE COMMUTE) which was implemented in FY 2007/2008.

**Other Operating Income** - revenues from operations other than passenger fares, including income from transportation activities 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 the 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 2009/2010 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** **\$860,000**

Farebox revenue includes receipts from cash fares and tokens. The current year estimate reflects higher-than-anticipated cash ridership for the first seven months of FY 2008/2009; the budget for the coming year is increased approximately 7.5% over the current year estimate in anticipation of continued ridership increase plus additional revenue from new service on a number of routes.

#### **One Pass** **\$740,000**

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), while the FY 2009/2010 budget assumes a 6% revenue increase for the coming year.

#### **Football Shuttle** **\$52,000**

The football shuttle provides economical and convenient access between downtown and local motels/hotels and Beaver Stadium on home game Saturdays. Estimated FY 2009/2010 revenue assumes no fare increase, but one more additional football game than in the previous year.

#### **Paratransit** **\$78,500**

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 at least 65 years of age 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 2009/2010 budget is based on moderate ridership increases, no change in fares (\$1.50 per trip for those at least 65 years of age and \$2.50 per trip for ADA passengers), estimated revenue from social service agencies paying full cost to transport clients under negotiated agreements (as permitted under the ADA), and full fare service to general public passengers at \$10 per trip.

#### **Vanpool Fares** **\$195,000**

In October 2007, CATA began its vanpool program by assuming responsibility for eight vanpools previously run by Penn State. The vanpools, along with CATA's carpool matching service, are part of the Authority's CENTRE COMMUTE program, which provides commuters with alternatives to single occupancy vehicles for long-distance travel to and from work. Under the program, which was expanded to fourteen vans in early in FY 2008/2009, vans are provided to specific groups of individuals who pay a monthly fare which covers most of the program's non-administrative costs.

The current year estimate is based on current fares and another increase in the number of vanpools before the end of the fiscal year; the FY 2009/2010 budget reflects operation of the expanded fleet for a full year at current fares (which are reviewed and possibly adjusted, based on fuel and other operating costs, in July and January each fiscal year).

**Purchase of Service** **\$1,201,900**

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, Parkway Plaza, and several properties owned by Nevins' Real Estate) for service to tenants on specified CENTRE LINE routes. It also includes contract revenue from Bank of America for free K-route service to employees, 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.

The current year estimate is below budget with elimination of almost all previously-operated special services (Central Pennsylvania Festival of the Arts, Ag Progress Days, First Night, etc.) due to revised federal charter regulations which strictly reduce allowable charter activity. Special services such as the Arts Festival shuttle are expected to operate with additional LOOP service in the future, as was done in FY 2008/2009, with income included as LOOP revenue. The FY 2009/2010 budget estimates contract rates for complexes currently served and revenue from other sources noted above.

**Loop/Link** **\$1,846,900**

The Authority operates fare-free service on the BLUE and WHITE LOOPS and RED and GREEN LINKS through a purchase-of-service contract with Penn State University. Although the contract with the University has not yet been finalized, the FY 2009/2010 budget assumes no increase in the contract from the current year. The slight increase from the current year estimate reflects less revenue for additional LOOP service requested by the University, which included supplemental service for the Michigan football game in FY 2008/2009. Both the FY 2008/2009 estimate and FY 2009/2010 budget include revenue from LOOP service for the Arts Festival and First Night, previously budgeted as Special Service revenue, as noted above.

**Other Operating Income**

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

Federal regulations have always restricted operation of charter service by federally-funded public transit authorities, and new regulations enacted in FY 2008/2009 have limited such service further. No charter service revenue is anticipated for the coming year.

**Advertising** **\$12,000**

The FY 2008/2009 estimate assumes that the firm currently handling interior advertising will pay no more than the minimum contract amount of \$1,000 per month. While the Authority plans to re-solicit for a new vendor for the coming year, the impact of doing so is not known at this time, and the FY 2009/2010 budget is set at the same amount.

**Investment Earnings** **\$2,400**

Interest earned on short term investment of available cash balances is budgeted here. FY 2008/2009 estimated and FY 2009/2010 budgeted revenue is based on assumed interest rates and cash balances.

**Vehicle Lease and Rental** **\$0**

No lease income is estimated for FY 2008/2009 or budgeted for FY 2009/2010.

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

**Miscellaneous Non-Transportation Revenue** **\$4,500**

FY 2008/2009 estimated revenue is considerably higher-than-planned with unanticipated sale of two used gas compressors during the year. For FY 2009/2010, only routine items are budgeted.

## **Special Reimbursement Funding**

### **Senior Citizen Free Transit**

**\$0**

As noted last year, this line item previously budgeted grant revenue from Commonwealth lottery receipts to reimburse CATA for free service to senior citizens under the state's "free transit" program. With new state funding legislation under Act 44, this revenue is now included as part of state operating assistance rather than through a stand-alone grant program.

### **Senior Citizen Paratransit**

**\$155,000**

Shared-ride senior citizen paratransit service, known as CENTRE RIDE, is a lottery-funded program under which a state grant establishes a general public fare structure; those at least 65 years of age 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, the current contractor operating this service, for each senior citizen rider. The FY 2008/2009 estimate and FY 2009/2010 budget are based on estimated senior citizen ridership in each fiscal period.

### **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. Therefore, no revenue is estimated or budgeted.

### **Demonstration Grants**

**\$0**

The Authority first received special one-time demonstration grants to finance the costs associated with approved activities in May 1997, and has been awarded several such grants over the years since that time. However, no such funding is anticipated in either the current or the budget year.

### **Welfare to Work Grants**

**\$0**

In FY 1997/1998, Centre County received state funding to support additional service between Bellefonte and State College. However, no such funding has been available for a number of years and no revenue is estimated or budgeted in FY 2008/2009 or FY 2009/2010.

### **Rideshare Support**

**\$33,862**

The Authority's agreement with Penn State for LOOP service includes a separate provision for University support of a regional rideshare program. The FY 2008/2009 estimate is based on the current contract with Penn State, which is not expected to increase in FY 2009/2010.



## Operating Assistance Grants

### **Federal Operating Assistance**

**\$1,961,368**

CATA receives an annual apportionment of federal “formula” funding which may be used for either operating assistance or capital projects. Because this funding may be carried forward to subsequent years if not used in the year of apportionment, it is applied to that portion of the operating deficit which remains after all other federal, state and local operating assistance has been used (increased funding from these other sources therefore reduce the federal operating assistance requirement, and vice versa). Any carryover funding is then available for operating assistance or capital projects in the next budget year (or beyond) and also provides a contingency amount should actual revenues and expenses vary greatly from budgeted amounts, increasing the deficit and adding to the total operating assistance requirement.

Prior to FY 2001/2002, CATA routinely applied a portion of its annual formula funding to capital projects. However, between that year and FY 2006/2007, the entire amount was needed for operating assistance. Then, in FY 2006/2007, CATA’s formula apportionment of \$1,839,683 increased by almost \$800,000 over the prior year with enactment of the small Transit Intensive Cities (STIC) initiative, which provides additional funding to properties such as CATA which are highly productive in relation to fleet and population size. When state operating assistance also increased significantly in FY 2007/2008 under new Act 44 legislation, the Authority had sufficient operating funding to consider service enhancements on the operating side and, for the first time in five years, to allocate a portion of federal funding to capital projects.

With the increase in Act 44 state funding in FY 2007/2008, the federal operating assistance requirement was reduced considerably and carryover federal funding from that year into FY 2008/2009 totals \$1,300,000 (after transfer of \$639,797 to capital projects). Because the budget projects that \$1,213,685 in federal operating subsidy will be needed for the fiscal year ending June 30, 2009, the Authority anticipates that the carryover funding noted above will be sufficient for FY 2008/2009 federal subsidy and the entire FY 2008/2009 apportionment (estimated at \$2,094,981, an 8% increase over the FY 2007/2008 amount) will be applied to FY 2009/2010. The use of current year federal funding for the upcoming year is something the Authority has been working to achieve, because current year funding is generally not available until very late in the fiscal year, when any delay in grant execution raises concerns about the availability of receipt of funding in a timely manner.

However, with state funding held constant for FY 2009/2010, as discussed below, and with projected total subsidy requirements from all sources increased in the FY 2009/2010 budget, federal funding is significantly higher than the FY 2008/2009 estimate. Because the projected FY 2008/2009 federal apportionment are very close to the FY 2009/2010 subsidy requirement, no capital projects will be programmed at the current time, but the Authority will be able to continue applying current year federal funding to the following year’s budget.

With this change, the calculation of available funding for the year has also changed, since the current year apportionment (previously considered as available for the current year) is now reported as available for the upcoming year.

For the current year, total available federal funding is projected to be \$1,300,000, carried forward from the prior fiscal year, with \$1,213,685 programmed for operating assistance and the remainder of \$82,015 carried over into FY 2009/2010 (note that this carryover can be used to supplement the estimated FY 2008/2009 amount if the actual funding requirement should increase by year end).

For the budget year, total available federal funding is projected to be \$2,176,996 (FY 2008/2009 estimated apportionment of \$2,094,981 plus \$82,015 carried forward from the prior fiscal year). Of this total, \$1,961,368 is budgeted for FY 2009/2010 operating assistance, with the difference of \$215,628 available as operating reserve to finance any increase in the deficit or, if not needed, as carryover into FY 2010/2011.

As in the past, changes in Act 44 and state operating assistance funding have a strong impact on the availability of federal funding for additional service or capital projects. Given the uncertainty about the funding mechanism for Act 44 grants, and current economic conditions which have reduced the amount available, the Authority will continue to apply federal funding as noted above unless and until state operating assistance increases to the levels anticipated under the legislation in order to assure that sufficient federal funds are available to finance the annual operating deficit.

**CMAQ Grants**

**\$0**

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 and again in FY 2007/2008 for three separate projects: additional service on the North Atherton Street corridor, personnel costs for a Rideshare/Vanpool coordinator, and deeply-discounted passes for State College Borough residents. Grant funds were partially expended each year through FY 2008/2009, when the grants were completed. No funding is budgeted for FY 2009/2010.

**State Operating Assistance**

**\$3,378,286**

In FY 2007/2008, new state legislation (Act 44) was enacted to allocate significantly increased funding for operating assistance to each of the Commonwealth’s transit systems, as shown in the estimated and budgeted revenue for the current and upcoming years. Under the formula used to distribute total funding among each of the state’s transit properties, systems such as CATA with high productivity (ridership and service miles and hours) are to receive additional funding over and above baseline amounts from prior years. Systems are also to receive formula-driven annual increases, so that new service or other enhanced activities can be supported with some stability.

However, Act 44 is not without controversy. The initial proposal to finance the program with tolls on Interstate 80 has met with resistance, and discussions to replace this system with revenues from leasing of the Pennsylvania Turnpike continue. While Act 44 funding will be available during the upcoming year, there is a great deal of uncertainty after that, and the Authority must be very cautious when projecting available funding over the next several years.

Estimated revenue for FY 2008/2009 assumes full expenditure of CATA’s operating assistance grant. Regrettably, while the distribution formula allocates significantly increased funding to CATA over previous state grant programs, the Department of Transportation is projecting a reduction for FY 2009/2010 in the total funding available for all transit systems. The “hold harmless” provision in the legislation therefore freezes funding at last year’s level in order to assure no reduction in funding for any transit system. As a result, federal operating assistance is increased, as noted above, to replace additional state funding under the formula.

Note that Act 44 funding replaces a number of separate grant programs, as specified below.

**Act 26 for Asset Maintenance**

**\$0**

With enactment of Act 44, the separate Act 26 grant program has ended.

**Act 3 State Supplemental Funding**

**\$0**

With enactment of Act 44, the separate Act 3 grant program has ended.

**New State Funding**

**\$0**

This interim program, enacted in FY 2005/2006, ended with the passage of Act 44.

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

The total local share requested from member municipalities, Bellefonte Borough, Spring, Benner, and for the first time, Halfmoon, Townships, plus a contribution from Penn State in support of transit service, is budgeted at no increase from the amount requested and approved in FY 2008/2009. As in previous years, 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 June 1<sup>st</sup> wage increases each year under the recently-negotiated collective bargaining agreement. Additional drivers for new service during the budget year and a lead mechanic position which was budgeted last year, but remains unfilled, are included in the FY 2009/2010 budget.

Staff salaries are budgeted in accordance with the compensation plan previously adopted by the Authority, being updated for a July 1, 2009 implementation date. The budget includes two positions: an Assistant to the General Manager and a half-time Receptionist, added during FY 2008/2009.

Wages for CATA's two supervisory maintenance staff are shown under Maintenance Expenditures. The Director of Transportation, Assistant Director of Transportation, six Operations Supervisors, Transit Data Analyst, Safety and Training Officer and Rideshare/Vanpool Coordinator are included under Transportation Expenditures (wages for the Rideshare/Vanpool Coordinator are budgeted separately on the vanpool line item under Transportation Expenditures). The Administrative budget includes salaries for CATA's General Manager, Director of Administration, Human Resources Manager (replacing the Assistant Director of Administration), Grants Manager (replacing the Human Resources Specialist), Service Development Manager, Marketing Manager, Assistant to the General Manager (replacing the Executive Assistant), Customer Service Assistant, Bookkeeper, Bookkeeping Assistant, Receptionist, two half-time Office Assistants (one assigned to the Human Resources Manager) and half-time fare counting position.

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

### 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) over a decade 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 9.625% of wages, compared to 0.418% for staff. Note that final rates, which are established by the state for each job classification, and administrative fees paid to the SAFTI pool 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: Two years ago, 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 2009/2010 budget assumes a 13% increase at the next renewal on January 1, 2009. Dental coverage has been included as part of the cooperative’s plan since last year; an estimated increase is also budgeted for vision coverage through Vision Benefits of America.

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 2009/2010 based on actual costs during the prior year and the projected number of seasonal layoffs during the budget year.

## **Maintenance Expenditures**

**Supervisory Wages - Maintenance** **\$96,000**

**Supervisory Benefits - Maintenance** **\$41,800**

Wages and benefits for CATA's Maintenance Manager and Purchasing Agent are included in these line items. The FY 2009/2010 wage budget includes the Maintenance Manager position, not filled for several months in FY 2008/2009, for a full year, resulting in the increase shown over the current year estimate. Fringe benefits budgeted for FY 2009/2010 are considerably higher compared to the current budget due to a calculation error in the FY 2008/2009 budget amount.

**Maintenance Wages** **\$884,000**

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 and vanpool line items. FY 2009/2010 wages are increased with the full year impact of several positions which were vacant for a time during the current year and a number of changes in the specific positions which were filled (although the total number of employees is not increased). The budget is also impacted by negotiated wage increases and the inclusion of wages paid to drivers assigned to clean buses during reduced service periods, as provided for under the new collective bargaining agreement.

**Maintenance Benefits** **\$391,000**

Benefits for hourly maintenance employees are budgeted per the general assumptions above and reflect the positions detailed above.

**Revenue Vehicle Maintenance** **\$450,000**

Although the budget for the current year was prepared without consideration of previously-available grant funding for the most expensive parts, both the estimate for FY 2008/2009 and the budget for FY 2009/2010 reflect higher-than-planned expenditures for a number of costly repairs to major systems as the fleet ages. Additionally, the current year estimate includes the purchase of a spare part inventory, at very advantageous prices, from the LYNX transit system in Orlando, Florida, as part of the recent acquisition of ten 1997 New Flyer buses via transfer of remaining federal interest in the vehicles, as permitted by the Federal Transit Administration, and at no cost to CATA.

**Service Vehicle Maintenance** **\$5,500**

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

**Radio Maintenance** **\$10,600**

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.

**Building Equipment and Maintenance** **\$135,000**

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 for the current year and budgeted expenses for FY 2009/2010 include higher costs for a maintenance contract on the facility heating and air conditioning system and several one-time special repair and improvement projects.

**Uniforms and Accessories** **\$19,900**

Costs for rental/cleaning of maintenance employee uniforms, plus shoe and tool allowances provided under the labor contract, are included. The FY 2009/2010 budget reflects increased shoe and tool allowances under the current labor contract.

**Contract Maintenance** **\$12,400**

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, waste oil and water removal from the Authority's CNG compressor station and oil/water separator system, and monthly fees for monitoring of the security system at the Authority's Cato Park facility.

**Utilities** **\$170,000**

Costs are budgeted for gas (heat), electricity, sewer, water, trash removal, cable and a T-1 line to service the Authority's computer connection to State College Borough. 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. However, while the cost of CNG used for heat has declined in recent months, electric bills have increased considerably as a result of the installation of the new electrically-powered compressors. These increases are reflected in both the current year estimate and the FY 2009/2010 budget, which also includes an estimate of additional increases once the current caps on electric rates expire.

**Paratransit Vehicle Maintenance** **\$17,000**

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. The FY 2009/2010 budget is increased a small amount from the current year estimate for higher wage and benefit costs for labor and for estimated increases in the price of parts.

**Vanpool** **\$20,000**

This line item covers repair and routine maintenance of the vans used in the CENTRE COMMUTE vanpool program. Expenditures for parts and mechanics' wages and benefits for work on these vehicles are included. Because the program was fairly new last year, the budget was based on a small amount of data, while the current year estimate is based on the first seven months of the year. The FY 2009/2010 budget reflects anticipated delivery of new vans to replace the oldest vehicles in the current fleet, but also includes repair expenses for additional vans to be put in service.

**Training** **\$12,600**

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; the FY 2009/2010 equals the current year estimate and will be used for specific seminars and training activities to be determined over the coming year.

**Miscellaneous** **\$26,000**

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. As with revenue vehicle maintenance expenditures, this line item is increased, based on the first seven months of the current fiscal year, with additional maintenance requirements.

## **Transportation Expenditures**

**Supervisory Salaries** **\$553,000**  
**Supervisory Benefits** **\$182,000**

Wages and benefits for staff positions in the Transportation Department (with the exception of the Rideshare/Vanpool Coordinator, which is included separately below) are budgeted here, as noted in the general information section. Although no new positions are budgeted for the coming year, two positions were filled mid-way through the current year, so the budget is higher with the full-year impact of those positions. The fringe benefit estimate and budget also include the supplemental pension plan established for one staff member during FY 2006/2007.

**Drivers' Labor** **\$3,607,766**

This line item represents the Authority's single largest operating expenditure. The budget includes pay hours for all scheduled transit service, special shuttles, and driver training. Hours have been increased for additional service planned for the coming year. Additional hours are included for paid leave time of all types, holiday pay, overtime hours, plus a contingency amount; leave usage amounts are budgeted based on previous year's historical experience. The budget also includes annual longevity payments and uniform allowances, paid to each driver as wages, as well as wage increases in June 2008, in the current year estimate, and again in June 2009 under the new collective bargaining agreement.

**Drivers' Benefits** **\$1,461,145**

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 \$3,600,000, even small increases in per-person benefits (primarily medical insurance) and percentage-based benefits (FICA, Workers' Compensation, 401a contributions) have a major impact on this line item. The current year estimate is below budget primarily because of fewer new hires than planned, reducing projected medical and other insurance costs, and a refund of excess premiums for workers' compensation.

**Paratransit** **\$410,100**

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. The current year estimate is below budget primarily because of a projected decrease in ridership based on the first seven months of the year; the FY 2009/2010 is based on estimated ridership, per-passenger rates to be paid to the subcontractor in the coming year, and the other items included here.

**Vanpool** **\$177,000**

Vanpool expenses within the Transportation Function include the cost of tires, lubricants, fuel, insurance, on-campus parking permits and certain miscellaneous items (offset by fare revenues), as well as salary and benefit costs for CATA's Rideshare/Vanpool Coordinator.

The current year estimate is above budget with the operation of more vanpools than originally planned (which increased costs for fuel, insurance, parking, and most of the other items in the budget), as well as considerably higher gasoline prices during the first half of the year. The FY 2009/2010 budget reflects continued growth in the number of vanpools (with corresponding increases in the items noted above), as well as salary and benefit increases, and estimates for insurance and fuel costs.



**Tires – Revenue Vehicles** **\$58,500**  
**Tires – Service Vehicles** **\$1,300**

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 2009/2010 budget reflects estimated contract rates upon expiration of the current lease at the end of the current year and increased miles for service to be added in the coming year.

FY 2009/2010 budget is based on projected tire replacement needs during the year.

**Fuel and Lubricants – Revenue Vehicles** **\$620,000**  
**Fuel and Lubricants – Service Vehicles** **\$22,000**

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.

The current year estimate is much lower than the budget because the cost of CNG, which makes up the largest portion by far of this line item, has been lower than planned since November, which makes up for higher costs earlier in the fiscal year. The budget for the coming year reflects very favorable CNG prices already contracted for through January 2010 plus estimated prices for the remainder of the fiscal year, but is increased with additional quantities for new service miles. The budget also includes estimated costs for diesel fuel, anti-freeze and other petroleum-based lubricants and products, based on current market trends.

Note that while the current year estimate is reduced by approximately \$200,000 with receipt of a federal tax credit of \$ .50 per gallon equivalent of CNG, this credit will expire at the end of December 2009 and only half of the anticipated full year amount is credited against FY 2009/2010 fuel expense.

The FY 2009/2010 budgeted expenditure for service vehicle fuel and lubricants is based on projected usage and 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** **\$34,000**

The budget includes costs for Operations staff and driver training, 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. The current year estimate reflects the deferment of several activities to the coming year; the FY 2009/2010 budget is increased to the same amount budgeted in the current year.

**Insurance** **\$145,000**

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 fees, estimates for claims payments below policy deductibles, audit costs, credits from insurance recoveries, etc. FY 2008/2009 estimated costs are less-than-anticipated; FY 2009/2010 expenses reflect estimates from the pool administrator.

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

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

**Shelters and Signs****\$9,600**

This line item budgets routine replacement and repair of CATA's bus shelters and bus stop signs. The current year estimate is based on actual expenses for the first seven months of the fiscal year, which include higher-than-anticipated costs for repairs and the purchase of additional bus stop signs and sign posts.

**Uniforms****\$5,500**

This line item includes costs to outfit newly-hired bus drivers; annual payments, included as wages, cover cleaning and replacement of uniform apparel after that. Both the FY 2008/2009 estimate and FY 2009/2010 budget project costs for new hires brought on board to fill vacancies.

**Miscellaneous****\$14,100**

Miscellaneous expenses within the Transportation function include items so defined under NTD reporting. The FY 2008/2009 estimate and FY 2009/2010 budget reflect projected expenditures for such items as miscellaneous supplies, the "guaranteed ride home" program under the CENTRE COMMUTE program, and security personnel at Hills Plaza parking lots used by football shuttle passengers.

## **Administrative Expenses**

**Administrative Salaries** **\$645,700**

**Administrative Benefits** **\$224,600**

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 includes one new position, a half-time Receptionist hired in February, and filling of the Assistant to the General Manager position as of April 2009; these positions are budgeted for a full year in FY 2009/2010. Benefit costs include these positions as well as estimated increases for medical, life and disability insurance in January 2010.

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

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

The FY 2008/2009 estimate reflects minimal use of interns to conduct on-board passenger counts, as required every three years by the Federal Transit Administration. No expenses are budgeted in the upcoming year.

**Temporary Help** **\$0**

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. The current year estimate includes costs for a temporary clerical position while the position of Assistant to the General Manager was vacant. A small contingency amount is budgeted for FY2009/2010.

**Insurance** **\$29,800**

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's mandatory program and estimates for claims payments below policy deductibles.

**Pass Sales and Supplies** **\$8,500**

Costs are budgeted for the purchase of supplies associated with the sale of passes (printer ribbons, blank plastic cards, film, pass printing, etc.). The FY 2008/2009 estimate is above -budget with the purchase of additional supplies during the year; the FY 2009/2010 budget assumes reduced purchasing requirements with the use of items already in stock.

**Professional Services** **\$180,000**

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, 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 current year estimate reflects lower-than-anticipated costs for several projects. The FY 2009/2010 budget includes annual software maintenance fees for APTS systems, accounting and rideshare programs, and network updates, plus estimated costs for website design, trip planning programs, and consulting services for several other planned activities. Planned expenses are for one-time projects to "re-brand" the Authority's logo and vehicle paint scheme and to update CATA's website videos, which should be completed by the end of the current fiscal year.

**Printing** **\$3,200**

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. The budget for the coming year is increased slightly over the current year estimate to cover additional set-up costs for printing of stationery and envelopes with a new logo and design.

**Schedule Printing and Design** **\$32,000**

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 below budget with deferral of professional design work to FY 2009/2010; the budget for the coming year also reflects anticipated increase in the cost of Ride Guide printing and distribution by the Centre Daily Times.

**Telephone** **\$13,500**

Costs for monthly local and long distance telephone service, a telephone answering service to provide after-hours route and schedule information, and a maintenance agreement on CATA's phone system are budgeted here. The FY 2008/2009 estimate reflects transfer of costs for upgrade of the Authority's internal e-mail system, originally budgeted on this line, to office services, as well as a small amount to cover estimated increase for telephone maintenance.

**Office Supplies and Services** **\$31,500**

Costs are included for postage, routine purchases of office supplies and maintenance agreements on office equipment. The FY 2008/2009 estimate is above budget with one-time costs to upgrade the Authority's e-mail and remote network access systems through the Regional Technology Consortium.

**Dues and Subscriptions** **\$26,000**

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, purchase of miscellaneous instructional materials and an annual fee for federally-mandated participation in Pennsylvania's Unified Certification Program, the state's database for minority business certification, are also included.

**Travel and Meetings** **\$31,500**

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) as well as staff travel to seminars and meetings conducted by APTA and other professional organizations.

**Interest** **\$0**

With increased state funding under Act 44, and a monthly rather than quarterly payment cycle, no need to borrow short-term cash advances is anticipated during the upcoming year.

**Miscellaneous** **\$11,500**

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. The current year estimate is based on actual expenditures for the first seven months of FY 2008/2009; the budget for the coming year anticipates small routine cost increases in several items.

**Paratransit** **\$15,000**

This line item budgets costs for staff time, printing of CENTRE RIDE brochures and coupons, marketing, postage, and similar items associated with administration of the CENTRE RIDE program.

**Vanpool** **\$3,500**

Vanpool expenses within the Administration function include those few items associated with the program which are not categorized as maintenance or transportation costs. The current year estimate is based on actual expenditures for the first seven months of FY 2008/2009; the budget for the coming year is set at the same amount.

## SECTION VII

### FY 2009/2010 CAPITAL BUDGET

Listed below are those capital projects for which FY 2009/2010 capital funds are programmed and for which local share is requested. Please note that local shares for those capital projects carried forward from the prior year have already been received, and that no local share is required under a number of new funding sources (Job Access Reverse Commute (JARC), transit stimulus funding, Act 44 state formula capital assistance). Therefore, while such projects are included in the narrative description below, they are not shown in the table of projects requiring local match.

The allocation of local shares for capital projects is shown in the second table; individual shares are based on the percentages of operating assistance 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
Facilities				
Facility Upgrades	\$467,500	\$374,000	\$77,917	\$15,583
Signs and Shelters	\$62,500	\$50,000	\$10,417	\$2,083
Transfer to Capital Reserve Account				\$44,734
Total Capital Expenditures	\$530,000	\$424,000	\$88,334	\$62,400

### Capital Local Share Allocation

<u>Municipality/University</u>	
State College Borough	\$10,776
Ferguson Township	\$11,400
Patton Township	\$9,080
College Township	\$6,903
Harris Township	\$3,134
Bellefonte Borough	\$2,272
Spring Township	\$2,245
Benner Township	\$674
Halfmoon Township	\$684
Penn State University	\$15,232
<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 and facilities. 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 projects 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**

Last year, CATA was successful in obtaining Congressional earmarks to supplement an existing grant to replace ten 40' replacement buses. A separate application under a new Clean Fuels initiative was also approved this year and will provide additional funding towards the incremental cost of hybrid CNG-electric power trains for two of the vehicles.

Funding sources:

Federal Bus Capital “Earmarks” (Section 5309) -	\$4,400,000
Federal Clean Fuels Program	- \$ 600,000

## **Bus Refurbishment**

Early in FY 2008/2009, we completed the first phase of our bus refurbishment program, using a portion of funds “flexed” to CATA by the Governor as well as state capital funds under Act 44 to extend the life expectancy of 10 vehicles by another 6-8 years. The next phase will be funded with new economic stimulus funding which was allocated to the Authority in March under the American Recovery and Reinvestment Act of 2009 (ARRA), which will fund 100 % of the cost to refurbish up to 10 additional vehicles.

Funding sources:

ARRA Transit Investment Funds - \$1,670,000

## **Service Vehicles**

In the coming year we anticipate replacing our dump truck and adding several sedans to our service fleet. This is a multi-year project to fund similar replacements on an as-needed basis using Act 44 formula capital funds which finance 100% of the project cost

Funding source:

State Formula Capital Assistance Funds (Act 44) - \$85,000

## **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 used funds from the now-discontinued Act 26 program to purchase vans to operate the program. Since that time, we have integrated Penn State’s vanpool program into this community-wide effort by purchasing the vans used by the University, and subsequently added 7 vans with federal formula and state Act 26 funds to operate the 14 vanpools currently running. By the end of FY 2008/2009, we will have purchased 12 new vans with funding recently approved under the JARC program to meet demand from additional commuter groups and to replace the oldest vans in the current fleet. With the growing popularity of this program, we plan to again apply for JARC funding to acquire 6 additional vans during the upcoming year; no local funding is required.

Funding source:

Job Access Reverse Commute (JARC) funds - \$160,000

## **Facilities**

### **Building Expansion A & E**

Since the facility on Whitehall Road was completed in 1991, we have increased our fleet size so that the current fleet can barely be accommodated; planned future bus acquisitions will require additional space. Additionally, with growth, the maintenance area has also become undersized in several ways and this project will allow for the addition of parts storage space and an additional lift to could accommodate articulated buses that may be acquired. This project will also allow us to replace the bus washer and roof which were part of the original construction. To begin this work, funds have been programmed for design and engineering; construction will be funded with future federal earmarks.

Funding source:

State Formula Capital Assistance Funds (Act 44) - \$500,000

### **Cato Park Facilities Upgrades**

CATA's Cato Park facility is 19 years old and replacement or upgrade of several equipment and building systems are now necessary. Last year, we re-paved access driveways and upgraded our emergency electrical power system. For the new year, projects include installing a driveway to the CNG fueling station, re-locating the diesel dispenser, replacing or repairing hydraulic lifts, adding an air compressor, and upgrading HVAC systems.

Funding source:

**Federal Formula Funding (Section 5307) - \$467,500**



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

Each year CATA funds bus stop enhancements around the community. We have programmed funds this year for a multi-year project to install concrete pads, shelters, and other amenities where needed.

Funding source:

**Federal Formula Funding (Section 5307) - \$62,500**

### **Schlow Library Office Streetscape**

Over the coming year, CATA will continue design and installation of passenger amenities to enhance the aesthetics and the functionality of our waiting area at the Beaver Avenue end of Schlow Library.

Funding source:

Federal Bus Capital “Earmark” (Section 5309) - \$9,000

### **Equipment**

#### **Advanced Public Transportation Systems – Phase II**

“Earmark” funding was used over the past two years to install an automatic vehicle location (AVL) “backbone” to allow our Dispatchers and the general public to know where the buses are and whether or not they are on schedule. With the Phase I essentially complete, the next step will be to add automated stop annunciators, on-board video cameras, passenger counters, and other items.

Funding source:

Federal Formula Funding (Section 5307) - \$800,000

#### **CNG Tank Replacement**

Each of our buses has between 5 and 8 CNG tanks mounted on the roof, and regardless of the age of the vehicles, the tanks must be replaced after 15 years. State formula capital funds are programmed to begin purchasing and installing new tanks on our Orions and the oldest New Flyers.

Funding source:

State Formula Capital Assistance Funds (Act 44) - \$900,000

#### **Fuel System Replacement**

Over the years, the technology used for bus fuel systems has changed, so that repair and replacement parts for the existing equipment are no longer available. We have programmed funds to purchase conversion kits, which are more readily available, to upgrade the fuel systems.

Funding source:

State Formula Capital Assistance Funds (Act 44) - \$200,000

## 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, 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 fourteen 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 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 to 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 to 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. As noted elsewhere in the Budget, federal and state funding has increased in the last three years (under the STIC program and Act 44, respectively), allowing the Authority to program additional service for FY 2008/2009 and FY 2009/2010. It has also allowed the Authority to allocate a portion of federal formula assistance to future capital projects for a number of fiscal periods, as shown in the table which follows. Note, however, that with state Act 44 operating assistance held constant for FY 2009/2010, federal operating subsidy has increased significantly for FY 2009/2010 to make up for the shortfall in projected state funding, and the use of federal funding for capital programs is not planned until state funding is increased, as shown.

Our projections are based on several assumptions:

- Operating expenses will grow by 5.0% per year beyond FY 2009/2010.
- Operating revenue is expected to grow by 3.0% per year beyond FY 2009/2010.
- Federal funding is programmed to increase at 5% per year beyond FY 2009/2010; additional CMAQ funding for special projects will not be available after FY 2008/2009.
- Traditional state funding under Act 44 is projected to increase by 20.0% in FY 2010/2011, and by 3% per year thereafter.
- Local share funding is programmed to grow at 5.0% per year beyond FY 2009/2010.

The following table assumes that Act 44 funding will continue throughout the five-year period. However, as noted elsewhere, the tolling of I-80, which is one of the underlying funding sources for Act 44, is a controversial proposal which may eventually be changed. This change could result in reduced grant amounts. Should this happen, federal assistance transferred to future capital activities under the current funding assumptions can be returned to the operating assistance category to at least partially offset state reductions.

## PROJECTION OF OPERATING REVENUE, EXPENSE AND DEFICIT

	2007/2008 actual	2008/2009 estimated	2009/2010 budgeted	2010/2011 projected	2011/2012 projected	2012/2013 projected	2013/2014 projected
Total Operating Revenue	\$ 4,545,438	\$ 5,014,260	\$ 5,182,162	\$ 5,337,627	\$ 5,497,756	\$ 5,662,688	\$ 5,832,569
Total Operating Expense	\$ 8,703,565	\$ 10,109,903	\$ 10,941,611	\$ 11,488,692	\$ 12,063,126	\$ 12,666,282	\$ 13,299,597
Operating Deficit	-\$ 4,158,127	-\$ 5,095,643	-\$ 5,759,449	-\$ 6,151,065	-\$ 6,565,370	-\$ 7,003,594	-\$ 7,467,028
Required Operating Assistance	\$ 4,158,127	\$ 5,095,643	\$ 5,759,449	\$ 6,151,065	\$ 6,565,370	\$ 7,003,594	\$ 7,467,028
Federal Funding:							
Annual Apportionment (year of allocation)	\$ 1,939,797	\$ 2,094,981	\$ 2,199,730	\$ 2,309,717	\$ 2,425,202	\$ 2,546,462	\$ 2,673,786
Transfer Annual Apportionment (see Note 2)	\$ 0	-\$ 2,094,981	-\$ 2,199,730	-\$ 2,309,717	-\$ 2,425,202	-\$ 2,546,462	-\$ 2,673,786
Apply Annual Apportionment (see Note 2)	\$ 0	\$ 0	\$ 2,094,981	\$ 2,199,730	\$ 2,309,717	\$ 2,425,202	\$ 2,546,462
Carryover From Prior Year	\$ 800,273	\$ 1,300,000	\$ 86,315	\$ 219,928	\$ 513,321	\$ 546,052	\$ 554,454
Transfer To/From Capital Program	-\$ 644,143	\$ 0	\$ 0	-\$ 250,000	-\$ 350,000	-\$ 200,000	-\$ 30,000
Total Federal Assistance Available for Operating	\$ 2,095,927	\$ 1,300,000	\$ 2,181,296	\$ 2,169,658	\$ 2,473,038	\$ 2,771,255	\$ 3,070,916
Federal Operating Assistance (Justified)	\$ 795,927	\$ 1,213,685	\$ 1,961,368	\$ 1,656,337	\$ 1,926,985	\$ 2,216,801	\$ 2,526,911
Other Federal Funding -CMAQ	\$ 127,167	\$ 83,877	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
State Funding:							
Operating Assistance	\$ 2,815,238	\$ 3,378,286	\$ 3,378,286	\$ 4,053,943	\$ 4,175,561	\$ 4,300,828	\$ 4,429,853
Local	\$ 419,795	\$ 419,795	\$ 419,795	\$ 440,785	\$ 462,824	\$ 485,965	\$ 510,263
TOTAL FEDERAL, STATE, LOCAL	\$ 4,158,127	\$ 5,095,643	\$ 5,759,449	\$ 6,151,065	\$ 6,565,370	\$ 7,003,594	\$ 7,467,028
Additional Operating Assistance Requirement	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Federal Operating Assistance Carried Forward	\$ 1,300,000	\$ 86,315	\$ 219,928	\$ 513,321	\$ 546,052	\$ 554,454	\$ 544,004

Notes:

1. Future federal apportionment at 5.0% increase per year; no CMAQ funding beyond FY 2008/20069
2. Annual federal apportionment applied to next year's subsidy, as noted in narrative portion of DRAFT Budget
3. Assumes 20.0% increase in Act 44 state operating assistance in FY 2010/2011, 3.0% thereafter per formula
4. Assumes FY 2009/2010 revenues and expenditures per DRAFT Budget
5. Future years' revenue at 3.0% increase per year as of FY 2010/2011
6. Future years' expenditures at 5.0% increase per year as of FY 2010/2011
7. Future local share at 5% increase per year as of FY 2010/2011

## 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. Projects for which local share funding is requested in FY 2009/2010 are **underlined and in bold type**; projects not so denoted are those for which local share funding has already been received, or will not be required.

The projects shown for the first year of CIP were described earlier in SECTION VII – FY 2009/2010 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, federal formula funds or by a Congressional earmark or other discretionary source.

Prior to Act 44, the Authority received an annual capital allotment from the state Public Transportation Assistance Fund (PTAF). With Act 44 capital funding replacing the PTAF program, the accrued balance from prior years, approximately \$35,000, is earmarked for a previously-approved project and will be expended by the end of FY 2008/2009.



## Capital Improvement Program

Project	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
1996 Orions (16) - Replacement						
Ten 40' Buses (2 with hybrid propulsion)	\$ 5,000,000					\$ 5,000,000
Four 60' Articulated Buses				\$3,000,000		\$ 3,000,000
1998 New Flyers (10) - Refurbishment	\$ 1,670,000					\$ 1,670,000
2001 New Flyers (10) - Refurbishment		\$ 2,500,000				\$ 2,500,000
2004 Cutaways (2) - Replacement						
Two 30' Buses				\$ 900,000		\$ 900,000
Bus Fleet Expansion						
Four 40' Buses					\$ 1,800,000	\$ 1,800,000
Three 40' Over-the-Road Coaches (Used)		\$ 900,000				\$ 900,000
Paratransit Vans (3)						
One Van			\$ 100,000			\$ 100,000
Two Vans				\$ 200,000		\$ 200,000
Vanpool Vans						
Six vans	\$ 160,000					\$ 160,000
Four vans		\$ 130,000				\$ 130,000
Four vans			\$ 130,000			\$ 130,000
Four vans				\$ 130,000		\$ 130,000
Four vans					\$ 130,000	\$ 130,000
Replacement CNG Tanks						
1996 Orions	\$ 400,000					\$ 400,000
1997 New Flyers	\$ 500,000					\$ 500,000
1998 New Flyers			\$ 200,000			\$ 200,000
Service Vehicles	\$ 85,000		\$ 50,000		\$ 50,000	\$ 185,000
APTS						
Phase II	\$ 800,000					\$ 800,000
Phase III			\$ 550,000			\$ 550,000
Facility Expansion						
A&E	\$ 500,000					\$ 500,000
Bus Storage Area Construction		\$ 3,000,000				\$ 3,000,000
Maintenance/Parts Room Construction			\$ 2,000,000			\$ 2,000,000
Facilities Projects	\$ 467,500		\$ 100,000		\$ 100,000	\$ 667,500
Fuel System Replacement	\$200,000					\$ 200,000
Signs and Shelters	\$ 62,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 262,500
<b>Total - All Projects</b>	<b>\$9,845,000</b>	<b>\$ 6,580,000</b>	<b>\$ 3,180,000</b>	<b>\$4,280,000</b>	<b>\$ 2,130,000</b>	<b>\$26,015,000</b>
<b>Basis for FY 2009/2010 Request</b>	<b>\$ 530,000</b>					

## 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

	2009/2010 <u>budgeted</u>	2010/2011 <u>projected</u>	2011/2012 <u>projected</u>	2012/2013 <u>projected</u>	2013/2014 <u>projected</u>
<b>Total Capital Funding Available (excluding local share)</b>	<b>\$ 10,626,005</b>	<b>\$ 8,234,167</b>	<b>\$ 4,057,083</b>	<b>\$ 4,963,333</b>	<b>\$ 3,356,250</b>
Federal Formula Capital Grants	\$ 989,797	\$ 250,000	\$ 350,000	\$ 200,000	\$ 30,000
Approved Federal Bus and Bus Facility Earmarks	\$ 5,000,000	\$ 0	\$ 0	\$ 0	\$ 0
Prospective Federal Bus and Bus Facility Earmarks	\$ 1,000,000	\$ 2,400,000	\$ 1,600,000	\$ 2,400,000	\$ 1,440,000
Federal Elderly and Handicapped Grants	\$ 0	\$ 0	\$ 100,000	\$ 200,000	\$ 0
Federal CMAQ Funding	\$ 400,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Federal Job Access Reverse Commute (JARC) Grants	\$ 160,000	\$ 1,030,000	\$ 130,000	\$ 130,000	\$ 130,000
Federal Economic Stimulus Funding (ARRA)	\$ 1,670,000	\$ 2,500,000	\$ 0	\$ 0	\$ 0
State Bond Funds to match Federal Grants	\$ 206,208	\$ 604,167	\$ 427,083	\$ 583,333	\$ 306,250
State Formula Capital Grants	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000
State Discretionary Capital Grants	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<b>Total Capital Project Expense</b>	<b>\$ 9,845,000</b>	<b>\$ 6,580,000</b>	<b>\$ 3,180,000</b>	<b>\$ 4,280,000</b>	<b>\$ 2,130,000</b>
(From Capital Improvement Program)					
Local Share Required	\$17,666	\$96,667	\$76,667	\$101,667	\$57,333
Contribution To/From Capital Reserve Account	\$44,734	(\$34,267)	(\$14,267)	(\$39,267)	\$5,067
Local Share Requested	\$62,400	\$62,400	\$62,400	\$62,400	\$62,400
Capital Reserve Account: Previous Balance	\$97,667	\$142,401	\$108,134	\$93,868	\$54,601
Capital Reserve Account: Current Year	\$44,734	(\$34,267)	(\$14,267)	(\$39,267)	\$5,067
Capital Reserve Account: Ending Balance	\$142,401	\$108,134	\$93,868	\$54,601	\$59,668

### **Future Local Share Requests**

As noted in previous years, the uncertainty of federal earmarks and other special funding (JARC, state discretionary capital grants, etc.) 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, (including capital funding through Act 44, which is subject to change should the legislation be revised) 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
2008/2009					\$97,667
2009/2010	\$9,845,000	\$17,666	\$62,400	\$44,734	\$142,401
2010/2011	\$6,580,000	\$96,667	\$62,400	(\$34,267)	\$108,134
2011/2012	\$3,180,000	\$76,667	\$62,400	(\$14,267)	\$93,868
2012/2013	\$4,280,000	\$101,667	\$62,400	(\$39,267)	\$54,601
2013/2014	\$2,130,000	\$57,333	\$62,400	\$5,067	\$59,668

Because formula funding under Act 44 provides 100% of the total project cost, there is no local match requirement for projects under that program. This is also true of several other funding sources we have received recently (Job Access Reverse Commute grants for vanpool vans, federal stimulus funding under the American Recovery and Reinvestment Act). As a result, the capital funding projection shows adequate local match throughout the entire five year period and the projected annual amount for local capital funding has been held constant. However, should it be necessary to fund those projects through other grant programs, CATA will need to draw on the reserve account to provide required local matching funds.