

# FISCAL YEAR 2014 ANNUAL SERVICE PLAN



**SERVICE PLANNING DEPARTMENT**  
**MAY 2013**



[www.septa.org](http://www.septa.org)

# **TABLE OF CONTENTS**

INTRODUCTION	1
ANNUAL SERVICE PLAN TIMELINE	2
I. SUMMARY AND LIST OF RECOMMENDED CHANGES	3
II. ANNUAL SERVICE PLAN PROCESS	4
III. EVALUATION PROCESS	5
IV. RECOMMENDED PROJECTS	7
V. NON-RECOMMENDED PROJECTS	10
VI. POST-IMPLEMENTATION REVIEW OF PRIOR YEAR'S CHANGES	13
VII. ANNUAL ROUTE AND STATION PERFORMANCE REVIEW	16
APPENDICES	18
PROJECT MAPS	19
PROJECT COSTS/REVENUE SUMMARY CHARTS	28
COMMUNITY BENEFIT ANALYSIS COMPUTATIONS	32
ANNUAL ROUTE AND STATION PERFORMANCE REVIEW	38
City Transit	40
Suburban Transit	42
Contract Operations	43
Regional Rail Division	44
Regional Rail Stations	45

## **INTRODUCTION**

The Southeastern Pennsylvania Transportation Authority (SEPTA) is pleased to present its Annual Service Plan (ASP) for Fiscal Year 2014. This document describes the service proposals suggested by the general public, government agencies, elected officials and Authority staff, and presents the technical and financial analyses that determine whether the proposals merit implementation. The Plan includes projects for City Transit and Suburban Transit. There are no proposals for Regional Rail.

This year marks the 16th Annual Service Plan and its associated planning process. This and the previous efforts reflect SEPTA's ongoing commitment to improve the performance and productivity of transit routes and regional rail lines through careful measurement of both ridership changes and operating cost based upon a numeric scoring methodology. This method, fully described for each proposal, includes measures for revenues, operating costs, and impacts to existing riders. Additionally, each proposal must meet minimum transit performance standards, adopted by the SEPTA Board, prior to review within the service plan process. In this fashion, the Authority attempts to utilize its limited resources as efficiently and effectively as possible.

This report is organized into seven sections and an appendix. Sections I and II, respectively, provide a summary of the proposals under consideration in this year's Plan and a brief description of the Annual Service Plan Process. Section III presents a description of the evaluation process. Section IV provides a detailed description of recommended projects. Section V details projects, which were submitted for consideration but were not recommended for implementation as a result of the Comparative Evaluation Process. Section VI provides a post implementation review of projects implemented under the previous Annual Service Plan, which have been operating at least one year. Section VII, the Annual Route Performance Review, ranks the performance of routes by operating division. Finally, the appendix contains detailed analyses of scores and methodology for evaluation of proposals in this year's Plan.

The timeline for the Plan, shown on the following page, describes the various steps and approvals required to implement the Plan's recommendations. Implementation of approved projects is contingent upon SEPTA Board approval and available funding.

# **FY 2014 ANNUAL SERVICE PLAN TIMELINE**

(Dates are Subject to Change)



# **I. SUMMARY AND LIST OF RECOMMENDED CHANGES**

The Fiscal Year 2014 Annual Service Plan evaluated a record 62 route suggestions as listed below -- four are recommended for approval. The majority of the non-recommended suggestions consisted of concepts that would have increased SEPTA's operating budget without additional funding or operating resources for such services or violated SEPTA's Service Standards.

## **Recommended Projects**

### **City Transit**

- Route 3 – Weekend extension to Smith Playground
- Route 84 – Service to the Shopping Center at the Arsenal

### **Suburban Transit**

- Route 115 – Experimental routing via Eagle Road in Haverford Township
- Route 117 – Consolidation of alternate routings between Crozer Chester Medical Center and 352 Plaza

### **Regional Rail**

None

### **Service Stands and Process**

- Revision of the standards for "Transit and Regional Rail Passenger Amenities" to be in compliance with Title VI statutes
- Creation of a new standard titled "Major Service Changes" to be in compliance with Title VI statutes
- Edits regarding route and service information, SEPTA's vehicle fleet and other minor revisions to keep the document up-to-date

## **Non-Recommended Projects**

Refer to the chart and descriptions on pages 10-13.

## **Route and Station Performance Review**

In addition, a total of 15 routes fall below the operating performance standards set forth in the *Service Standards and Process* documents for each operating division. For City Transit, six routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, eight routes fall below this *Standard*. For Regional Rail Division, no routes fall below the *Route Economic Performance Guideline Standard*.

## **II. ANNUAL SERVICE PLAN PROCESS**

The following paragraphs describe the Annual Service Plan process. The dates referred to in the text are those to be used in the FY 2014 Plan.

### **Proposals**

All route and service adjustments which impact SEPTA's Operating Budget will be planned and implemented according to the Annual Service Plan. These include suggestions that originate from elected officials, City of Philadelphia Mayor's Office of Transportation and Utilities, county planning commissions, SEPTA's Citizen Advisory Committee, community groups, transit advocates, passengers and SEPTA employees. All route and service adjustments will be investigated, planned and implemented through SEPTA's Service Planning Department. **Suggestions from outside sources and from other SEPTA Departments are to be submitted to Service Planning by July 31 of each year for consideration.**

### **Planning Process/Evaluation Process**

Projects considered as part of the FY 2014 Annual Service Plan were presented to affected groups and agencies. This work included the following steps of the route planning process: identification of areas to be studied (for projects initiated by SEPTA staff), evaluation of input from elected officials, planning professionals and citizens, performance of field work, completion and analysis of passenger traffic checks, and preparation of schedule specifications. Projects were then evaluated as explained in Section III.

### **Project List Presented/Discussed with Affected Groups and Agencies**

On January 29, 2013, an Open House meeting was held with outside groups, agencies and interested citizens affected by, or concerned with, proposed Annual Service Plan Projects. The purpose of this meeting was to receive input from interested parties prior to initiation of the tariff and public hearing process. This permitted serious concerns to be addressed before the Plan was finalized.

### **Budget Impact**

Any item having a cost impact that is not included in SEPTA's Fiscal Year 2014 Operating Budget will be required to receive external subsidy in order for implementation to be considered.

### **Tariff Preparation and Circulation**

Tariffs for route projects will be prepared, filed and circulated for in-house SEPTA approval. During this time, public hearing dates will be tentatively arranged. When concurrences are received, hearing dates will be finalized and public notices will be published.

## **Public Hearings**

Public hearings will be held at accessible locations. Hearings will be arranged, advertised and conducted according to SEPTA's tariff regulations and enabling legislation.

## **Post-Hearing Revisions**

Any revisions necessitated by the public hearing process will then be finalized. Where revisions to projects affect cost and/or revenue, the benefit point analysis will be re-calculated to assure that the overall benefit of a project has not been compromised. The Hearing Examiner's Report and Recommendations will be considered by the SEPTA Board at their regularly scheduled meeting, usually held on the fourth Thursday of the month.

## **SEPTA Board Approval**

The SEPTA Board will consider all elements of the Annual Service Plan. The Plan may be adopted in whole or in part.

## **Implementation**

Final implementation dates will be set, pending SEPTA Board approval and available funding.

## **Post-Implementation Review**

After a period of one year, all major service changes (including area restructuring), new routes, and service extensions are subject to review. Passenger traffic checks and/or Automatic Passenger Counter (APC) data will be conducted at least four times during this period. Routes that are implemented later than September, due to budgetary reasons, will be evaluated and reported in the following fiscal year Annual Service Plan process.

As a result of this review, a decision will be made to retain the service change as is, modify it in some way, or possibly discontinue it. A determination may be made at this time to extend the review period for further evaluation prior to making a final decision.

# **III. EVALUATION PROCESS**

As described in the *Service Standards and Process* documents for each operating division, service proposals, both from within and outside of SEPTA, are to be submitted in writing to SEPTA's Service Planning Department. Once received, all proposals **meeting basic service standards** and **impacting the Operating Budget** will be evaluated. City and Suburban Transit and Contract Operation projects are evaluated using the Comparative Evaluation Process, whereas projects for Regional Rail Division use the Evaluation Process for Budget related items. Both are explained below.

# **CITY AND SUBURBAN TRANSIT AND CONTRACT OPERATIONS**

## **Comparative Evaluation Process**

City and Suburban Transit and Contract Operation projects employ the Comparative Evaluation Process. This process provides an objective and systematic procedure to compare these service proposals with respect to their passenger and community benefits, relative to the cost of providing the services. This comparison will indicate which proposals return the greatest overall benefit for each subsidy dollar spent. This evaluation will consist of three parts: 1) ridership forecast, 2) cost analysis and 3) community benefit analysis.

The community benefit analysis requires further explanation. It is an evaluation according to a set of non-economic criteria which are not captured in a financial analysis, but which are important to the community. Each of these qualitative considerations is assigned a weight in "benefit points." The factors considered and their relative weightings are listed below. Upon completion of the community benefit analysis, the final scores for each division are calculated; however, the process differs for each operating division as further described below.

For City and Suburban Transit and Contract Operations, a Final Benefit Score (FBS) is calculated by dividing the proposal's cost into its benefit points. The **higher** resulting score indicates the route proposal is beneficial to the Authority and our customers, thus advancing to the public hearing process. The resulting scores provide a comparison of services indicating the community benefit received for the expenditure of SEPTA resources.

## **Criteria for Comparative Evaluation**

<b>Category</b>	<b>Benefit Points</b>	<b>Category</b>	<b>Benefit Points</b>
Each "Owl" passenger	1.25	Improved travel time	0.4
Each other passenger	1.0	Added travel time	-0.4
Each other passenger lost	-1.0	Decreased walking distance	0.4
Eliminated transfer	0.6	Increased walking distance	-0.4
Additional transfer required	-0.6		

All of the projects for City and Suburban Transit and Contract Operations included in the Fiscal Year 2014 Annual Service Plan were subject to the Comparative Evaluation Process. The analysis is included within each project description section.

## **Regional Rail Evaluation Process**

Regional Rail Division employs the evaluation process set forth in the Service Standards and Process document. This evaluation will consist of three parts: cost analysis, passenger revenue forecast, and operating ratio analysis.



## **IV. RECOMMENDED PROJECTS**

Listed below are the projects and descriptions included in SEPTA's FY 2014 Annual Service Plan. A Community Benefit Analysis has been performed for all of these projects. Implementation of the recommended projects will proceed pending the outcome of the public hearing process, SEPTA Board approval and available funding.

### **CITY TRANSIT**

#### **Route 3 – Extension to the Smith Memorial Playground**

The Smith Memorial Playground approached both SEPTA and the City of Philadelphia Mayor's Office of Transportation and Utilities regarding the potential for bus service to their facility, within Fairmount Park. Attracting more visitors through direct transit access from local neighborhoods is an important goal of the Smith Memorial Playground.

SEPTA conducted an analysis into the potential options and determined that extending Route 3 service from its current western terminus, at 33<sup>rd</sup> Street and Cecil B. Moore Avenue, via Reservoir Drive would be the most effective way to provide transit access to the Smith Memorial Playground. SEPTA buses would layover at the Smith Memorial Playground before returning eastbound to Frankford Transportation Center, via Reservoir Drive and 33<sup>rd</sup> Street. This short extension of Route 3 provides direct transit access to the Smith Memorial Playground from several North and Northeast Philadelphia communities.

Route 3 extended service was developed to coincide with peak visitor volumes to the Smith Memorial Playground. Consequently, SEPTA has proposed to experimentally operate the Route 3 extension on weekends only between the open hours of the Smith Memorial Playground – 10:00 AM to 4:00 PM. This equates to 19 extended round-trips per day. Active promotion of this new transit accessibility to returning and first-time visitors will be conducted by the Smith Memorial Playground. It is anticipated that the revenue generated through new riders will be sufficient to offset an acceptable level of the additional operating costs associated with the extension.

#### **Route 84 – Service to the Arsenal Shopping Center**

Commercial Developer Langan Group; expressed interest in having SEPTA services integrated into the development of their new shopping center near Bridge and Tacony Streets in Northeast Philadelphia.

Route 84 currently operates on Tacony Street directly in front of the proposed shopping center. Route 84 would provide direct access to a full service grocery store and a host of other retail options for densely populated communities along the Bridge Street corridor, as well as

communities near the Torresdale Avenue corridor. Route 84 would also provide direct access to many employment opportunities for individuals who would have the option to transfer from the Market-Frankford Line.

Route 84 would turn into the shopping center in both directions of travel, stopping at a single bus stop location near the supermarket. On weekdays, Route 84 operates a 25 minute frequency during the day, and operates an approximate 50 minute frequency during the evenings. Route 84 operates a 60 minute frequency on both Saturday and Sunday. Based on current Route 84 frequencies, every trip would serve the Arsenal Shopping Center during hours of operation.

## **SUBURBAN TRANSIT AND CONTRACT OPERATIONS**

### **Route 115 – Experimental routing to serve Eagle Road in Haverford Township**

SEPTA staff received an external request to change Route 115 to operate via Eagle Road. Presently, a new YMCA is being built and the facility is scheduled to open in the Fall of 2013. It is recommended that implementation would be on an experimental basis for a one-year period. This tactic would allow time for sufficient evaluation to determine if the service is warranted on a permanent basis. Service would operate only on weekdays to minimize the increased operating costs. For a one-year trial period the annual cost would be \$82,700, based upon funding availability.

### **Route 117 – Consolidation of alternate routings between Crozer Chester Medical Center and 352 Plaza**

As part of the FY 2005 Annual Service Plan an alternate routing was created along 22<sup>nd</sup> Street and Edgmont Avenue to continue serving portions of Chester City, Parkside and Brookhaven Boroughs. Presently, the base route travels through portions of Upland and Brookhaven Boroughs. This staff proposal aims to consolidate the best ridership portions of the alternate and base routes to form one unified route between Crozer Chester Medical Center and 352 Plaza. This proposal would offer the following benefits:

- Riders would no longer be confused if the bus travels “Via Upland” or Via Parkside” as all trips would follow the same routing
- Riders along 6<sup>th</sup> Street, Bridgewater and Brookhaven Roads would receive service every 30 minutes during AM peak, base and PM peak trips on weekdays and Saturdays, instead of every 60 minutes

- Service along 22<sup>nd</sup> Street and Edgmont Avenue would be scheduled every 30 minutes during AM peak, base and PM peak trips on weekdays and Saturdays, instead of every 60 minutes
- New Sunday service would operate along 22<sup>nd</sup> Street and Edgmont Avenue providing new transit travel opportunities
- New transit service would be offered along Upland Road and Main Street that would improve transit access for present and future riders

## **Proposed Changes to SEPTA's Service Standards & Process Document**

### **Transit and Regional Rail Passenger Amenities**

To comply with new Title VI regulations, SEPTA is proposing to update and add information under the amenities section to include maps, schedules, digital information, and the availability of escalators and elevators.

### **Major Service Change**

Also to comply with new Title VI regulations, SEPTA is proposing a new standard to define what constitutes a "major service" change.

### **Route Performance Guidelines**

Revised to reflect when calculating the minimum operating ratio standard for a route the Market-Frankford and Broad Street Lines for City Transit and the Norristown High Speed Line for Suburban Transit routes would be excluded (60% of the average operating ratio within the operating division).

### **Transfers**

The section regarding the methodology of transfers is greatly expanded.

### **Other Edits**

In order to keep the document up-to-date, several edits have been incorporated regarding route and service information and SEPTA's vehicle fleet.

## **V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)**

Due to the volume of suggestions submitted for the FY 2014 Annual Service Plan a table has been developed to summarize the rationale why such projects were evaluated and rated as non-recommended.

<b><u>Route(s)</u></b>	<b><u>Route Suggestions</u></b>	<b><u>Category</u></b>	<b>Duplicative Service</b>	<b>Route(s) Previously Examined as Part of a Previous ASP</b>	<b>Negative Effect on Community Benefit Point Analysis</b>	<b>Riders Would Have No Alternative Service</b>	<b>Ridership Not Projected to Cover Operating Costs</b>	<b>Insufficient Operational or Financial Resources</b>
8	Extend to Palmyra NJ or Pennsauken TC Riverline Station	Route extension					X	X
12	Extend to Pier 70	L-shaped route	X					X
12	Re-route to University City	L-shaped route	X					X
12	Divert to Grays Ferry Shopping Center	Route diversion			X			
15	Extend to 63rd & Malvern Loop	One seat ride						X
17	Extend westward to 30th Street and West Philadelphia	L-shaped route	X					X
20	Extend to Cornwells Heights to access Trenton Line	Route extension					X	X
23	Split route in two ending at North Philadelphia Station	Improve on-time performance						X
23	Split into three routes	Improve on-time performance						X
31	Re-route to Chestnut and Walnut Streets	Relieve overcrowding of other routes	X					
31	Eliminate route east of 63rd & Market and operate to Darby via Cobs Creek Parkway	Route Restructuring			X			X
32	Extend to Navy Yard for South Philadelphia access to museums	One seat ride	X					X
37	Terminate at Airport and replace with a new route to Chester	Route Restructuring			X			
46	Extend to Park West Shopping Center	Route extension						X
53	Extend to Willow Grove Avenue	Improved service coverage						X
55	Terminate at Willow Grove Park Mall and operate a new route to Doylestown	Route Restructuring			X			
60	Extend to 33rd & Dauphin during late evening and OWL times	Poor service coverage						X
61	Terminate at Wissahickon TC, overlaps with Route 35	Overlapping service			X			
79 [1]	Extend to Pier 70	Route extension		X				
91	Abandon Route	Route Discontinuation			X	X		
92	Reroute to serve Goshen Corporate Park	Routing Change		X	X		X	X
96	Reroute to serve Gwynedd Mercy College	Route Deviation			X		X	X
105	Restore Route on City Avenue between Haverford and Lancaster Avenues	Routing Change		X	X			X

## V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)

<u>Route(s)</u>	<u>Route Suggestions</u>	<u>Category</u>	<u>Duplicative Service</u>	<u>Route(s) Previously Examined as Part of a Previous ASP</u>	<u>Negative Effect on Community Benefit Point Analysis</u>	<u>Riders Would Have No Alternative Service</u>	<u>Ridership Not Projected to Cover Operating Costs</u>	<u>Insufficient Operational or Financial Resources</u>
106	Abandon Route	Route Discontinuation		X	X	X		
109	Extend to Highland Avenue from Chester TC after 8:00 PM	Route Extension			X		X	X
128	Reroute to serve Creek Village Apartments	Routing Change			X		X	X
204	Extend to UTI in Upper Uwchlan Township	Routing Change					X	X
14 & 58	Terminate Route 14 at Neshaminy Mall and extend Route 58 in its place	Route Restructuring			X			
15 & 73	Extend 73 to Front & Girard and eliminate Route 15	Improve on-time performance			X			
17-23-71	Terminate Route 17 at AT&T, extend Route 71 in place of Route 23 to Center City	Route Restructuring			X			X
17-33 & 30-31	Combine Routes 17 and 33, extend Route 30 and/or Route 31 to Penn's Landing	New route connections			X			X
22 & 310	Terminate at Willow Grove Park Mall and extend Route 310 to Warminster	Route Restructuring			X			
30 & 43	Merge into one route connecting at 40th & Lancaster	Route Restructuring			X			
32 & 48	Cut Route 32 at Bakers Centre and extend Route 48 to Roxborough	Improve operating performance			X			
40 & 64	Cut to Parkside Loop and extend Route 64	Improve on-time performance of Route 40			X			
44 & 52	Terminate Gladwyne service	Reduce Operating Expenses			X	X		
47M	Eliminate in favor of Route 47	Reduce Operating Expenses			X	X		
5 & 25	Re-route 25 to Front & Market, extend Route 5 to Pier 70	Improved connections			X			X
5 & 25	Replace 25 between Spring Garden and South Philadelphia with Route 5	Overlapping service			X			X
6 & 16	Merge routes between Olney and Cheltenham & Ogontz	Parallel service			X	X		
9, 27, 44, 62	End routes at 30th Street	Reduce Operating Expenses			X			
103-105-106	Route Reorganization	Routing Change		X				
107 & 110	Reroute to serve Springfield Hospital	Route Deviation			X			
113 & 119	Operate evening service every 45 minutes	Service Increase					X	X
124 & 125	Reroute off of Schuylkill Expressway	Routing Change			X			X
L	Divert to Metroplex	Routing Change			X			X
NEW	Route from Bella Vista to Center City	L-shaped route					X	X
NEW	Extend Route 17 West To 30th Street and West Philadelphia	One seat ride avoiding subway and EI	X				X	X

## **V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)**

<b><u>Route(s)</u></b>	<b><u>Route Suggestions</u></b>	<b><u>Category</u></b>	<b>Duplicative Service</b>	<b>Route(s) Previously Examined as Part of a Previous ASP</b>	<b>Negative Effect on Community Benefit Point Analysis</b>	<b>Riders Would Have No Alternative Service</b>	<b>Ridership Not Projected to Cover Operating Costs</b>	<b>Insufficient Operational or Financial Resources</b>
NEW	Roosevelt Blvd to Center City	One seat ride	X				X	X
NEW	Graduate Hospital area to 30th Street	Reinstate former Route (63)	X				X	X
NEW	Christian Street between Grays Ferry and Columbus Blvd	L-shaped route	X				X	X
NEW	Fairmount to 30th Street	One seat ride	X				X	X
NEW	Queen Village to City Hall	L-shaped route	X	X			X	X
NEW	Service to city parks including: Blue Bell Hill, Valley Green, etc.	Route extensions						X
NEW	Bella Vista to Center City	One seat ride	X				X	X
NEW	Fairmount to HUP and CHOP	One seat ride	X	X			X	X
NEW	Bus service on City Avenue between Lancaster and Haverford Avenues	No service					X	X
NEW	Fairmount to University City	One seat ride	X	X			X	X
NEW	Zoo service from Center City (Market Street)	No service					X	X
NEW	Service on Lancaster Avenue between 34th and 63rd & Malvern Loop	New service					X	X
NEW	Service from 69th Street TC to Chester via I-476	New service		X	X		X	X
NEW	Service from Willow Grove Park Mall to Franklin Mills Mall	New service					X	X
NEW	Service from Willow Grove Park Mall to Montgomery Mall	New service					X	X
NEW	Service from Lansdale to Doylestown	New service					X	X
NEW	Service from Bucks County Community College to Warminster Station	New service					X	X

[1] There is not enough layover spaces to accommodate another route at Pier 70 Shopping Center, but was previously recommended.

## **V. NON-RECOMMENDED (STAFF INITIATED PROJECTS)**

### **CITY TRANSIT**

#### **Route 73 – Service to the Arsenal Shopping Center**

When the Langan Group expressed their interest to have SEPTA services integrated into the plans for the new shopping center, Route 73 was considered as a potential option to serve the shopping center due to its proximity. Currently, Route 73 serves the intersection near Bridge and Tacony Streets. The option included Route 73 being diverted at the intersection of Bridge and Tacony Streets and travel north on Tacony Street, turning clockwise into the shopping center and returning to Tacony Street, then resuming the regular routing at Bridge and Tacony Streets.

This diversion would add approximately five minutes to each trip. After a thorough evaluation staff determined that this diversion would inconvenience approximately 1,000 through passengers each weekday. While daily ridership projections to the Arsenal Shopping Center are approximately 90 passengers, the delay to existing customers is significant since Route 73 provides direct access to the Market–Frankford Line at Frankford Transportation Center.

After completing a Community Benefit Analysis, staff determined that the increased travel time for the diversion creates a considerable decrease in the overall benefit score for Route 73. Based on these findings, this diversion cannot be recommended at this time.

## **SUBURBAN TRANSIT**

### **Routes 94, 96 and 132**

SEPTA has been working closely with Lansdale Borough and its consultants to identify a new layover location for Route 96 within range of the Lansdale Train Station. Routes 96 and 132 will continue to serve the downtown central business district. Route 94 will maintain its current routing to maintain operational efficiencies. Changes to Route 96 are expected to be handled initially under Temporary Order authority, as they will not make substantive changes to areas being served, and later as part of the public hearing process.

### **Route 123 and Norristown High-Speed Line**

SEPTA assessed Route 123 and NHSL ridership on weeknights and weekends to determine if bus riders from 69<sup>th</sup> Street could be accommodated on the railroad as far as Gulph Mills. At Gulph Mills, riders would be issued a free transfer and connect with a shortened Route 123 bus to finish the journey to King of Prussia. Also examined was the impact of riders destined to points along West Chester Pike from 69<sup>th</sup> Street Transportation Center and riders who board along West Chester Pike destined to King of Prussia. This project is being deferred indefinitely.

## **VI. POST-IMPLEMENTATION REVIEW OF PRIOR YEAR'S CHANGES**

The Post Implementation Review section of the Annual Service Plan discusses items which were initiated through the Annual Service Plan process and have been operating for at least one year. Some of these changes have not been in operation long enough to provide a full evaluation. Additional commentary may be provided in the FY 2015 Annual Service Plan document.

## **CITY TRANSIT**

### **Routes 56 and R – Service to Baker’s Centre Shopping Complex**

The FY 2013 Annual Service Plan approved experimental route changes to Routes R and 56 in order to serve the Baker’s Centre Shopping Center, at Fox Street and Roberts Avenue. The Shopping Center is planned to open on or about August 1, 2013, and SEPTA service will be revised at that time. Initially, Route 56 would operate alternating trips to Baker’s Centre on weekdays, and every trip serving Baker’s Centre on weekends. Route 56 would also provide service to Temple University Health Services Administrative Offices, located on Hunting Park Avenue, near Fox Street. Route R would serve Baker’s Centre via Fox Street on the eastbound routing. This realignment would eliminate the potential safety hazard of customers crossing Fox Street to access the shopping center.

## **SUBURBAN TRANSIT AND CONTRACT OPERATIONS**

### **Route 90 – Experimental Spur Routing to Einstein Medical Center**

SEPTA implemented service along west Germantown Pike to the new Einstein Medical Center Montgomery Campus in September 2012 under Experimental Order authority. Presently, the experimental routing generates 73 weekday and 33 Saturday passenger trips. The passenger revenue of \$28,300 recovers 46% of the annual operating cost of \$61,000.

### **Route 92 – Discontinue Service to Goshen Corporate Park**

Lightly used service to Goshen Corporate Park and portions of Boot Road was discontinued in favor of streamlining the route between West Chester and Exton Square Mall. This offers a faster ride for customers and results in an operational; cost savings of \$248,500. Prior to the initial routing change as part of the FY 2012 Annual Service Plan 385 weekday passenger trips were carried per weekday, which increased to 450 weekday passenger trips after the route restructuring. The estimated projection was 532 weekday passenger trips. During FY 2013, weekday ridership averaged 510 passenger trips. While the operating ratio for the route ranks at 9%, this is indicative of the service that operated when the route was initially changed in September 2011. The performance should improve in FY 2014, as fewer hours, miles and peak vehicles are operated.

### **Route 114 - Reduction of Trips to I-95 Industrial Park**

SEPTA implemented a new turn-back routing in the west end of Chester City at 7<sup>th</sup> and Yarnall Streets replacing most trips scheduled to serve to I-95 Industrial Park due to low ridership. Route 117 offers alternate service operating every 30 minutes that provides an adequate alternative for I-95 Industrial Park passengers. This route and service adjustment resulted in a net annual savings of \$76,300.



## **Bucks County Route Rationalization**

Route and service changes were made to Routes 127, 130 and 133 (former Route 304) in order to improve economic performance, eliminating duplicative service and maintaining core ridership for these routes. These changes were implemented on October 31, 2011.

### **Route 127**

Duplicative service was discontinued between Neshaminy Mall and Oxford Valley Mall as Route 14 offers service every 30 minutes along most of the corridor. Mid-day service was revised to operate every 90 minutes. Prior to implementation, 440 weekday passenger trips were carried. Since the route and service changes took effect on October 31, 2011, the route averages 460 passenger trips, which actually exceeded projections, as ridership was expected to decline. Saturday ridership is consistent with weekdays. Implementing this change improved the route's poor economic ranking from below minimum standards to 18%.

### **Route 130**

Non-revenue trips were converted to revenue service as service was extended from Franklin Mills Mall to the Frankford & Knights Loop on October 31, 2012. Many Route 130 trips are cross-scheduled with Routes 129 or 133, which terminates at the Frankford & Knights Loop. Weekday ridership has increased as a result of the extension. Weekday service is carrying 772 passenger trips, exceeding the projected figure of 719. Saturday ridership averages 350 passenger trips.

### **Route 133**

Route 133 replaced Route 304 service between Frankford & Knights Loop and the Expressway I-95 Industrial Park in Bensalem Township. Four morning and four afternoon trips are scheduled in an attempt to retain at least 60% of former Route 304's weekday ridership. Saturday service was discontinued due to low ridership. This change has reduced operating expenses. Ridership averaged 70 passenger trips one year ago and has risen to 88. Like Route 92, it is hoped that continued ridership gains and operational savings will improve the route's poor ranking in the annual performance review.

## **VII. ANNUAL ROUTE AND STATION PERFORMANCE REVIEW**

As defined in the Service Standards and Process documents for each operating division, the Annual Route Performance Review ranks all of SEPTA’s routes for compliance to the established Route Economic Performance Guideline Standards. City and Suburban Transit routes and Regional Rail routes are ranked on an operating ratio basis; Regional Rail stations are also evaluated for compliance to the Station Economic Performance Guideline Standards.

### **CITY TRANSIT**

For the Fiscal Year 2014 Annual Service Plan, the minimum acceptable operating ratio for City Transit Division (CTD) is 22% **(60% of average City Transit operating ratio of 36%)**. The minimum acceptable operating ratio for City Transit routes with suburban characteristics is 18% **(60% of Combined City and Suburban Transit average of 31%)**.

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For the Fiscal Year 2014 Annual Service Plan, the following routes fall below the minimum operating ratio standard.

#### **Routes That Rank Below the Minimum Acceptable Operating Ratio for City Transit (22% CTD / 18% CTD Routes with Suburban Characteristics)**

<u>Route</u>	<u>Operating Ratio</u>	<u>Route</u>	<u>Operating Ratio</u>
38	19%	77 *	14%
89	17%	68 *	14%
27 *	15%	35 *	7%

\* -- Routes with suburban characteristics

### **SUBURBAN TRANSIT**

For the Fiscal Year 2014 Annual Service Plan, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 15% **(60% of average STD operating ratio of 25%)**.

A complete list of Suburban Transit routes ranked on an operating ratio basis can be found in the Appendix. Routes below the line on the chart exceed the minimum acceptable operating ratio. For the Fiscal Year 2014 Annual Service Plan, the following routes fall below the acceptable operating ratio level:

**Routes That Rank Below the Minimum Acceptable Operating Ratio for  
Suburban Transit**

<u>Route</u>	<u>Operating Ratio</u>	<u>Route</u>	<u>Operating Ratio</u>
95	14%	150	10%
119	14%	134*	9%
139	14%	92	9%
128	13%	133	9%
116	13%		

\* -- Route 134 was discontinued June 17, 2012

**RAILROAD DIVISION**

For the FY 2014 Annual Service Plan, the minimum acceptable operating ratio for RRD routes is 27% (**60% of the average weighted operating ratio of 45%**). No routes fall below the standard.

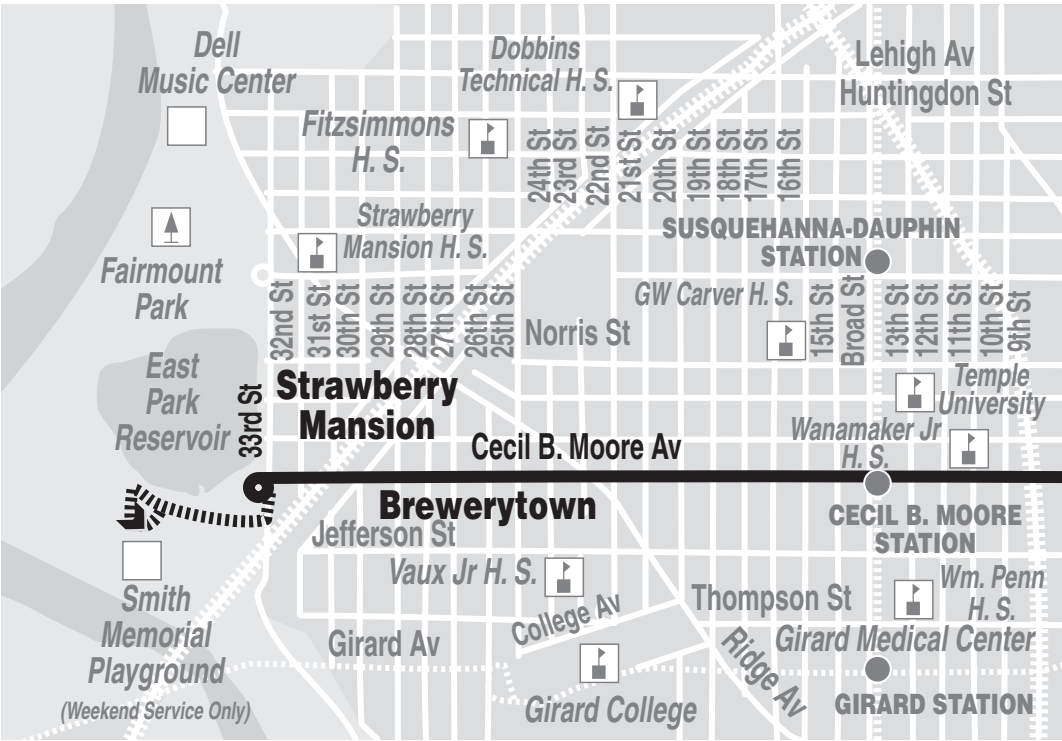
## **APPENDICES**

## **PROJECT MAPS**

# FY 2014 ANNUAL SERVICE PLAN

## ROUTE 3

### Proposed Changes

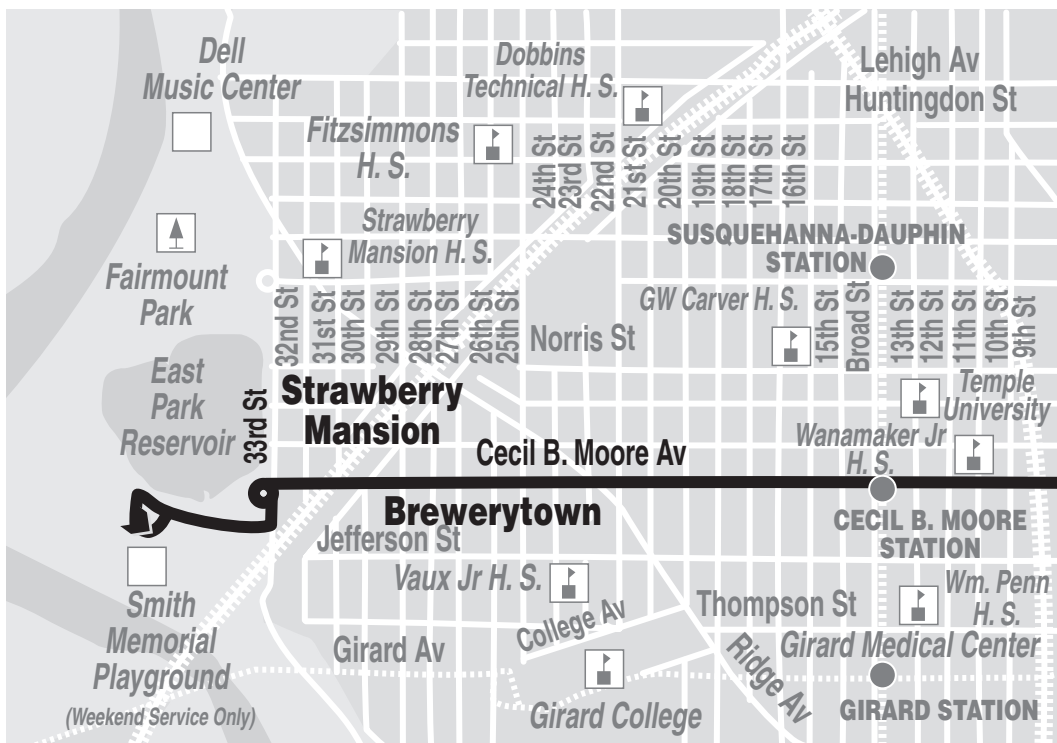


LEGEND	
	ROUTE UNCHANGED
	SPUR ROUTE ADDED

# FY 2014 ANNUAL SERVICE PLAN

## ROUTE 3

### If Proposed Changes are Implemented



# FY 2014 ANNUAL SERVICE PLAN

## ROUTE 84

### Proposed Changes



**LEGEND**

	<i>ROUTE UNCHANGED</i>
	<i>ALTERNATE ROUTE ADDED</i>



# FY 2014 ANNUAL SERVICE PLAN

# ROUTE 84

## If Proposed Changes are Implemented

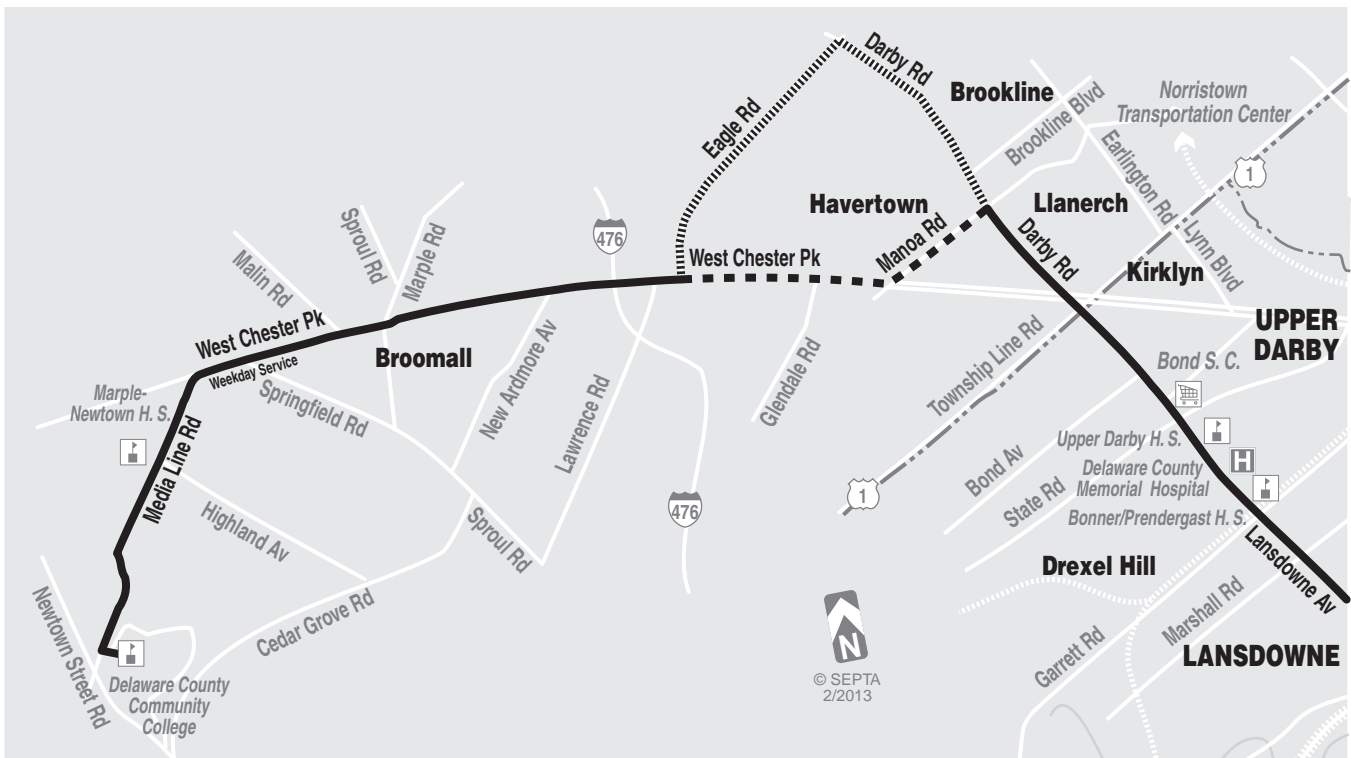


<b>LEGEND</b>	
	ROUTE UNCHANGED
	ALTERNATE ROUTE ADDED

# FY 2014 ANNUAL SERVICE PLAN

## ROUTE 115

### Proposed Changes

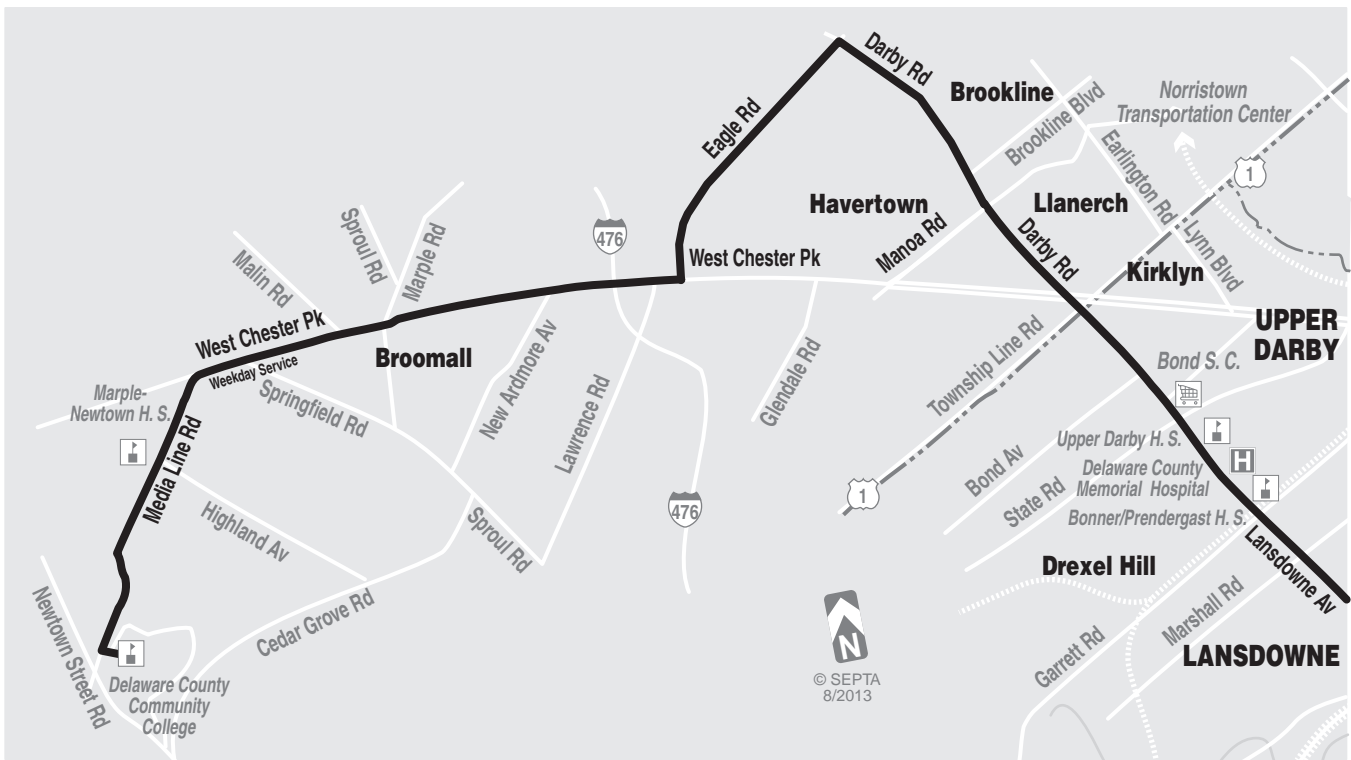


LEGEND	
	ROUTE UNCHANGED
	ALTERNATE ROUTE TO BECOME BASE ROUTE
	BASE ROUTE TO BECOME ALTERNATE ROUTE

# FY 2014 ANNUAL SERVICE PLAN

## ROUTE 115

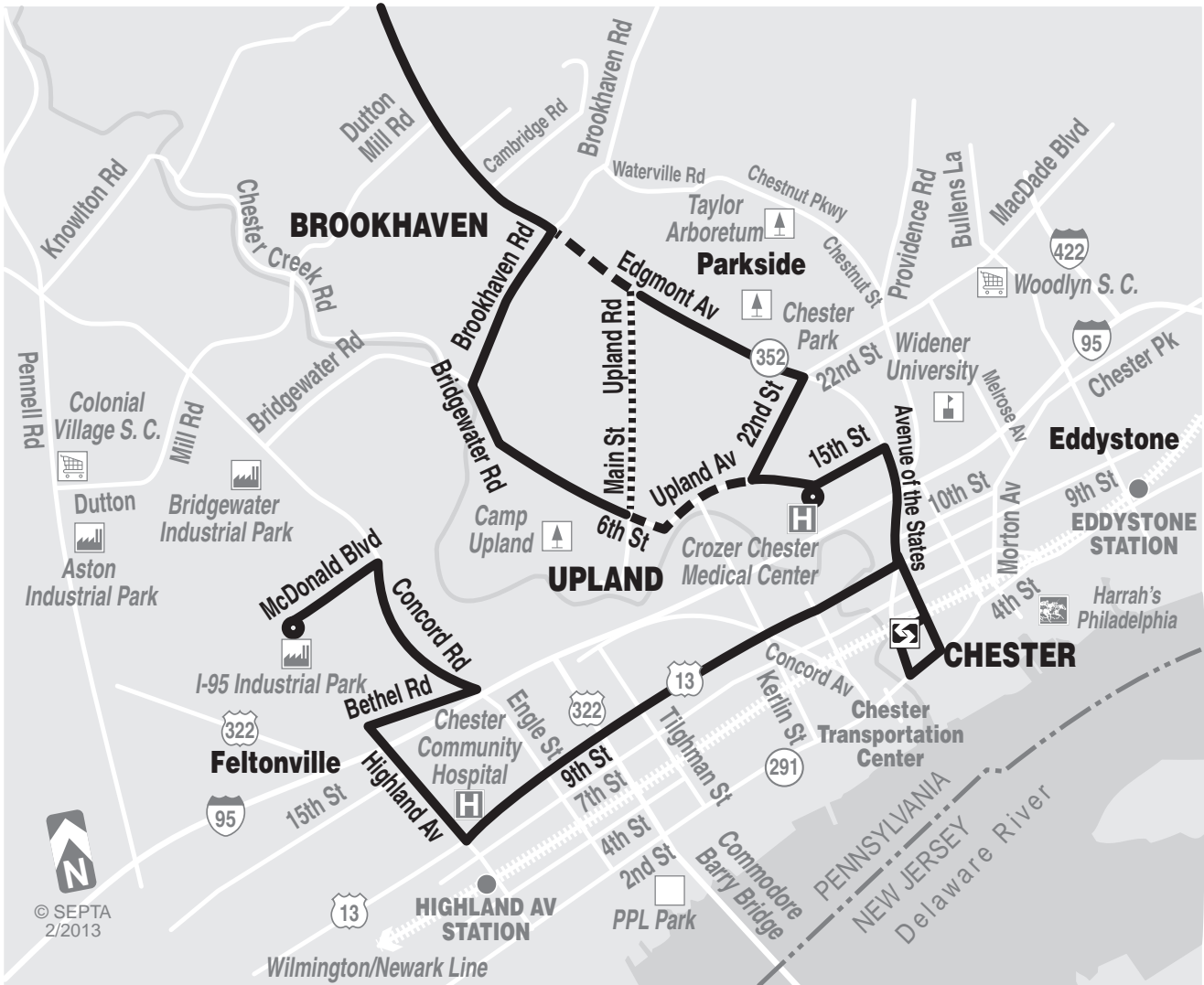
### If Proposed Changes are Implemented



# FY 2014 ANNUAL SERVICE PLAN

## ROUTE 117

### Proposed Changes

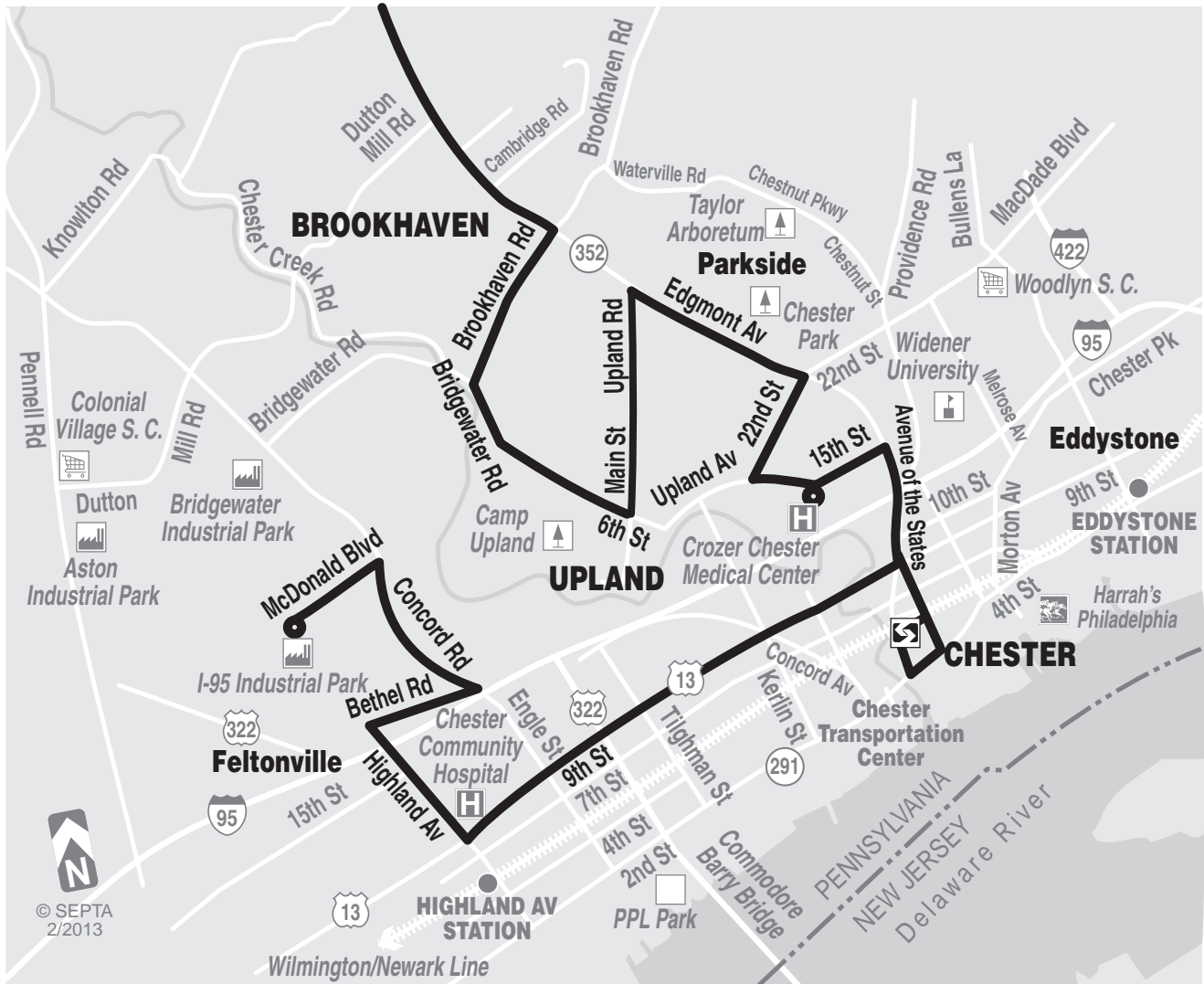


LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED

# FY 2014 ANNUAL SERVICE PLAN

# ROUTE 117

## If Proposed Changes are Implemented



## **PROJECT COST/REVENUE SUMMARY CHARTS**

# **COST METHODOLOGY EXPLANATION**

## **City and Suburban Transit Divisions**

The costing of Annual Service Plan items for City and Suburban Transit Divisions utilize the cost factors listed in the Annual Route Performance Review section. Project costs are based on a FTA recommended cost model. Unit cost components used are vehicle miles, work hours, and peak vehicle expense. While fully allocated, vehicle mile and work hour costs are used for all planning projects; an incremental, not fully allocated, peak vehicle cost is used. The peak vehicle cost captures the incremental overhead costs associated with route change proposals that include those overhead expenses that vary in relation to the amount of service provided, such as supervision and to a lesser extent, revenue collection, procurement and human resources. For example, the incremental peak vehicle overhead expenses for CTD (\$38,270) represent 23% of the CTD fully allocated bus peak vehicle rate of \$168,100.

For the purpose of the Annual Route Performance Review, fully allocated peak vehicle expenses are used, which include all overhead costs since the review provides a system-wide comparison. These overhead expenses are required by the Authority, but generally do not vary directly with the service provided. For example, storerooms, facility maintenance, finance and police are not applicable.

## **Regional Rail Division**

The costing of Annual Service Plan items for Regional Rail Division utilizes the cost factors listed in the Annual Route and Station Performance Review Section.

### Proposed Route 3

Annual	Existing	Proposed	Change
Miles	440,980	443,279	2,299
Hours	55,461	55,635	174
Peak Vehicles	13	13	0
Passengers	3,022,416	3,030,776	8,360
Revenue	\$3,031,483	\$3,039,868	\$8,385
Expenses - Fully Allocated	\$7,134,143	\$7,153,263	\$19,120
Net Cost - Fully Allocated	\$4,102,660	\$4,113,395	\$10,735
Operating Ratio - Fully Allocated	42%	42%	0%
Incremental Expenses	\$5,429,193	\$5,448,313	\$19,120

### Proposed Route 73

Annual	Existing	Proposed	Change
Miles	183,640	203,837	20,197
Hours	23,288	23,288	0
Peak Vehicles	6	6	0
Passengers	916,856	945,042	28,186
Revenue	\$916,856	\$945,042	\$28,186
Expenses - Fully Allocated	\$3,081,534	\$3,058,664	-\$22,870
Net Cost - Fully Allocated	\$2,164,678	\$2,113,622	-\$51,056
Operating Ratio - Fully Allocated	30%	31%	0%
Incremental Expenses	\$2,294,610	\$2,271,740	-\$22,870

### Proposed Route 84

Annual	Existing	Proposed	Change
Miles	441,810	445,378	3,568
Hours	37,795	37,795	0
Peak Vehicles	8	8	0
Passengers	1,209,813	1,237,999	28,186
Revenue	\$1,209,813	\$1,237,999	\$28,186
Expenses - Fully Allocated	\$5,280,837	\$5,289,401	\$8,564
Net Cost - Fully Allocated	\$4,071,024	\$4,051,402	-\$19,622
Operating Ratio - Fully Allocated	23%	23%	0%
Incremental Expenses	\$4,231,599	\$4,240,163	\$8,564



## Proposed Route 115

Annual	Existing	Proposed	Change
Miles	220,528	222,335	1,806
Hours	15,309	16,626	1,317
Peak Vehicles	4	4	0
Passengers	298,770	317,475	18,705
Revenue	\$358,524	\$380,970	\$22,446
Expenses - Fully Allocated	\$1,865,402	\$1,948,070	\$82,669
Net Cost - Fully Allocated	\$1,506,878	\$1,567,100	\$60,223
Operating Ratio - Fully Allocated	19%	20%	0%
Incremental Expenses	\$1,554,362	\$1,637,030	\$82,669

## Proposed Route 117

Annual	Existing	Proposed	Change
Miles	390,532	417,716	27,184
Hours	32,723	33,398	675
Peak Vehicles	6	6	0
Passengers	629,680	715,175	85,495
Revenue	\$755,616	\$858,210	\$102,594
Expenses - Fully Allocated	\$3,524,295	\$3,630,992	\$106,697
Net Cost - Fully Allocated	\$2,768,679	\$2,772,782	\$4,103
Operating Ratio - Fully Allocated	21%	24%	2%
Incremental Expenses	\$3,057,735	\$3,164,432	\$106,697

## **COMMUNITY BENEFIT ANALYSIS COMPUTATIONS**

*Note: All calculations are annualized using 255 weekdays, 52 Saturdays and 58 Sundays, unless otherwise noted.*

## Proposed Route 3

SERVICE	BENEFIT	EXISTING		PROPOSED	
	POINTS	Psgrs	Points	Psgrs	Points
<b><u>Weekday</u></b>					
Ridership	1.0	10,008	10,008	10,008	10,008
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			10,008		10,008
<b><u>Saturday</u></b>					
Ridership	1.0	6,005	6,005	6,079	6,079
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			6,005		6,079
<b><u>Sunday</u></b>					
Ridership	1.0	2,802	2,802	2,876	2,876
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			2,802		2,876
<b><u>Total Annualized Points</u></b>			3,026,816		3,034,956
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			3,026,816		3,034,956
Annual Expenses			\$5,429,193		\$5,448,313
FBS			0.56		0.56

## Proposed Route 73

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<b><u>Weekday</u></b>					
Ridership	1.0	3,122	3,122	3,212	3,212
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	1,018	(407)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			3,122		2,805
<b><u>Saturday</u></b>					
Ridership	1.0	1,271	1,271	1,336	1,336
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	496	(198)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			1,271		1,138
<b><u>Sunday</u></b>					
Ridership	1.0	1,012	1,012	1,043	1,043
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	361	(144)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			1,012		899
<b><u>Total Annualized Points</u></b>			920,898		826,498
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			920,898		826,498
Annual Expenses			\$2,294,610		\$2,271,740
FBS			0.40		0.36

## Proposed Route 84

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<b><u>Weekday</u></b>					
Ridership	1.0	4,255	4,255	4,345	4,345
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			4,255		4,345
<b><u>Saturday</u></b>					
Ridership	1.0	1,271	1,271	1,336	1,336
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			1,271		1,336
<b><u>Sunday</u></b>					
Ridership	1.0	1,012	1,012	1,044	1,044
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			1,012		1,044
<b><u>Total Annualized Points</u></b>			1,209,813		1,237,999
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			1,209,813		1,237,999
Annual Expenses			\$4,231,599		\$4,240,163
FBS			0.29		0.29

## Proposed Route 115

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<b><u>Weekday</u></b>					
Ridership	1.0	1,041	1,041	1,245	1,245
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	371	(148)
Decr. Walking Distance	0.4	0	0	0	0
Incr. Walking Distance	-0.4	0	0	4	(2)
Total			1,041		1,095
<b><u>Saturday</u></b>					
Ridership	1.0	0	0	0	0
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decr. Walking Distance	0.4	0	0	0	0
Incr. Walking Distance	-0.4	0	0	0	0
Total			0		0
<b><u>Sunday</u></b>					
Ridership	1.0	0	0	0	0
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decr. Walking Distance	0.4	0	0	0	0
Incr. Walking Distance	-0.4	0	0	0	0
Total			0		0
<b><u>ANNUALIZED</u></b>			265,455		279,225
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			265,455		279,225
Annual Expenses			\$1,606,641		\$1,689,310
FBS			0.17		0.17

## Proposed Route 117

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<b><u>Weekday</u></b>					
Ridership	1.0	2,194	2,194	2,375	2,375
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	724	290
Added Travel Time	-0.4	0	0	746	(298)
Decr. Walking Distance	0.4	0	0	0	0
Incr. Walking Distance	-0.4	0	0	25	(10)
Total			2,194		2,356
<b><u>Saturday</u></b>					
Ridership	1.0	900	900	1,075	1,075
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	342	137
Added Travel Time	-0.4	0	0	475	(190)
Decr. Walking Distance	0.4	0	0	0	0
Incr. Walking Distance	-0.4	0	0	20	(8)
Total			900		1,014
<b><u>Sunday</u></b>					
Ridership	1.0	700	700	925	925
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	163	65
Added Travel Time	-0.4	0	0	381	(152)
Decr. Walking Distance	0.4	0	0	0	0
Incr. Walking Distance	-0.4	0	0	10	(4)
Total			700		834
<b><u>ANNUALIZED</u></b>			646,870		701,909
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			646,870		701,909
Annual Expenses			\$3,524,295		\$3,630,992
FBS			0.18		0.19

# **ANNUAL ROUTE AND STATION PERFORMANCE REVIEW**

## **DEFINITIONS AND CHARTS**



## City and Suburban Transit Divisions and Regional Rail Division

### Definitions

**Fully Allocated Cost** = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x fully allocated unit cost)

**Incremental Cost** = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x incremental unit cost)

**Revenue** = passenger revenue + senior citizen subsidy

**Passengers** = number of total boardings, i.e., "unlinked" passengers

### **FY 2014 Annual Service Plan Operating Costs and Average Fares**

*Based on the Route Operating Ratio Report Issued December, 2012*

DIVISION	UNIT COSTS				
	Hours	Miles	Peak Veh. Incr. Cost	Peak Veh. Full Cost	Average Fare
CITY TRANSIT					
Bus	\$56.98	\$4.00	\$38,850	\$170,000	\$1.00
Trolley	\$56.98	\$7.31	\$48,690	\$307,000	\$1.00
Trackless	\$56.98	\$2.57	\$34,560	\$193,600	\$1.00
High Speed	\$21.33	\$2.60	\$89,750	\$576,600	\$1.00
SUBURBAN TRANSIT – VICTORY					
Bus	\$59.41	\$2.45	\$26,300	\$103,900	\$1.20
Trolley	\$59.41	\$5.17	\$54,860	\$207,000	\$1.20
NHSL	\$59.41	\$3.37	\$48,770	\$480,800	\$1.20
SUBURBAN TRANSIT – FRONTIER					
Bus	\$50.92	\$1.99	\$25,890	\$84,900	\$1.39
REGIONAL RAIL*	\$111.41	\$3.32	\$65,130	\$459,800	\$3.81

\* AMTRAK Access = \$8.47 per train mile over AMTRAK-owned trackage

### Contract Operations

#### Fiscal Year 2014 Annual Service Plan Operating Costs and Average Fares

Routes under contract with Trenton-Philadelphia Coach Company cost an average of \$106.48 per vehicle hour to operate (310 and LUCY). Krapf Coaches charges SEPTA \$60.03 on Route 204 and \$57.36 on Route 205.

Route 310 and LUCY utilizes the average City Transit fare of \$1.00, while Routes 204 and 205 utilize the average Suburban Transit (Frontier) fare of \$1.39.

**CITY TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

<u>CTD Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Oper. Ratio</u>
78	3	2,072	30,580	0	207	52,785	\$200,583	\$240,385	83%
60		52,796	385,010	12	13,079	3,949,858	\$3,961,708	\$6,588,409	60%
54		42,241	289,430	10	9,560	2,887,120	\$2,895,781	\$5,264,654	55%
47M		10,488	67,900	4	2,685	810,870	\$813,303	\$1,549,217	52%
11		53,836	505,249	13	18,274	5,555,296	\$5,571,962	\$10,752,505	52%
MFSE		484,577	9,619,155	144	194,882	58,661,657	\$ 58,837,642	\$119,409,687	49%
33		79,265	542,340	20	15,684	4,736,568	\$ 4,750,778	\$10,085,959	47%
6		38,525	282,110	9	7,411	2,238,122	\$ 2,244,836	\$4,853,633	46%
8		12,724	111,580	4	3,343	852,465	\$ 855,022	\$1,851,346	46%
59		25,418	198,452	7	4,846	1,463,492	\$1,467,882	\$3,313,565	44%
79		32,901	197,400	8	5,843	1,764,586	\$1,769,880	\$4,024,332	44%
26		66,601	539,710	17	12,766	3,855,332	\$ 3,866,898	\$8,843,832	44%
BSS		398,590	7,215,436	105	128,076	38,552,619	\$ 38,668,277	\$88,957,026	43%
46		32,089	204,670	8	5,726	1,729,252	\$1,734,440	\$4,007,143	43%
3		55,461	440,980	13	10,008	3,022,416	\$ 3,031,483	\$7,134,143	42%
56	2	58,385	498,190	18	11,563	3,492,026	\$3,502,502	\$8,267,756	42%
52		94,529	737,110	23	17,010	5,137,020	\$5,152,431	\$12,244,797	42%
17		78,471	538,610	22	14,393	4,346,686	\$ 4,359,726	\$10,365,796	42%
34		57,048	449,607	18	16,268	4,945,472	\$4,960,308	\$12,063,729	41%
15B		33,403	276,835	14	11,329	1,722,008	\$1,727,174	\$4,200,676	41%
29		30,334	223,900	9	5,567	1,681,234	\$ 1,686,278	\$4,154,062	41%
10		55,386	510,091	19	16,845	5,120,880	\$5,136,243	\$12,718,225	40%
66		60,977	557,226	16	10,520	3,177,040	\$3,186,571	\$8,004,201	40%
23		142,898	1,227,700	31	23,756	7,174,312	\$ 7,195,835	\$18,323,271	39%
13		56,544	458,822	19	15,906	4,835,424	\$4,849,930	\$12,409,381	39%
47		116,920	971,440	29	19,689	5,946,078	\$5,963,916	\$15,477,979	39%
16		16,904	154,450	12	7,759	856,594	\$ 859,164	\$2,274,607	38%
36		62,040	631,503	21	17,536	5,330,944	\$5,346,937	\$14,599,020	37%
42		86,428	612,922	18	12,575	3,797,650	\$ 3,809,043	\$10,436,442	36%
65		55,837	575,810	14	9,329	2,817,358	\$2,825,810	\$7,864,888	36%
70		57,908	609,320	12	9,174	2,770,548	\$2,778,860	\$7,776,936	36%
71	2	3,368	35,600	1	364	92,820	\$93,098	\$266,312	35%
75		22,436	175,913	7	3,549	1,071,798	\$1,075,013	\$3,085,722	35%
18	2	114,700	1,140,640	33	18,843	5,690,586	\$ 5,707,658	\$16,633,726	34%
64		41,771	376,840	8	5,863	1,770,626	\$1,775,938	\$5,247,513	34%
R		58,260	532,920	12	8,182	2,470,964	\$2,478,377	\$7,491,393	33%
48		62,994	422,140	15	8,536	2,577,872	\$2,585,606	\$7,828,021	33%
21		73,623	522,118	15	9,487	2,865,074	\$ 2,873,669	\$8,833,584	33%
80		4,692	48,970	1	804	205,020	\$205,635	\$633,235	32%
31		33,725	294,230	8	4,742	1,432,084	\$ 1,436,380	\$4,458,604	32%
C		72,583	653,400	25	10,155	3,066,810	\$3,076,010	\$9,554,452	32%
2		49,357	368,340	14	6,951	2,099,202	\$ 2,105,500	\$6,665,771	32%
58	1	71,152	796,520	15	9,930	2,998,860	\$3,007,857	\$9,790,392	31%
43		31,173	278,400	7	4,126	1,246,052	\$1,249,790	\$4,079,869	31%
K		58,691	549,620	17	8,265	2,496,030	\$2,503,518	\$8,432,752	30%
40		53,953	468,920	11	6,586	1,988,972	\$ 1,994,939	\$6,819,976	29%
15		30,161	279,866	14	11,329	1,722,008	\$1,727,174	\$5,913,704	29%
G		91,284	1,021,576	27	13,308	4,019,016	\$4,031,073	\$13,877,758	29%

**CITY TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

<b>CTD</b>	<b>Vehicle</b>	<b>Vehicle</b>	<b>Peak</b>	<b>Weekday</b>	<b>Annual</b>	<b>Passenger</b>	<b>Fully Allocated</b>	<b>Oper.</b>	
<b>Route</b>	<b>Note</b>	<b>Hours</b>	<b>Miles</b>	<b>Vehicles</b>	<b>Passengers</b>	<b>Passengers</b>	<b>Revenue</b>	<b>Expenses</b>	<b>Ratio</b>
22		45,163	539,470	9	5,960	1,799,920	\$ 1,805,320	\$6,261,313	29%
73		23,288	183,640	6	2,904	877,008	\$879,639	\$3,081,534	29%
4		18,312	167,320	13	6,280	693,312	\$ 695,392	\$2,464,116	28%
1	2	31,241	370,070	10	3,700	1,061,900	\$ 1,065,086	\$3,826,483	28%
12		27,248	202,300	4	2,774	837,748	\$ 840,261	\$3,041,818	28%
57		91,629	884,830	24	11,620	3,509,240	\$3,519,768	\$12,840,432	27%
5		35,896	308,930	10	4,443	1,341,786	\$ 1,345,811	\$4,981,110	27%
25		39,135	391,560	10	4,808	1,452,016	\$ 1,456,372	\$5,496,191	26%
39		24,273	189,310	6	2,728	823,856	\$ 826,328	\$3,160,340	26%
53		25,132	194,580	5	2,592	782,784	\$785,132	\$3,060,366	26%
14	1, 2	112,217	1,279,250	27	12,828	3,874,056	\$ 3,885,678	\$15,283,865	25%
7		49,793	431,450	12	5,488	1,657,376	\$ 1,662,348	\$6,603,055	25%
XH		39,028	373,774	12	4,640	1,401,280	\$1,405,484	\$5,758,950	24%
H		47,702	456,836	15	5,671	1,712,642	\$1,717,780	\$7,095,452	24%
62		3,392	42,692	1	505	128,775	\$129,161	\$534,048	24%
J		29,309	259,330	7	3,031	915,362	\$918,108	\$3,897,376	24%
20	1	62,618	740,018	14	6,873	2,075,646	\$ 2,081,873	\$8,908,108	23%
61		45,069	384,228	11	4,578	1,382,556	\$1,386,704	\$5,974,989	23%
L	2	70,071	693,110	15	6,984	2,109,168	\$2,115,496	\$9,158,576	23%
19	1	16,283	184,170	5	1,895	572,290	\$ 574,007	\$2,514,502	23%
84	1	37,795	441,810	8	3,970	1,198,940	\$1,202,537	\$5,280,837	23%
50	1	25,576	302,242	4	2,297	758,010	\$760,284	\$3,346,314	23%
"400"		35,355	295,760	61	17,100	3,060,000	\$3,069,180	\$13,567,603	23%
9	1	46,993	506,200	12	5,011	1,513,322	\$ 1,517,862	\$6,742,508	23%
32		50,260	497,480	13	5,229	1,579,158	\$ 1,583,895	\$7,063,785	22%
24	1	28,964	279,000	8	2,967	896,034	\$ 898,722	\$4,126,398	22%
30		17,017	144,460	4	1,596	481,992	\$ 483,438	\$2,227,486	22%
<b>Minimum Acceptable Operating Ratio 22% (60% of City Transit Average of 36%)</b>									
44	1	44,250	516,290	13	4,778	1,442,956	\$1,447,285	\$6,796,569	21%
28	1	22,174	261,950	5	2,150	649,300	\$ 651,248	\$3,161,297	21%
67	1, 2	49,396	557,390	13	4,873	1,471,646	\$1,476,061	\$7,227,193	20%
55	1	61,564	713,400	12	5,559	1,678,818	\$1,683,854	\$8,367,578	20%
38		39,619	379,900	9	3,405	1,028,310	\$ 1,031,395	\$5,307,130	19%
37	1, 2	47,850	652,870	11	4,467	1,349,034	\$ 1,353,081	\$7,022,365	19%
88	1	30,231	288,280	7	2,363	713,626	\$715,767	\$4,065,713	18%
<b>Minimum Acceptable Operating Ratio 18% For Routes with Suburban Characteristics</b>									
89		26,301	277,860	6	1,997	603,094	\$604,903	\$3,630,097	17%
27	1	63,766	876,200	17	4,939	1,491,578	\$ 1,496,053	\$10,028,250	15%
77	1	14,819	152,210	3	925	279,350	\$280,188	\$1,963,241	14%
68	1	17,052	295,170	3	1,220	368,440	\$369,545	\$2,662,320	14%
35	1	10,367	85,130	2	310	93,620	\$ 93,901	\$1,271,242	7%

Source: FY 2012 Route Operating Ratio Report

**Notes:**

- 1 -- Routes with Suburban Characteristics
- 2 -- Routes with external operating subsidy or Job Access Reverse Commute grant funding
- 3 -- Revenue is calculated with a higher average fare to reflect routes with three or more fare zone

**SUBURBAN TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

<u>STD Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Oper. Ratio</u>
109	1	41,410	475,468	8	4,931	1,415,200	\$1,695,127	\$4,334,864	39%
113	1	62,692	677,244	13	7,127	2,045,450	\$2,450,040	\$6,731,419	36%
98		14,480	163,849	3	1,090	324,820	\$451,500	\$1,317,172	34%
96	1	22,233	348,262	6	1,819	542,060	\$753,463	\$2,285,791	33%
108	1, 3	58,474	611,487	11	5,977	1,715,400	\$2,054,706	\$6,334,797	32%
91		303	3,833	0	0	5,200	\$7,228	\$23,037	31%
102		23,209	213,925	8	3,576	1,072,950	\$1,285,180	\$4,141,267	31%
126		8,668	81,551	3	879	241,730	\$289,544	\$1,026,465	28%
101		29,537	345,189	11	4,440	1,331,880	\$1,595,326	\$5,817,111	27%
105	1	18,303	219,357	4	1,524	437,390	\$523,906	\$1,963,250	27%
103		16,411	143,578	4	1,345	369,880	\$443,042	\$1,742,344	25%
90		11,009	93,671	2	590	167,560	\$232,908	\$916,255	25%
NHSL		43,043	869,465	16	9,465	2,764,200	\$3,310,959	\$13,180,082	25%
94	1	9,922	188,340	3	560	166,880	\$231,963	\$938,338	25%
110	1	24,643	313,806	6	2,032	583,180	\$698,533	\$2,838,454	25%
104		41,010	606,965	9	3,432	984,980	\$1,179,809	\$4,858,570	24%
106		7,680	65,146	3	654	179,850	\$215,424	\$927,576	23%
124	1, 2	32,545	661,892	9	1,715	511,070	\$833,044	\$3,715,937	22%
131		8,015	75,982	3	460	130,640	\$181,590	\$813,558	22%
114		27,545	369,972	6	2,024	580,890	\$695,790	\$3,166,281	22%
118		8,010	124,246	3	727	199,930	\$239,476	\$1,091,976	22%
129	1	20,150	420,139	4	920	274,160	\$381,082	\$1,751,609	22%
120		6,346	144,863	2	585	167,900	\$201,111	\$939,729	21%
112		18,405	175,117	5	1,323	363,830	\$435,796	\$2,041,977	21%
123		17,903	345,011	4	1,443	414,140	\$496,057	\$2,324,495	21%
132	1	10,771	185,029	2	451	134,400	\$186,816	\$893,686	21%
115	1	18,144	290,828	4	1,041	298,770	\$357,867	\$1,727,387	21%
97		15,823	161,678	2	625	186,250	\$258,888	\$1,296,379	20%
93		27,384	413,172	6	1,300	387,400	\$538,486	\$2,723,760	20%
117		34,363	490,347	7	2,194	629,680	\$754,231	\$3,970,157	19%
99		29,095	395,694	7	1,295	385,910	\$536,415	\$2,861,061	19%
127	1	9,558	188,298	2	417	118,430	\$164,618	\$900,509	18%
111	1	25,697	346,754	6	1,554	446,000	\$534,219	\$2,983,757	18%
304	5	827	16,419	1	130	13,000	\$18,070	\$102,710	18%
130	1	15,253	280,387	4	631	188,040	\$261,376	\$1,507,716	17%
107		18,045	199,045	5	1,041	286,280	\$342,906	\$2,079,215	16%

**SUBURBAN TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

<u>STD Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Oper. Ratio</u>
125	1, 2	38,379	712,121	10	1,800	516,600	\$831,726	\$5,052,668	16%
201		3,563	37,566	1	151	38,510	\$53,529	\$340,866	16%
206	1	4,718	75,469	2	205	52,280	\$72,669	\$487,759	15%
<b>Minimum Acceptable Operating Ratio 15% (60% of Suburban Transit Average of 25%)</b>									
95	1	15,874	220,482	6	600	170,400	\$236,856	\$1,657,894	14%
119		14,986	263,426	3	737	211,520	\$253,359	\$1,847,411	14%
139		10,637	205,100	3	415	118,690	\$164,979	\$1,203,370	14%
128	1	9,727	207,616	3	350	99,400	\$138,166	\$1,055,491	13%
116		4,744	29,192	2	235	59,930	\$71,784	\$561,161	13%
150		6,537	93,313	1	70	19,880	\$59,640	\$602,960	10%
134	1-4	4,484	45,141	2	100	28,400	\$39,476	\$429,821	9%
92		15,132	279,705	5	400	113,600	\$157,904	\$1,750,085	9%
133	6	2,630	34,641	1	65	16,120	\$22,407	\$259,544	9%

Source : FY 2012 Route Operating Ratio Report

**Notes:**

- 1 -- Routes that have external operating subsidies or Job Access Reverse Commute funding
- 2 -- Revenue is calculated with a higher average fare to reflect routes with three or more fare zone
- 3 -- Route 108 includes City Transit operating data (30% or entire route)
- 4 -- Route discontinued June 17, 2012
- 5 -- Route discontinued September 2, 2011
- 6 -- Route began September 6, 2011

**CONTRACT OPERATIONS**  
**Annual Route Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

<u>Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Oper. Ratio</u>
310		6,076	111,760	3	653	182,777	\$254,060	\$901,100	28%
204	1	8,836	135,650	3	194	56,653	\$78,748	\$520,180	15%
205	1	3,111	42,585	3	62	15,558	\$21,626	\$203,210	11%
316	2	13,159	89,860	8	2,185	557,204	\$100,854	\$1,136,000	9%

Source : FY 2012 Route Operating Ratio Report

**Notes:**

- 1 -- Routes 204 and 205 are fully funded through CMS/CMAQ grants as a function of FHWA US202 Reconstruction.
- 2 -- Route 316 (LUCY) has an external operating subsidy provided by the University City District

**REGIONAL RAIL DIVISION**  
**Annual Route Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

<u>Branch</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Cars</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Oper. Ratio</u>
Elwyn		47,336	1,030,906	22	10,321	2,840,305	\$11,077,190	\$17,403,422	64%
Norristown		35,647	984,688	22	10,114	2,911,854	\$10,278,845	\$17,681,057	58%
Warminster		51,231	1,297,537	20	8,492	2,476,132	\$9,855,005	\$19,979,488	49%
West Trenton		76,829	2,260,950	36	12,478	3,468,772	\$14,638,218	\$31,785,996	46%
Doylestown		116,098	3,085,079	40	16,429	4,682,402	\$19,291,496	\$42,237,899	46%
Paoli	1	121,629	3,277,226	65	21,096	6,008,243	\$24,994,291	\$55,587,067	45%
Airport	1	40,457	877,889	9	6,167	2,116,435	\$5,231,827	\$11,775,689	44%
Chestnut Hill East		32,593	705,573	11	5,621	1,603,551	\$5,019,115	\$11,931,972	42%
Cynwyd		1,607	36,216	2	622	158,711	\$512,637	\$1,224,983	42%
Fox Chase		26,770	569,937	14	5,238	1,412,119	\$4,377,569	\$10,730,774	41%
Wilmington		65,469	2,049,019	31	9,636	2,695,065	\$10,834,161	\$26,968,660	40%
Chestnut Hill West		31,209	667,053	14	5,694	1,609,198	\$4,812,577	\$12,582,816	38%
Trenton		83,035	2,864,487	34	11,392	3,271,655	\$13,381,069	\$38,810,547	34%

*Minimum Acceptable Operating Ratio 27% (60% of Regional Rail Average of 45%)*

Source : FY 2012 Route Operating Ratio Report

Notes:

1 -- Routes that have external operating subsidies or Job Access Reverse Commute funding

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

Station	Weekday Boarding	Weekday Alightings	Route(s)	Station	Weekday Boarding	Weekday Alightings	Route (s)
Suburban Station	24,198	24,198	All	Woodbourne	612	596	West Trenton
Market East Station	13,488	13,488	All except Cynwyd	Ivy Ridge	619	575	Manayunk-Norristown
30th Street Station	12,704	12,704	All	Claymont	619	610	Wilmington-Newark
Temple University	3,336	3,674	All except Cynwyd	Elkins Park	587	526	DOY, WAR, WTR
University City	2,289	2,872	AIR, ELW, NWK	Airport Terminal E & F	482	346	Airport
Jenkintown-Wyncote	1,655	1,583	DOY, WAR, WTR	Marcus Hook	472	538	Wilmington-Newark
Cornwells Heights	1,518	1,538	Trenton	Wissahickon T.C.	476	512	Manayunk-Norristown
Trenton	1,485	1,432	Trenton	Radnor	541	500	Paoli-Thorndale
Fox Chase	1,390	1,300	Fox Chase	Holmesburg Junction	547	476	Trenton
Lansdale	1,336	1,188	Lansdale-Doylestown	Wayne Junction	578	506	DOY, WAR, WTR, CHE, FOX
Paoli	1,293	1,277	Paoli-Thorndale	Hatboro	465	422	Warminster
Glenside	1,230	988	DOY, WAR	Pennbrook	503	435	Lansdale-Doylestown
Warminster	1,097	1,110	Warminster	Stenton	492	443	Chestnut Hill East
Fort Washington	1,029	893	Lansdale-Doylestown	Thorndale	485	482	Paoli-Thorndale
Torresdale	980	1,021	Trenton	Melrose Park	505	388	DOY, WAR, WTR
Bryn Mawr	918	934	Paoli-Thorndale	Haverford	453	413	Paoli-Thorndale
Fern Rock T.C.	841	1,001	DOY, WAR, WTR	Willow Grove	429	435	Warminster
Ardmore	867	881	Paoli-Thorndale	Secane	481	431	Media-Elwyn
Ambler	896	940	Lansdale-Doylestown	Lansdowne	434	446	Media-Elwyn
Wilmington	900	904	Wilmington-Newark	Queen Lane	433	408	Chestnut Hill West
North Wales	899	747	Lansdale-Doylestown	Elwyn	473	427	Media-Elwyn
Overbrook	752	704	Paoli-Thorndale	Chestnut Hill West	421	425	Chestnut Hill West
Somerton	842	786	West Trenton	Doylestown	388	377	Lansdale-Doylestown
Norristown T.C.	894	801	Manayunk-Norristown	Miquon	449	415	Manayunk-Norristown
Manayunk	694	721	Manayunk-Norristown	Devon	405	415	Paoli-Thorndale
Wynnewood	790	683	Paoli-Thorndale	Downingtown	470	386	Paoli-Thorndale
Swarthmore	718	712	Media-Elwyn	Spring Mill	379	393	Manayunk-Norristown
Conshohocken	686	685	Manayunk-Norristown	Chester	315	311	Wilmington-Newark
Strafford	687	724	Paoli-Thorndale	Elm St., Norristown	383	348	Manayunk-Norristown
Philmont	715	730	West Trenton	Carpenter	371	394	Chestnut Hill West
East Falls	733	592	Manayunk-Norristown	Bristol	347	368	Trenton
Narberth	687	653	Paoli-Thorndale	Forest Hills	401	364	West Trenton
Levittown	660	680	Trenton	Cheltenham Avenue	342	379	Chestnut Hill West
Exton	725	695	Paoli-Thorndale	Upsal	350	375	Chestnut Hill West
Langhorne	739	585	West Trenton	Yardley	353	355	West Trenton
Morton-Rutledge	720	630	Media-Elwyn	Eastwick	341	341	Airport
Airport Terminal B	495	544	Airport	Trevoise	412	321	West Trenton
Airport Terminal A	449	550	Airport	Rosemont	338	336	Paoli-Thorndale
Airport Terminal C&D	587	405	Airport	Cheltenham	368	348	Fox Chase
Bethayres	668	678	West Trenton	Primos	386	307	Media-Elwyn
Malvern	598	600	Paoli-Thorndale	Croydon	331	338	Trenton
Wayne	637	564	Paoli-Thorndale	Berwyn	338	311	Paoli-Thorndale
Media	660	578	Media-Elwyn	Clifton-Aldan	330	336	Media-Elwyn
Villanova	560	555	Paoli-Thorndale	Ryers	328	348	Fox Chase
Wyndmoor	560	614	Chestnut Hill East	Colmar	302	290	Lansdale-Doylestown

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review**  
**SEPTA FY 2014 Annual Service Plan**

Station	Weekday Boarding	Weekday Alightings	Route(s)	Station	Weekday Boarding	Weekday Alightings	Route (s)
Allen Lane	307	314	Chestnut Hill West	Curtis Park	119	98	Wilmington-Newark
Mount Airy	336	284	Chestnut Hill East	Allegheny	74	106	Manayunk-Norristown
Newark	337	324	Wilmington-Newark	Rydal	104	96	West Trenton
Whitford	323	287	Paoli-Thorndale	Highland Avenue	87	98	Wilmington-Newark
Sedgwick	245	302	Chestnut Hill East	Bala	89	90	Cynwyd
St. Davids	270	268	Paoli-Thorndale	Crestmont	70	84	Warminster
Wallingford	282	283	Media-Elwyn	Wynnefield Avenue	83	81	Cynwyd
Churchmans Crossing	291	316	Wilmington-Newark	Wister	62	75	Chestnut Hill East
Norwood	254	297	Wilmington-Newark	Crum Lynne	65	75	Wilmington-Newark
Roslyn	222	298	Warminster	<b>MINIMUM PERFORMANCE STANDARD OF 75 BOARDINGS OR ALIGHTINGS</b>			
Chestnut Hill East	261	288	Chestnut Hill East	Highland	73	62	Chestnut Hill West
Neshaminy Falls	286	256	West Trenton	49th Street	59	53	Media-Elwyn
Main St.	243	225	Manayunk-Norristown	Del Val College	65	59	Lansdale-Doylestown
Merion	291	215	Paoli-Thorndale	Eddystone	54	59	Wilmington-Newark
Oreland	260	244	Lansdale-Doylestown	New Britain	48	56	Lansdale-Doylestown
Ridley Park	243	228	Wilmington-Newark	Eddington	35	54	Trenton
North Philadelphia	211	217	CHW, Trenton	Link Belt	37	36	Lansdale-Doylestown
Gwynedd Valley	227	216	Lansdale-Doylestown	Angora	25	33	Media-Elwyn
West Trenton, NJ	250	242	West Trenton				
Prospect Park-Moore	226	218	Wilmington-Newark	AIR Airport			
Tacony	206	221	Trenton	CHE Chestnut Hill East			
Lawndale	218	218	Fox Chase	CHW Chestnut Hill West			
Gladstone	228	210	Media-Elwyn	DOY Lansdale-Doylestown			
Washington Lane	194	202	Chestnut Hill East	ELW Media-Elwyn			
Moylan-Rose Valley	147	257	Media-Elwyn	FOX Fox Chase			
Olney	184	230	Fox Chase	NWK Wilmington-Newark			
Daylesford	207	196	Paoli-Thorndale	WAR Warminster			
St. Martins	221	184	Chestnut Hill West	WTR West Trenton			
Bridesburg	172	188	Trenton				
Glenolden	191	201	Wilmington-Newark				
North Hills	223	201	Lansdale-Doylestown				
Noble	182	202	West Trenton				
Penllyn	199	168	Lansdale-Doylestown				
Folcroft	173	159	Wilmington-Newark				
North Broad	135	123	Man.-Ntn, Lan.-Doy.				
Ardsley	151	150	Warminster				
Chalfont	139	134	Lansdale-Doylestown				
Tulpehocken	158	155	Chestnut Hill West				
Sharon Hill	126	136	Wilmington-Newark				
Gravers	123	138	Chestnut Hill East				
Meadowbrook	132	124	West Trenton				
Cynwyd	136	128	Cynwyd				
Germantown	87	128	Chestnut Hill East				
Fortuna	104	113	Lansdale-Doylestown				
Darby	101	104	Wilmington-Newark				
Fernwood-Yeadon	110	109	Media-Elwyn				



**REGIONAL RAIL DIVISION  
Annual Station Performance Review  
SEPTA FY 2014 Annual Service Plan**

**Low Station Performance Overview**

**Highland Station**

- This station is located on the Chestnut Hill West Line 0.5 miles from Chestnut Hill West and 0.5 miles from St. Martins Station.
- A 61-space parking lot provides off street parking.
- The station area is not served by surface transit directly, but bus Route 23 operates nearby on Germantown Avenue and connects with the Broad Street Line at Erie Avenue Station.
- Current ridership totals 73 boardings and 62 alightings.
- The station's close proximity to Chestnut Hill West and St. Martins, both of which offer heated waiting rooms, ticket offices and parking, contributes to its lesser utilization. The station continues to serve as an overflow facility when parking demand increases at Chestnut Hill West.

**Highland Station falls just below the economic threshold of 75 weekday boardings or 75 alightings. However, the available parking capacity makes this station a convenient alternative to Chestnut Hill West or Chestnut Hill East Stations when parking demand increases.**

**Delaware Valley College Station**

- This station is located on the Lansdale/Doylestown Line 1.5 miles from Doylestown and 1.3 miles from New Britain.
- Del Val College Station has no SEPTA owned off-street parking, but is located on the campus of Delaware Valley College where parking is available.
- The station area is not directly served by surface transit with Route 55 being the closest route on Easton Road. Route 55 connects with the Broad Street Line at Olney Transportation Center.
- Current ridership totals 65 boardings and 59 alightings.
- Investment has been made at Del Val College with the installation of a high level platform and passenger shelter.
- These new improvements have contributed towards enhanced security for passengers using the station and helps in attracting more riders in the future.

**Delaware Valley College falls below the economic threshold of 75 weekday boardings or 75 alightings. However, it is hoped that recent infrastructure improvements and reduced travel times to Center City will attract more ridership.**

## Low Station Performance Overview

### 49<sup>th</sup> Street Station

- This station is located on the Media/Elwyn Line 1.5 miles from University City and 1.2 miles from Angora.
- 49<sup>th</sup> Street has no off-street parking.
- The station area is served by surface transit Route 13 offering direct service to Center City.
- Current weekday ridership totals 59 boardings and 53 alightings.
- Investment has been made at 49<sup>th</sup> Street with the installation of accessible mini-high level platforms. More recently, new staircases have been installed.
- These improvements will hopefully contribute towards enhanced security for passengers using the station and will help to attract future riders.

**49<sup>th</sup> Street falls below the economic threshold of 75 weekday boardings or 75 alightings. As a result, an adjustment to six peak trains was enacted in January, 2012 to bypass 49<sup>th</sup> Street. Hourly service was maintained. Excellent alternate service is available on Trolley Route 13.**

**On Saturdays there are 79 total trips and 67 total trips on Sundays.**

### Eddystone Station

- This station is located on the Marcus Hook/Wilmington Line 1.2 miles from Crum Lynne and 1.1 miles from Chester Transportation Center.
- A small 12-space parking lot provides off street parking.
- The station area is also served by bus Route 37, which connects with the Broad Street Line at Snyder Station.
- Current ridership totals 54 boardings and 59 alightings.
- Investment has been made recently at Eddystone with the installation of new passenger shelters.
- These new improvements will improve the facility and security for passengers currently using the station, and will help to attract more riders.

**Eddystone falls below the economic threshold of 75 weekday boardings or 75 alightings. On weekends, there are 25 total trips on Saturdays and 19 total trips on Sundays. Due to the low weekend utilization, the close proximity of adjacent stations and the availability of alternate surface transit service, weekend service adjustments are under review.**

## Low Station Performance Overview

### New Britain Station

- This station is located on the Lansdale/Doylestown Line 1.8 miles from Chalfont and 1.3 miles from Del Val College.
- New Britain has a small 39-space parking lot.
- The station area is not directly served by surface transit with Route 55 being the closest route on Easton Road. Route 55 connects with the Broad Street Line at Olney Transportation Center.
- Current ridership totals 48 boardings and 56 alightings.
- Investment has been made at New Britain with the installation of an accessible high level platform and new passenger shelter.
- These new improvements have contributed towards enhanced security for passengers using the station and will help to attract future riders.

**New Britain falls below the economic threshold of 75 weekday boardings or 75 alightings. The recent investment at New Britain Station is expected to attract new ridership to the station.**

### Link Belt Station

- This station is located on the Lansdale/Doylestown Line 2.3 miles from Chalfont and 0.6 miles from Colmar.
- Link Belt has no off-street parking. Ridership is primarily reverse peak comprised of workers destined to a nearby auto parts packaging plant.
- Current ridership totals 37 boardings and 36 alightings.
- Investment has been made at Link Belt with the installation of an accessible high level platform.
- These new improvements have contributed towards enhanced security for passengers using the station and will help to attract future riders.

**Link Belt falls below the economic threshold of 75 weekday boardings or 75 alightings. Link Belt ridership on weekends was extremely low and taking into account the close proximity of Colmar Station, weekend service was suspended in December 2011.**

## Low Station Performance Overview

### Eddington Station

- This station is located on the Trenton Line 2.2 miles from Cornwells Heights and 1.6 miles from Croydon.
- Eddington has no off-street parking. Ridership is primarily reverse peak comprised of workers destined to a nearby industrial park.
- The station area is served by surface transit Route 133 which passes Cornwells Heights Station and connects with Route 66 in Morrell Park.
- Current ridership totals 35 boardings and 54 alightings.
- No Investment has been made at Eddington. A PennDOT plan to rebuild the Street Road interchange with Interstate Route I-95 will impact the station site. In addition, making the station ADA compliant will require costly track and signal adjustments on the Amtrak's Northeast Corridor. These major cost considerations have impacted the planning for this station.

**Eddington falls below the economic threshold of 75 weekday boardings or 75 alightings.**

**Weekend ridership is extremely low, 23 total trips on Saturday and 30 total trips on Sunday. Schedule adjustments are planned to reflect weekend utilization.**

### Angora Station

- This station is located on the Media/Elwyn Line 1.0 mile from Fernwood/Yeadon and 1.2 miles from 49<sup>th</sup> Street.
- Angora has no off-street parking.
- The station area is served by surface transit Route 34 offering direct service to Center City.
- Current weekday ridership totals 25 boardings and 33 alightings.
- Investment has been made at Angora with staircases installed that will hopefully contribute towards enhanced security for passengers using the station and will help to attract future riders.

**Angora falls below the economic threshold of 75 weekday boardings or 75 alightings. As a result, an adjustment to six peak trains was enacted in January, 2012 to bypass Angora. Hourly service was maintained. Excellent alternate service is available on Trolley Route 34.**

**On Saturdays there are 47 total trips and 31 total trips on Sundays. A service adjustment is being considered to match service to current utilization.**



Southeastern Pennsylvania Transportation Authority

*Courtesy • Cleanliness • Communications • Convenience*

1234 Market Street, Philadelphia, Pa. 19107-3780

[www.septa.org](http://www.septa.org)