

Fiscal Year 2016 Annual Service Plan



**Service Planning Department
June 2015**

**FISCAL
YEAR
2016
ANNUAL
SERVICE
PLAN**

**Service Planning Department
June 2015**



TABLE OF CONTENTS

INTRODUCTION	1
ANNUAL SERVICE PLAN TIMELINE	2
I. SUMMARY AND LIST OF RECOMMENDED CHANGES	3
II. ANNUAL SERVICE PLAN PROCESS	5
III. EVALUATION PROCESS	6
IV. RECOMMENDED PROJECTS	8
V. NON-RECOMMENDED PROJECTS	12
VI. POST-IMPLEMENTATION REVIEW OF PRIOR YEAR'S CHANGES	22
VII. ANNUAL ROUTE AND STATION PERFORMANCE REVIEW	25
APPENDICES	27
PROJECT MAPS	28
PROJECT COSTS/REVENUE SUMMARY CHARTS	59
COMMUNITY BENEFIT ANALYSIS COMPUTATIONS	70
ANNUAL ROUTE AND STATION PERFORMANCE REVIEW	88
City Transit	90
Suburban Transit	92
Contract Operations	93
Regional Rail Division	94
Regional Rail Stations	95

INTRODUCTION

The Southeastern Pennsylvania Transportation Authority (SEPTA) is pleased to present its Annual Service Plan (ASP) for Fiscal Year 2016. 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.

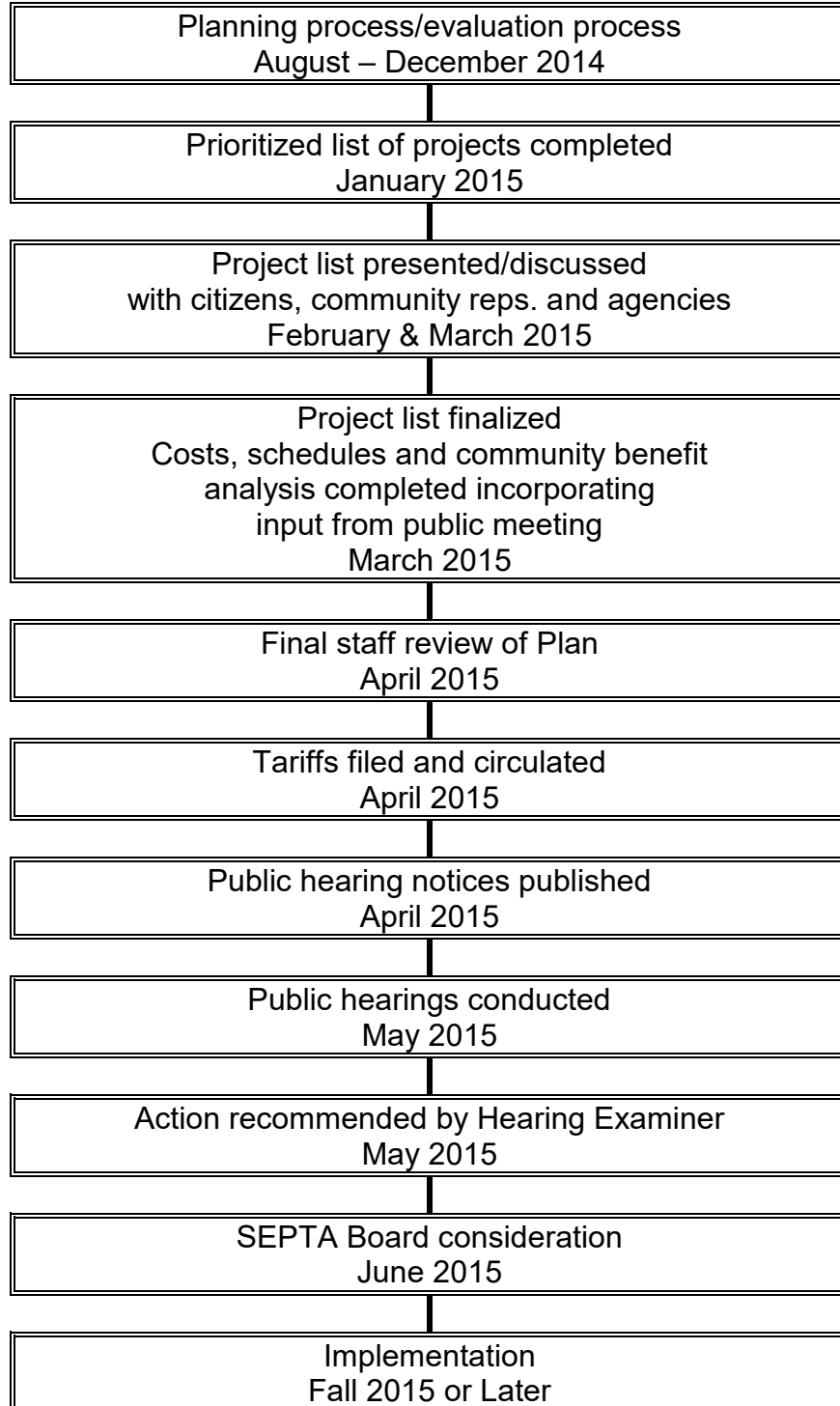
This year marks the 18th Annual Service Plan and its associated planning process. This and the previous efforts reflect SEPTA's ongoing commitment to improve the performance and productivity of transit routes and regional rail lines through careful measurement of both ridership changes and operating 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 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 2016 ANNUAL SERVICE PLAN TIMELINE

(Dates are Subject to Change)



I. SUMMARY AND LIST OF RECOMMENDED CHANGES

The Fiscal Year 2016 Annual Service Plan evaluated many of the over 400 suggestions received. Twelve are recommended for approval. The majority of the non-recommended suggestions consisted of route, service or capital concepts that would have increased SEPTA's operating budget without additional funding or operating resources, or would have violated SEPTA's Service Standards. Some suggestions have merit, but require further study to determine their overall feasibility.

Recommended Projects

Transit

- Route 23 split into two routes (Route 23 and create New Route 45)
- Frankford Transportation Center routing changes for improved safety – Routes 25, 26, 73, 84
- Route 12 extension to Dock Street & Columbia Avenue
- Route 40 extension to Front Street
- Route 53 extension via Hunting Park Avenue
- Route 55 minor route change at between Old York Rd and Broad Street northbound
- Route 64 minor route change at 33rd & Grays Ferry to reduce left turn delay at a non-signalized intersection
- Route 98 revision between Blue Bell and Plymouth Meeting
- Route 105 route rationalization to Paoli and Route 106 extension to Rosemont
[Deferred per Hearing Examiner's Recommendation]
- Route 119 service via Chichester Avenue
- Route 128 revision via Street Road and Parx Casino between Hulmeville Road & Richelieu Road
- Discontinue County Line Station on the Norristown High Speed Line (NHSL)
[Station to remain open for one year per Hearing Examiner's Recommendation]

Regional Rail

None

Service Standards and Process

- Amendments to the Service Standards and Process document that would address Major Service Changes, Station Economic Performance and Fare-Sales Coverage.

Non-Recommended Projects

Refer to the chart and descriptions beginning on page 12.

Route and Station Performance Review

In addition, ten routes fall below the operating performance standards set forth in the *Service Standards and Process* documents for each operating division. For City Transit, five routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, five routes fall below this *Standard*. For Regional Rail Division, no routes fall below the *Route Economic Performance Guideline Standard*. In regards to Regional Rail Stations, eight stations presently fall below the guideline of 75 boards or alights per weekday.

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 2016 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 August 31 of each year for consideration.**

Planning Process/Evaluation Process

Projects considered as part of the FY 2016 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 March 3, 2015, 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. The Citizen Advisory Committee (CAC) was briefed on March 30, 2015, and the Youth Advisory Council (YAC) provided commentary.

Budget Impact

Any item having a cost impact that is not included in SEPTA's Fiscal Year 2016 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

Category	Benefit Points	Category	Benefit Points
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 2016 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 2016 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.

Route 23 and New Route 45 – Splitting Route 23 for Improved Service

Route 23 travels between Chestnut Hill and South Philadelphia with service through Center City. With almost 24,000 average weekday riders, it is SEPTA's busiest surface route and presents on-going schedule adherence and loading challenges. To address these issues, SEPTA is proposing to split Route 23 into two distinct routes. Route 23 would travel between Chestnut Hill and Center City via Germantown Avenue and 12th Street, turning onto Chestnut and then 11th Street to resume northbound routing. New Route 45 would replace the southern portion of existing Route 23 and would travel north via 11th Street, turn left onto Noble Street and then resume southbound travel via 12th Street. This change would improve many of the issues that currently impact the route while still providing direct service to and from Center City for all passengers. It will be proposed that passengers needing to transfer between Routes 23 and 45 would be able to do so at no charge.

Routes 25, 26, 73, and 84 – Safety Improvements at Frankford Transportation Center

In order to improve passenger convenience at Frankford Transportation Center (FTC), SEPTA staff is proposing changes to the way Routes 25, 26, 73, and 84 enter and exit FTC. Route 26 trips that travel via Harbison would be eliminated (all trips would arrive and leave FTC via Frankford Avenue). Route 73 would replace those trips along Harbison Avenue, traveling via Harbison, Cheltenham, and Bustleton en route to the FTC. Route 25 would travel to FTC via Darrah Street and Pratt Street. Route 84 would retain its current Bridge Street routing but cross Frankford Avenue to enter the FTC.

These changes would improve passenger convenience and safety as riders would no longer exit Routes 25, 73, and 84 at the northeast corner of Bridge and Frankford and have to walk across Frankford Avenue to reach the FTC.

Route 53 – Hunting Park Avenue Extension

Route 53 operates from West Mt. Airy to Hunting Park Station. In response to requests from the public, a route extension along Hunting Park Avenue between 9th and G streets is being considered. The extension aims to address the transit needs of the rapidly developing Hunting Park Avenue Corridor while providing direct connections to a number of other area routes including Routes 4, 47, and 57. Recent development in this area includes the Nueva Esperanza Academy Charter School, Fortaleza Rehab Center, and Hunting Park Plaza. Initially, this extension would provide mid-day service on weekdays, and weekends between 9:00 AM and 6:30 PM. On all other trips, Route 53 would follow its current routing and terminate at Hunting Park Station.

Routes 12 and 40 – Penn’s Landing Access Improvements

To better integrate bus service into future developments near Penn's Landing it has been proposed to extend the eastern termini of Routes 12 and 40. Route 12, which originates from 50th and Woodland Avenue, would have its eastern terminus extended from 3rd and Pine Streets to Columbus Boulevard and Dock Street. This extension would provide an access to Penn's Landing as well as a direct connection to Route 25 that serves points south, including Columbus Commons and Pier 70 shopping centers.

Route 40, which originates in West Park, would have its eastern terminus extended from 2nd and South Streets to Front and South Streets. This extension would provide improved access to Penn's Landing via a connection to the South Street pedestrian bridge. Additionally, the new terminus location would allow for a second bus, which will result in improved service on the route.

Route 55 – Relocating from 65th Avenue

Route 55 operates from Olney Transportation Center to Willow Grove and Doylestown. In its northbound routing the 55 travels from Old York Road to Broad Street via 65th Avenue. When it snows the bus cannot negotiate the hill on 65th Avenue. To avoid this problem, it has been proposed that all northbound buses be permanently re-routed to connect from Old York Road to Broad Street via Cheltenham Avenue.

Route 64 – Revision near 33rd Street and Grays Ferry Avenue

Route 64 operates from 50th and Parkside Avenue in West Philadelphia to Pier 70 in South Philadelphia. It has been requested that the westbound routing be realigned from 33rd and Grays Ferry Avenue to Wharton and 34th Streets. This would eliminate a left turn at an unsignalized intersection and the delays that sometimes occur as a result.

Route 98 -- Revision between Blue Bell and Plymouth Meeting Mall

Route 98 operates between Plymouth Meeting Mall and Norristown Transportation Center, serving Blue Bell. The proposal would change the terminus of the route from Plymouth Meeting Mall to Blue Bell, resulting in additional service on Germantown Pike, creating a shorter trip for passengers traveling between Plymouth Meeting and Norristown and better managing seat capacity during peak periods for passengers travelling between Blue Bell and Plymouth Meeting Mall.

Routes 105 and 106 – Route and Service Rationalization

PROPOSAL DEFERRED PER HEARING EXAMINER'S RECOMMENDATION

Route 105 operates between Paoli and 69th Street Transportation Center, serving Ardmore and Lankenau Medical Center. Route 106 operates between Paoli and Ardmore and 69th Street Transportation Center, serving Overbrook Park. The proposal would change Route 105 to operate via Overbrook Park and Penn Wynne to Paoli Hospital. Route 106 would travel via Overbrook, 63rd & Malvern and Lankenau Medical Center to Ardmore and Rosemont. Schedules for Routes 105 and 106 would be simplified with improved rush hour service on both routes. The practice of beginning or ending trips along Cricket Terrace in Ardmore for both routes would be discontinued.

Route 119 – Routing Change in Upper Chichester

This route operates between Cheyney University and Chester Transportation Center, serving Marcus Hook. The proposal would discontinue service along Meetinghouse Road and portions of Market Street. All trips would use Chichester Avenue through the communities of Boothwyn and Linwood, providing a faster trip for through riders.

Route 128 – Service to Parx Casino

This route connects Neshaminy Mall and Oxford Valley Mall, serving Bristol and Levittown. The proposal would extend service on Street Road from Hulmeville Road to Richlieu Road and would provide direct access from Croydon, Bristol and Levittown to Parx Casino. A lightly patronized section on Hulmeville and Galloway Roads would be discontinued.

Norristown High Speed Line – Discontinuance of County Line Station

STATION TO REMAIN OPEN FOR ONE ADDITIONAL YEAR PER HEARING EXAMINER'S RECOMMENDATION, AND TO WORK WITH EXTERNAL STAKEHOLDERS ON METHODS TO INCREASE RIDERSHIP

County Line Station is proposed for discontinuation as the wooden station infrastructure has exceeded its useful life and is in need of repairs in the near term. Renewing the station into a modern facility with full ADA accessibility combined with the low ridership generated per weekday would not represent a cost-effective use of capital funds.

PROPOSED AMENDMENTS TO SEPTA SERVICE STANDARDS AND PROCESS

Two amendments and one new standard are proposed for the Service Standards and Process guidelines.

Revised Standard for Major-Service Changes

There are two revisions to the Major-Service Change Standard. The first is the addition of a Disproportionate-Burden Analysis for low-income populations. Currently, the standard includes only a Disparate-Impact Analysis for minority populations. The second change increases the percent from 10 to 20 for when a disparate-impact analysis and a disproportionate-burden analysis would be conducted. The 20 percent is consistent with the nationally recognized and adopted "four-fifths rule."

Revised Standard for Station Economic Performance

It is proposed to create a service standard to measure station utilization performance for trolley and high speed lines. The present Regional Rail boarding standards cannot present a fair comparison, as the scheduled service for Regional Rail does not equate well with frequent, high-speed line or trolley service. Thus, it is proposed to calculate station utilization based on total weekday ridership and scheduled trips.

New Standard for Fare-Sales Coverage

Per Title VI regulations, SEPTA developed a standard for fare-sales coverage that proposes the following guidelines that establish a reasonable coverage for the locations of SEPTA's fare sales.

City Transit Division and Suburban Transit Divisions

An area is considered "well-served" if a sales location is no more than $\frac{1}{4}$ mile (approximately 1,320 feet) from a bus stop within a commercial area; approximately five minutes walking time. An area is considered "served" if a sales location is no more than $\frac{1}{2}$ mile (approximately 2,640 feet) from a bus stop within a commercial area; approximately 10 minutes walking time.

Regional Rail Division

SEPTA shall provide ticket offices at stations, which are owned and maintained by SEPTA and have 500 or more boarding or alighting passengers. The 500 or more boarding or alighting passengers applies to platforms in the prevailing direction of travel.

V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)

Service Planning staff received over 400 submissions for the FY 2016 Annual Service Plan. At the March 3, 2015 Open House, several posters were created to show the public the various submissions and how they were categorized. This information is shown below and is broken down into the following categories: Projects Undergoing Evaluation, Projects Deferred for Future Annual Service Plan Evaluation, Projects Evaluated -- Not Recommended, Projects Suggested -- Not Studied.

In a cursory analysis, the projects determined as “Not Recommended” or “Not Studied” can be classified as one or more elements of the criteria noted below:

- Duplicative Service
- Examined and rejected as part of a previous Annual Service Plan
- Negative effect on Community Benefit Analysis
- Existing riders would have no alternative service
- Ridership not projected to cover operating costs
- Insufficient operating and financial resources to establish service

Projects Undergoing Evaluation

Route(s)	Suggestion	Category
30	Two-way service on Haverford Avenue	Route Modification
62	Relocate to Chestnut and Walnut Streets	Route Modification
77	Service to Fox Chase Cancer Center	Route Modification
G	Replace trips to Food Distribution Center	Route Modification

Projects Deferred for Future Annual Service Plan Evaluation

Route(s)	Suggestion	Explanation
90	Alter to become two loop routes	Route Modification [Defer until US 202-500 Highway Project is completed]
90	Reroute between Norristown State Hospital and East Norriton Crossing Shopping Center via Whitehall Road	Route Modification [Defer until US 202-500 Highway Project is completed]
94	Reroute via Broad Street and Cowpath Road	Route Modification [Defer until Lansdale Station, related Lansdale Borough Streetscape and transit improvements are under construction]

Projects Deferred for Future Annual Service Plan Evaluation

96	Discontinue service along Pine street and operate via DeKalb and Powell Streets replacing Route 98 service; provide new service to Gwynedd Mercy College; change route to terminate at Montgomery Mall and operate via Lansdale Station, Broad Street and Cowpath Road; offer a Sunday diversion to service Penn Square	Route Modification [Defer until US 202-500 Highway Project is completed, and defer until Lansdale Station, related Lansdale Borough Streetscape and transit improvements are under construction]
98	Revise route to operate via Markley Street and Johnson Highway replacing Route 90 service	Route Modification [Defer until US 202-500 Highway Project is completed]
99	Schedule all trips to serve Providence Town Center	Service Increase [Defer for FY 2017 Annual Service Plan]
99	Alter route to provide service to Phoenixville via Collegeville and Trappe	Route Modification [Defer for FY 2017 Annual Service Plan]
118	Extend route from Newtown Square to Paoli	Route Modification [Defer until Paoli Station can accommodate additional bus routes, and a future Annual Service Plan]
130	Examine route simplification in Newtown area	Route Modification
132	Alter route between Montgomery Mall and Lansdale Station via Route 96; alter route in Hatfield and Souderton; extend service to Perkasio	Route Modification [Defer until Lansdale Station, related Lansdale Borough Streetscape and transit improvements are under construction]
New Route	Create a circulator bus in Norristown	New Route [Defer until US 202-500 Highway Project is completed]
Multiple	Work with City of Philadelphia., Fairmount Park to allow SEPTA buses to use MLK Drive during peak hours to reduce issues caused by delays on I-76	Route Modification [Defer as more investigation and coordination with MOTU and Fairmount Park commission required]

Projects Evaluated - Not Recommended

Route(s)	Suggestion	Category
31, 32	Extend service to Queen Village	Route Extension
88	Evaluate service between Holy Redeemer and Holme Circle/reroute from Scotchbrook Road to Welsh/Grant	Route Modification
91	Discontinue Route	Route Discontinuation
94	Reroute to provide service via Janssen Pharmaceutical complex and Gwynedd Mercy College	Route Modification
94	Reroute to serve North Penn High School	Route Modification
94	Evaluate rerouting to operate/replace Route L Erdenheim segment from Chestnut Hill to Erdenheim	Route Modification
95	Extend Route 95 from Gulph Mills to King of Prussia Plaza via Route 124 and terminate route at Ambler or Fort Washington	Route Modification
98, 131	Combine with Route 98 and extend to Phoenixville via Audubon Road, Pawlings Road and PA 23	Route Modification
105	Reroute in Overbrook via Haverford Avenue and 68th Street	Route Modification
106	Discontinue route	Route Discontinuation
106	Discontinue service between Ardmore and Paoli and extend service to Plymouth Meeting Mall and Montgomery County Community College	Route Modification
107 , 111	Offer service to Marple Crossroads Shopping Center	Route Modification
108	Create a separate route to UPS	New Route
111	Extend service from Chadds Ford to Kennett Square	Route Modification
113	Operate route from 69th Street TC to Chester TC and create a new route between Chester TC and Tri-State Mall	Route Modification
124	Reroute to serve Chesterbrook residential development	Route Modification
124, 125	Create a separate route from Wissahickon TC, combining the best ridership segments of Routes 124 & 125. All trips on Routes 124 and 125 would skip Wissahickon TC.	Route Modification, New Route
127	Revise route to operate between Frankford-Knights and Trenton Transit Center	Route Modification
128	Revise route to operate from Frankford-Knights to Oxford Valley Mall and Yardley	Route Modification
129	Revise route to operate Neshaminy Mall and Levittown during weekday peak hours	Route Modification/Schedule Modification
130	Revise route to operate between Bucks County Office Center and Bucks County Community College	Route Modification
132	Extend service from Telford to Quakertown	Route Modification
132	Reroute to serve Walmart along PA 309	Route Modification
132	Reroute to serve the Village of Neshaminy Falls	Route Modification

Projects Evaluated - Not Recommended

132	Reroute to provide service to the Village of Neshaminy Falls; alter route to serve the Walmart in Hilltown Township; reroute to serve industrial park south of Souderton via Township Line Road, Souderton Pike and Cherry Lane	Route Modification
133	Extend route to Parx Casino	Route Modification
139	Reroute to serve new housing development in Spring City	Route Modification
	Create a route linking Tinicum and Ridley	New Route

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
1	Extend to 69th Street during peak periods	Route Extension
	Split route	Route Modification
2	Extend both ends of the route; north to Wayne Junction, south to Quartermaster Plaza	Route Extension
4	Extend to Navy Yard	Route Extension
6	Extend to Fort Washington business parks	Route Extension
6	Extend Route 6 to Cedarbrook Plaza	Route Modification
7	Cut route back to 22nd & Market or 22nd & Spring Garden	Route Modification
12	Extend Western terminus to University City	Route Extension
	Extend through University City, West Philadelphia to 76th & City Avenue with alternate express routing, relocate eastern terminus to Penns Landing Viaduct	Route Extension
14	Cut route back to Neshaminy Mall and establish new route between Neshaminy Mall and Oxford Valley Mall	Route Modification/New Route
17	End all service at Broad & Pattison	Route Modification
19	Alter route to travel between FTC and Willow Grove Mall	Route Modification
19	Extend some trips to replace Route 133	Route Extension
20	Reduce evening service to Parx Casino/extend some trips from Franklin Mills to Cornwells Heights	Schedule Modification/Route Modification
22	Relocate southbound service to Broad Street (instead of Old York Road)	Route Modification
	Operate as a limited-stop route between Olney T.C. and Cedarbrook Plaza, discontinue service on Old York Road	Route Modification/Schedule Modification
22	Cut back to Willow Grove	Route Modification
24	Cut route back to Gloria Dei Manor	Route Modification
24	Service on Street Road	Route Modification
27	Reroute off of Vine Street Expressway	Route Modification

Projects Suggested - Not Studied

28	Alter to travel between Torresdale/Cottman Loop and Willow Grove Mall via Fox Chase and Jenkintown with some service going to Roslyn Station	Route Modification
29	Extend east to Columbus Commons and west into University City	Route Extension
31	Move Route 31 to Chestnut/Walnut Streets	Route Modification
	Simplify routing in Haddington & Overbrook	Route Modification
32	Reroute in Strawberry Mansion	Route Modification
33	Extend to Wayne Junction	Route Extension
35	Eliminate or restructure into crosstown	Route Modification
37	Cut back to PHL or the airport business center/establish new route between airport and Chester (could also replace the 113)	Route Modification
38	Reroute some trips to serve the Philadelphia Zoo	Route Modification
	Reroute to travel on expressway and divert to Broad & Washington to assume some routing from eliminated Route 32, extend to Ardmore to replace Route 44	Route Modification
40	Extend to City Avenue Target	Route Extension
40	Extend to Gladwyne to replace Route 44 and 52 trips, the base route would end at 50th & Parkside, offer express service via I-76	Route Modification/Schedule Modification
44	Discontinue Narberth and Gladwyne trips	Route Modification
44	Change eastern terminus to Front & Market, eliminate Ardmore service (replaced by Routes 31 and 51 [New Route]), offer peak service to offices in Bala Cynwyd (via City Avenue), extend to 77th and City Avenue via Lankenau Hospital	Route Modification/Schedule Modification
46	Extend route to Lankenau Hospital	Route Extension
	Extend to West Park Shopping Center (50th & Parkside) and to Yeadon/Darby on southern end	Route Extension
47	Split route	Route Modification
	Work with Streets Dept. to turn 8th Street between Thompson and Girard into a one-way SB street/would save mileage	Route Modification
	Extend to Fern Rock Transportation Center	Route Extension
47M	Eliminate	Route Modification
	Combine with Route 61	Route Modification
50	Reroute from Comly Road to serve Byberry East Industrial Park and Franklin Mills	Route Modification
52	Reroute and extend to Decker Square in Bala Cynwyd, discontinue service to Gladwyne	Route Modification/Route Extension
52	Extend to Wissahickon Transportation Center	Route Extension
54	Extend from Richmond & Cambria to Richmond & Westmoreland	Route Extension

Projects Suggested - Not Studied

55	Cut route back to Willow Grove Mall and establish a new route between Willow Grove and Doylestown	Route Modification
57	Move to Front Street between Rising Sun and Wingohocking Avenue	Route Modification
58	End Somerton service, establish a new route between Somerton and Neshaminy Mall also stopping at Oxford Valley Mall	Route Modification
	Reroute to terminate at Franklin Mills via Route 67 routing, operate short turns to select points	Route Modification/Schedule Modification
60	Extend to Wissahickon Transportation Center	Route Extension
61	Extend to Washington Avenue	Route Extension
	Cut route back to Wissahickon Transportation Center	Route Modification
64	Reroute to Gray's Ferry Avenue	Route Modification
65	Reroute southbound trips along Cheltenham, Greene, and Walnut	Route Modification
	Extend to Wayne Junction	Route Extension
66	Extend some trips to replace Route 133	Route Extension
67	Route to Parx Casino	Route Modification
68	Extend to PHL and airport business center	Route Modification
70	Discontinue service beyond Cottman & Torresdale Loop (replaced by New Route 86) and extend route to Olney T.C.	Route Modification
72	Revise routing to run from Bridesburg to Chestnut Hill	Route Modification
73	Extend to Girard MFL stop	Route Extension
	Reroute to serve Target on Castor Avenue (replacing Route 25)	Route Modification
77	Reroute to run between FTC and Willow Grove Mall via Jenkintown and Abington and discontinue service to St. Vincent and Roosevelt Boulevard; service to Chestnut Hill replaced by Route 72	Route Modification
79	Extend to Pier 70	Route Extension
84	Reroute between FTC and Neshaminy Mall via Holmesburg, Torresdale, Andalusia, and Parx Casino	Route Modification
88	Reroute to travel between FTC and Neshaminy Mall via Mayfair, Pennypack Woods, Morrell Park, Franklin Mills, and Parx Casino	Route Modification
89	Operate both ways on York Street between Frankford and Aramingo Avenues; reroute to service Target on Castor Avenue; run via Glenwood Avenue between Frankford and Kensington; reroute to Whitaker and Hunting Park; discontinue service along M, Cayuga, and Wingohocking Streets	Route Modification

Projects Suggested - Not Studied

96	Provide service along Valley Forge Road and Allentown Road	Route Modification
97	Create late-night alternate route to serve Courts at Spring Mill	Route Modification
97	Create alternate route via Ridge Pike that skips Spring Mill and Conshohocken	Route Modification, Schedule Modification
98	Extend to Willow Grove on weekends via Route 201	Route Modification, Schedule Modification
103	Reroute via Haverford Avenue in Overbrook Park and reroute to operate via Manoa Road between Earlington and Darby Roads	Route Modification
103	Extend route to King of Prussia via Wayne	Route Modification
311	Create new loop to replace Route 35; contract through TCP/Germantown Division	New Route
G	Realign routing through Overbrook, West Philadelphia, and Southwest Philadelphia	Route Modification
H	Reroute to serve Bakers Square via Hunting Park, operate short trips to Wayne & Carpenter (replacing Route 53)	Route Modification/Schedule Modification
J	Reroute to operate between FTC and Baker's Square/absorb eastern end of Route 26	Route Modification
K	Move eastern terminus to FTC, cut western terminus back to Cheltenham Avenue Regional Rail Station	Route Modification
L	Discontinue service to Erdenheim (assumed by Route 23), operate Plymouth Meeting trips via Metroplex, originate at Fern Rock as opposed to Olney T.C.	Route Modification
12, 40	Extend to Ikea/Target and Wal-Mart in South Philadelphia	Route Modification
15, 73	Combine Routes 15 and 73 into one bus route from Front & Girard to FTC	Route Modification
18, 26	Switch eastern termini points for the two routes; reroute Route 18 to operate on Ivy Hill between Cheltenham & Michener instead of Rounfort	Route Modification
23, L, 4	Split Route 23 extending the northern route (Chestnut Hill to North Philadelphia) to Erdenheim replacing Route L service, combine southern portion of Route 23 with Route 4 and extend peak hour service to Fort Washington via Bethlehem Pike	Route Modification
25, 72 (New Route), 73	Realign 25 to serve Wal-Mart on Aramingo Avenue (turn on Butler from Richmond); discontinue service on Margaret & Orthodox replacing this with New Route 72; reroute Route 73 to serve Target from Bridesburg	Route Modification

Projects Suggested - Not Studied

26, K	Consolidate Route 26 with western end of Route K with extension to Wissahickon Transportation Center; discontinue service via Bridge and Harbison between FTC and Frankford Avenue	Route Modification
27, 35, 98	Combine Routes 35 and 98 and link via Route 27 routing between Plymouth Meeting and Upper Roxborough; cut Route 27 back to Ridge & Cathedral or Barren Hill	Route Modification/Schedule Modification
30, 31	Discontinue Route 30, absorb portions of its routing into Route 31 altering the routing significantly including to service Please Touch Museum to make up for removing 38 service	Route Modification
30, 43	Combine routes	Route Modification
35, 41 (New Route), R	Merge Routes 35 into Route R (calling it Route 35 and taking on Route R scheduling characteristics); designate R trips to Henry & Midvale as Route 41; extend terminus of 35 to Ridge & Cathedral; operate some Route 41 trips to Conshohocken & Monument Roads near City Avenue	Route Modification/Schedule Modification
4, 23	Combine southern portion of Route 4 with Route 23	Route Modification
5, 25	Route 5 would replace Route 25 between Spring Garden MFL & South Philadelphia; cut Route 25 back to MFL or extend to Front & Market	Route Modification
51 (New Route)	Provide new service (Route 51) between 54th and Wynnefield and 50th & Woodland; Route 51 would operate to 54th and City with extended trips to Ardmore and Narberth (replacing Route 44)	Route Modification/Schedule Modification
53, XH	Combine into one route	Route Modification
6, 16, 22	Combine Route 6 and 16 and replace Route 16 with Route 22 between Broad & Olney and Ogontz Loop	Route Modification
6, 8	Combine Routes 6 and 8	Route Modification
7, 32	Shorten eastern Route 7 routing by avoiding Riverview Plaza, take over Route 32 routing in Fairmount and discontinue Route 32	Route Modification
7, G	Discontinue 7 service to Pier 70; extend to replace Route G between Front & Oregon and the Food Distribution Center, reroute Route G to replace Route 7 to Columbus Commons	Route Modification
9, 27	Replace 27 trips to Barren Hill with Route 9	Route Modification
9, 62	Add limited service for Route 9 into Andorra neighborhood, reroute 62 to travel via Spring Garden Street between I-76 and Broad Street and terminate at either Broad & Washington or 8th & Market, add Route 62 service during midday and evening hours	Route Modification/Schedule Modification

Projects Suggested - Not Studied

22, 310	Cut Route 22 back to Willow Grove and extend Route 310 to Warminster	Route Modification
	New route to operate between Cottman & Torresdale Loop and Neshaminy Mall via Academy Gardens, Somerton, and Feasterville, this would replace Route 70 service to Frankford-Gregg Loop and Route 58 service between Feasterville and Neshaminy Mall	New Route
	New route to operate between Fern Rock T.C. and Cornwells Heights via Elkins Park, Rockledge, Franklin Malls taking over western portion of current Route 28	New Route
	Olde City/Columbus Boulevard Loop	New Route
	Route from Penn's Landing to Philadelphia Zoo	New Route
	Service between Art Museum and 30th Street Station	New Route
	Service from Island & Lindbergh to Bartram & Island	New Route
	Service from South Philadelphia to Marcus Hook/Tri-State Mall	New Route
	Direct bus route connecting Plymouth Meeting Mall and King of Prussia Plaza	New Route
	Establish a route from Willow Grove to Neshaminy Mall via Bryn Athyn College	New Route
	Create a "Breeze" route from Plymouth Meeting Mall to Montgomery County Community College via Blue Bell	New Route
	Establish a bus route to New Hope and Summer Express service to Dorney Park	New Route
	Create a route linking Montgomery Mall to East Greenville via Lansdale, Harleysville, Green Lane, Red Hill and Pennsburg	New Route
	Create a route linking Willow Grove Park Mall and Lansdale via PA 463	New Route
	Create a route linking Lansdale and Quakertown via Montgomery Mall, Telford, Grand View Hospital and Perkasio	New Route
	Create a route linking Franklin Mills Mall to Bucks County Community College via Levittown, Oxford Valley Mall and Woodbourne Station	New Route
	Create a route linking Cornwells Heights Park and Ride to Montgomery Mall via County Line Road and Warminster	New Route
	Create a route linking Trenton and Bucks County Community College via Morrisville, Yardley and Newtown	New Route
	Create a route linking Doylestown with Lahaska and New Hope	New Route
	Create an express route linking Trenton to King of Prussia via PA Turnpike with stops at Oxford Valley Mall, Neshaminy Mall, Willow grove Park Mall and Plymouth Meeting Mall	New Route
	Create new shoppers route along PA 309-Bethlehem Pike	New Route

V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)

Routes 31 or 32 – Queen Village Extension

The feasibility of extending either Route 31 or 32 from their current termini near City Hall and Broad and Carpenter Streets (respectively) into Queen Village was evaluated as a result of a request for a one seat ride to Center City employment from the Queen Village Neighborhood Association. An extension of Route 32 would turn from Broad Street onto Christian Street and travel via Christian until Columbus Boulevard, abandoning the stops currently below Christian Street. A Route 31 extension was proposed by staff as an alternative to Route 32, because it would also give improved employment access parts of University City near Market Street. The Route 31 extension that was evaluated would travel via Market Street and 4th Street to Christian Street, then travel east on Christian Street to Columbus Boulevard ending around Washington Avenue and Front Street. Either route extension would provide a one-seat ride for neighborhood residents into Center City, but as mentioned the Route 31, would also provide a one-seat ride into University City. Because most of the potential customers within the area served by either of these proposals are already using transit, there would be limited new ridership. Therefore, the deficit per new passenger was too great to support implementation, and either proposal would have reduced the cost recovery ratio for those routes.

V. NON-RECOMMENDED (STAFF INITIATED PROJECTS)

Routes 124 and 125

Staff examined the feasibility of restructuring Routes 124 and 125 to improve travel time for riders destined to/from Center City Philadelphia by having all trips skip Wissahickon Transportation Center (TC). A rider survey was conducted to determine origins and destinations of Route 124 and 125 riders who boarded at Wissahickon TC. In 2014, Routes 124 and 125 averaged 327 passengers per weekday at Wissahickon TC. 198 surveys were processed with a favorable response rate of 61%. Based on the destinations noted in the survey a new route concept was proposed utilizing the best portions of Routes 124 and 125. This route would connect Wissahickon TC to Valley Forge Casino via Gulph Mills, DeKalb Pike, King of Prussia Court/Plaza and portions of the King of Prussia Industrial Park. However, this proposal was deemed non-recommended at this time, due to the significant amount of fiscal and operational resources required that would have significantly impacted the FY 2016 operating budget.

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.

Route 3 – Extension to Smith Memorial Playground

Weekend Route 3 service was extended to the Smith Memorial Playground between the hours of 10:00 AM and 4:00 PM, beginning in June of 2013. This short extension of Route 3 provides direct access to the Smith Memorial Playground from North and Northeast Philadelphia communities. Weekend ridership on the extension increased by approximately 40% between 2013 and 2014. To date, ridership levels to Smith Memorial Playground are approximately 50% of that originally projected. Route 3 service will continue to be monitored.

Route 35 – Scheduled Service Modifications to Improve Route Performance

The FY 2015 Annual Service Plan approved schedule modifications to Route 35 to improve the route's productivity. Route 35 was ranked as the lowest performing SEPTA City Transit route, with an 8% cost recovery from fares. This was far below the minimum standard for City Division routes. The approved schedule changes included modifying weekday service frequencies from 30 minutes to 45 minutes, similar to weekend service levels, and discontinuing two little used trips at the end of each weekday. The aforementioned changes were implemented in September of 2014 and therefore had minimal impact on the FY 2014 operating ratio. Ridership collection and analysis has been ongoing, and a final assessment of the changes will be made after one full year of operation.

Routes 68, 108 and 116 -- Route Rationalization Project

Service commenced on February 9, 2015. The following changes were implemented:

- Route 68 -- Extended weekday service to 69th Street Transportation Center, replacing most Route 108 service to UPS (except late-evening and Owl service) and covering portions of Route 116, including service to the U.S. Postal Service facility at 74th Street and Lindbergh Boulevard.
- Route 108 -- All trips operating beyond 65th Street & Elmwood Avenue now serve Philadelphia International Airport. Improved weekday peak hour service to the Airport Business Center, along with improved weekend service between 69th Street Transportation Center and Philadelphia International Airport. Mid-day and evening service to Airport Business Center discontinued due to low ridership.
- Route 116 -- Discontinued and replaced service through a restructured extension of Route 68 as noted above.

There is not enough ridership data to measure the full impact of the route and service changes. However, Customer Service summary reports indicate that the route and service changes were well received, and the number of reported pass-up incidents on Route 108 has declined significantly between Cobbs Creek and 69th Street Transportation Center. A more detailed ridership summary will be presented to determine the full outcome of this change in the FY 2017 Annual Service Plan.

Route 91 – Route Realignment

Route 91 was realigned to address a long-term detour between Colledgeville and Graterford. This change now provides a more direct routing between Norristown Transportation Center and the State Correctional Institution (SCI) at Graterford. Route 91 is a Saturday-only service. The change has been successful in reducing running time and the related cost per trip. The new SCI-Phoenix, being constructed adjacent to the current prison, is slated to open later in calendar year 2015. SEPTA will work with the warden's office on the new routing within the complex.

Ridership prior to the route realignment averaged 87 trips per Saturday, and ridership has risen to an average of 89 after the change.

Route 201 -- Minor Routing Change in Fort Washington

This route serves the Fort Washington Industrial Park, connecting to weekday Lansdale/Doylestown Regional Rail trains at Fort Washington Station. The minor routing adjustment connected to a commercial development on Susquehanna Road which is undergoing construction. SEPTA is working with the developer on an improved bus stop location that will support the expected new ridership, as well as passengers already commuting to and from adjacent businesses.

Ridership prior to the route realignment averaged 210 trips per weekday, and ridership has risen to an average of 226 after the change.

Routes 205 and 206 -- Route Rationalization Project

Routes 205 and 206 serve various points in Great Valley from the Paoli Regional Rail Station, connecting with weekday peak period Paoli/Thorndale Regional Rail trains. Route 205, a contracted service, has been funded through PennDOT's U.S. Route 202, Section 300 reconstruction project. The change involved taking portions of Route 205 service and adding them to Route 206, while discontinuing Route 205 service to Phoenixville, due to low ridership. Route 205 service was extended to new service areas within the Great Valley and Chesterbrook corporate centers, providing a direct connection from Paoli Regional Rail Station to the Chesterbrook employment center.

As a result of this change, ridership has increased on Route 205 by about 20 passenger trips per day. Ridership on Route 206 has declined, but there are also fewer trips being offered in order to maximize cycle time for Regional Rail connections. Employment in Great Valley has declined, due to the closure of some large offices. However, several concurrent studies and land use proposals may reverse that trend and help to increase ridership. They include a corridor study along PA Route 29 that recommends access improvements to bus stops, as well as a planned expansion of the Uptown Worthington complex and rehabilitation of buildings for new uses at the Great Valley Corporate Center.

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 2016 Annual Service Plan, the minimum acceptable operating ratio for City Transit Division (CTD) is 19% **(60% of average City Transit operating ratio of 32%)**. The minimum acceptable operating ratio for City Transit routes with suburban characteristics is 17% **(60% of Combined City and Suburban Transit average of 28%)**.

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For the Fiscal Year 2016 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 (19% CTD / 17% CTD Routes with Suburban Characteristics)

<u>Route</u>	<u>Operating Ratio</u>	<u>Route</u>	<u>Operating Ratio</u>
89	18%	68 *	11%
27*	15%	35 *	8
77 *	12%		

* Routes with suburban characteristics

SUBURBAN TRANSIT

For the Fiscal Year 2016 Annual Service Plan, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 14% (**60% of average STD operating ratio of 22%**).

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 2016 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	13%	150	8%
92	12%	133	6%
116*	12%		

* -- Route was consolidated with Route 68 effective February 9, 2015.

REGIONAL RAIL DIVISION

For the FY 2016 Annual Service Plan, the minimum acceptable operating ratio for RRD routes is 30% (**60% of the average weighted operating ratio of 50%**). No routes fall below the standard.

For the FY 2016 Annual Service Plan, The minimum economic performance standard for a railroad station is *75 daily boardings or alighting passengers*. The following railroad stations fall below the standard:

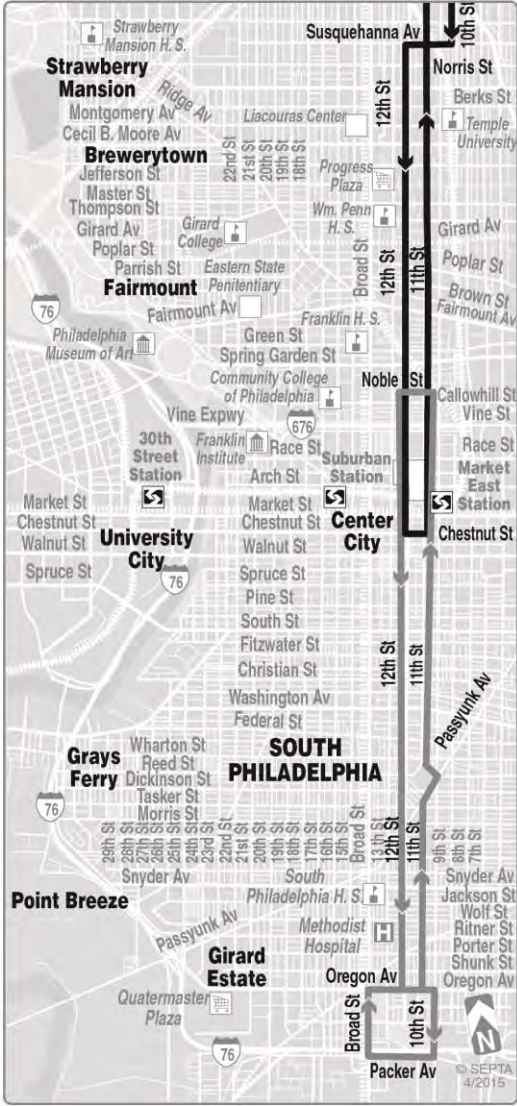
<u>Station</u>	<u>Line</u>	<u>Weekday Boarding</u>	<u>Weekday Alighting</u>
Highland	Chestnut Hill West	73	62
49 th Street	Media-Elwyn	59	53
Delaware Valley College	Lansdale-Doylestown	65	59
Eddystone	Wilmington-Newark	54	59
New Britain	Lansdale-Doylestown	48	56
Eddington	Trenton	35	54
Link Belt	Lansdale-Doylestown	37	36
Angora	Media-Elwyn	25	33

APPENDICES

PROJECT MAPS

ROUTE 23

Split Service Concept

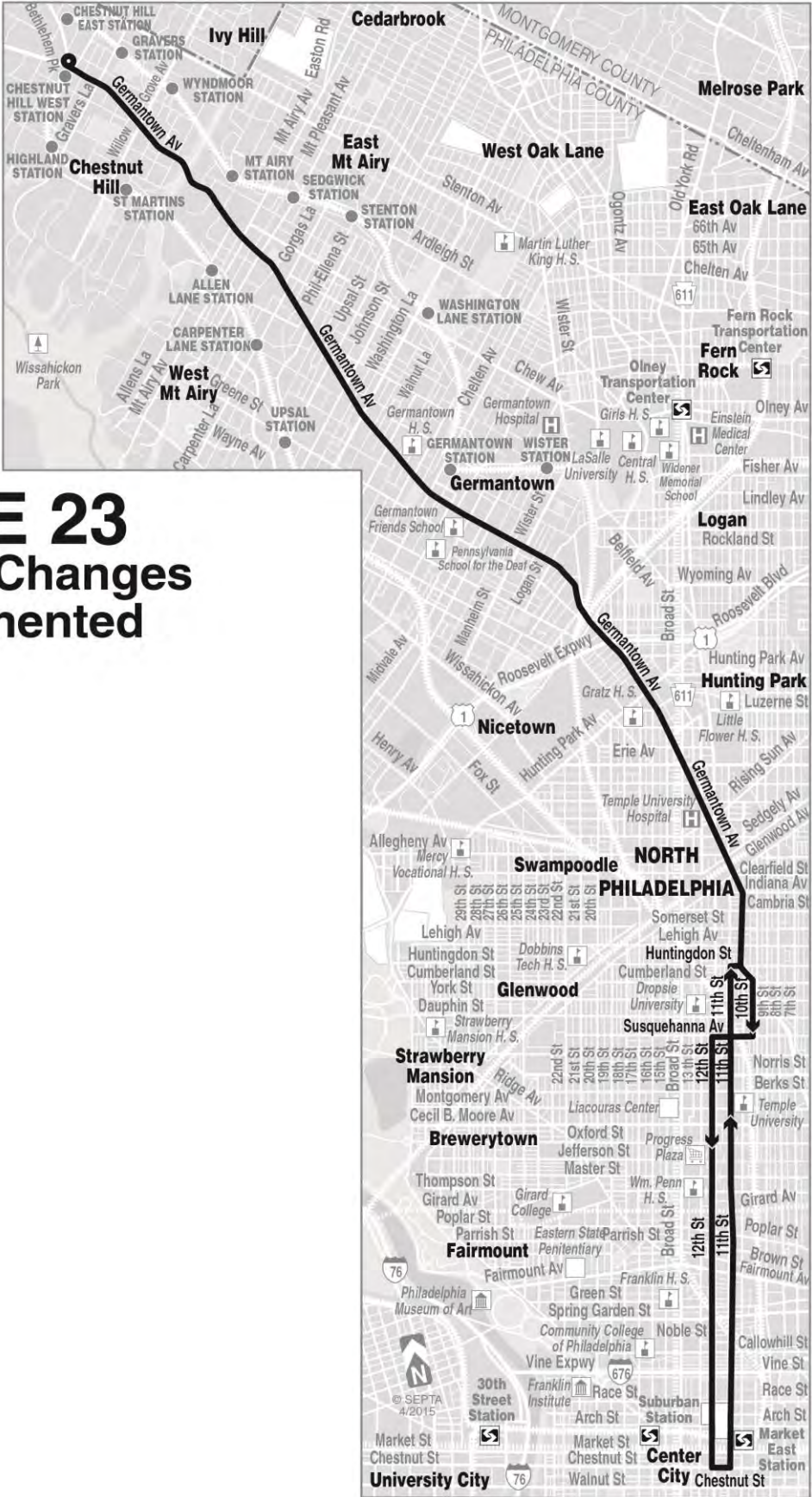


ROUTE 23

Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED



ROUTE 23

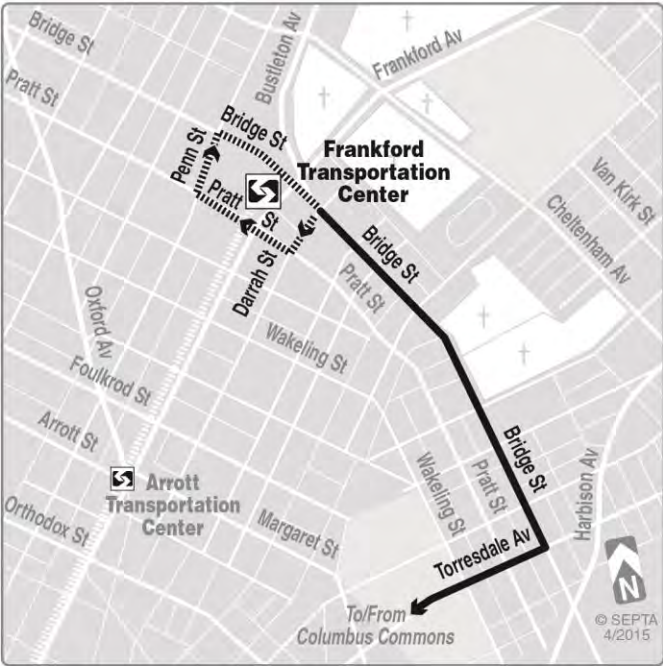
If Proposed Changes are Implemented

ROUTE 45 Proposed



ROUTE 25

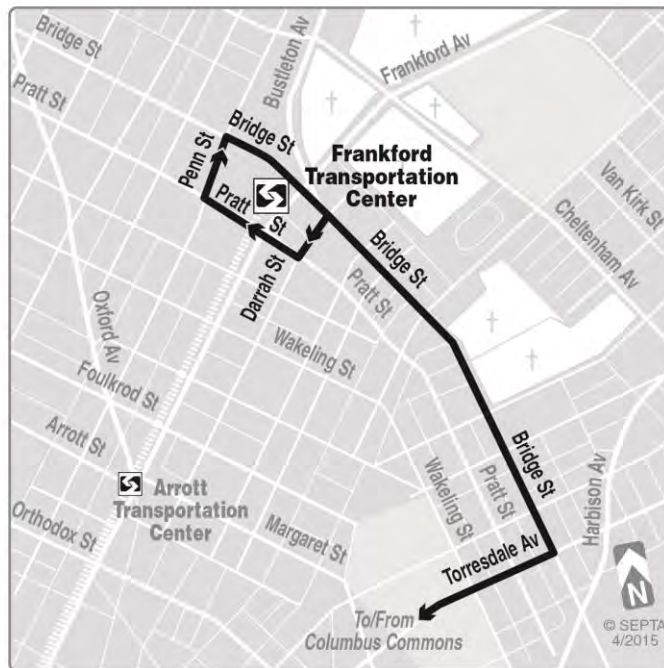
Proposed Changes



LEGEND	
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	ROUTE ADDED

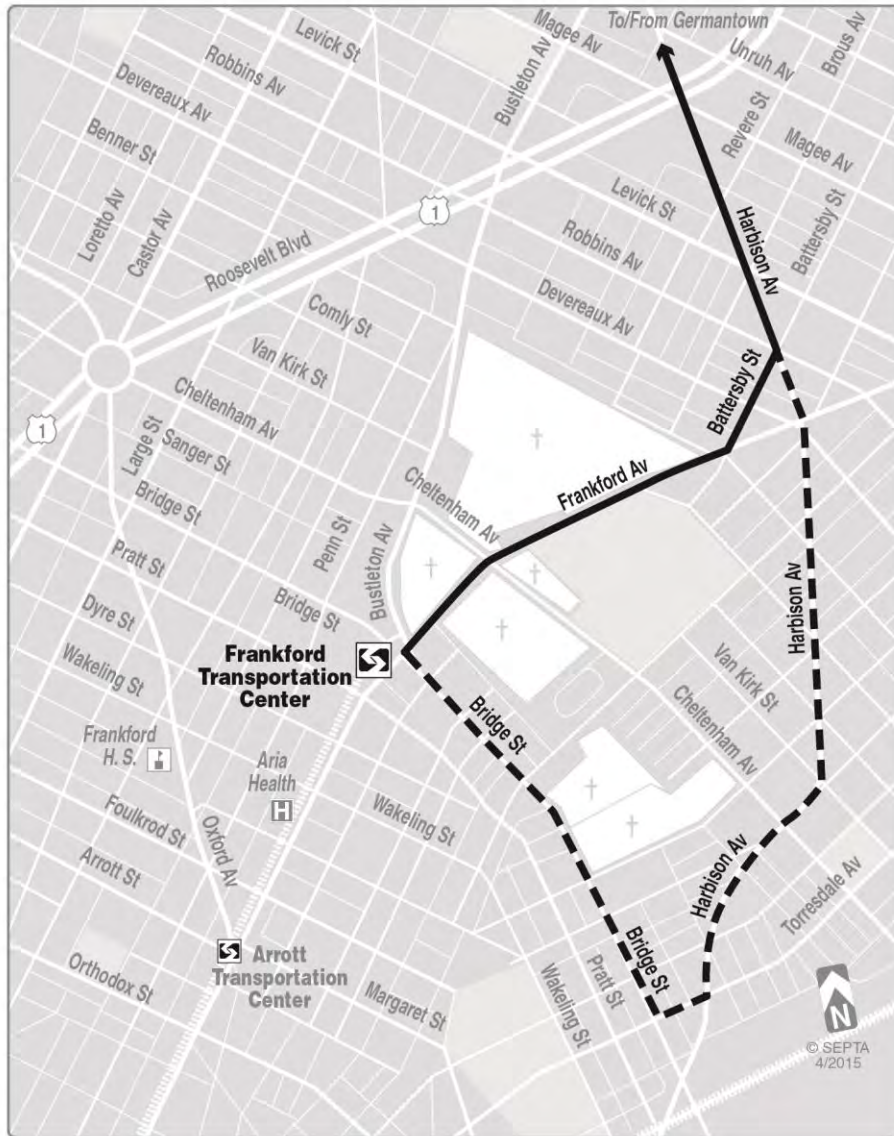
ROUTE 25

If Proposed Changes are Implemented



ROUTE 26

Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED

ROUTE 26

If Proposed Changes are Implemented

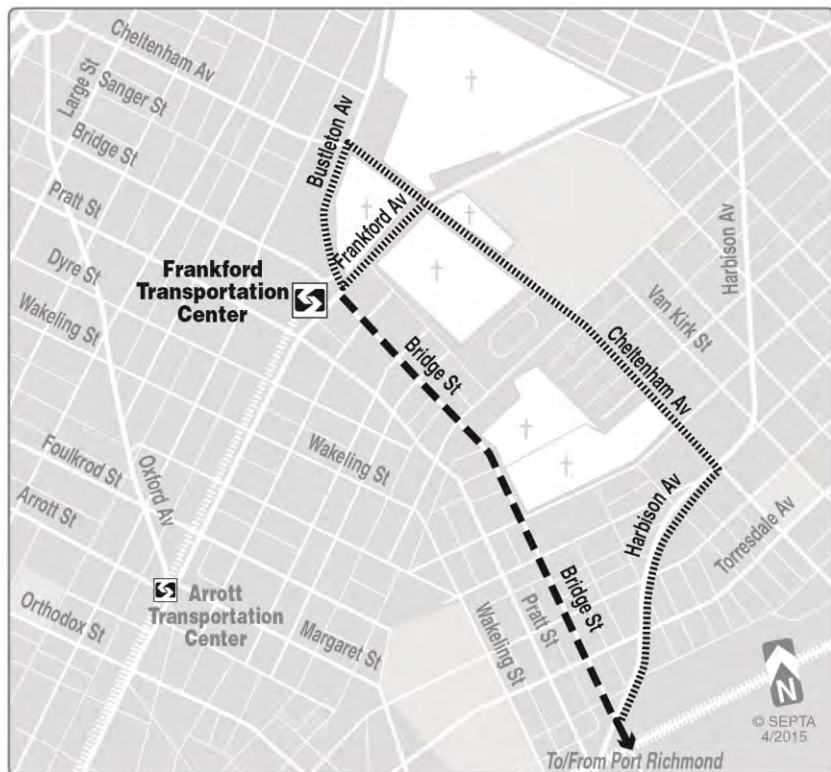


LEGEND

-  ROUTE UNCHANGED
-  ROUTE DISCONTINUED

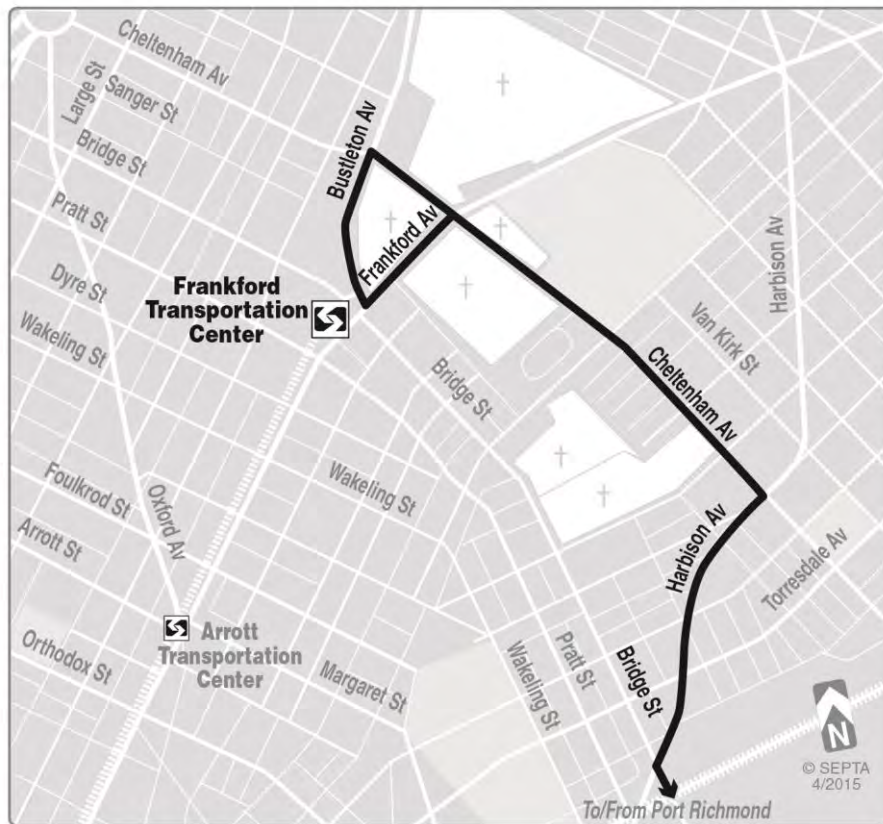
ROUTE 73

Proposed Changes



ROUTE 73

If Proposed Changes are Implemented



ROUTE 53

Proposed Changes



LEGEND

	ROUTE UNCHANGED
	ROUTE ADDED

ROUTE 53

If Proposed Changes are Implemented



ROUTE 12

Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED

ROUTE 12

If Proposed Changes are Implemented



ROUTE 40

Proposed Changes



ROUTE 40

If Proposed Changes are Implemented



ROUTE 55

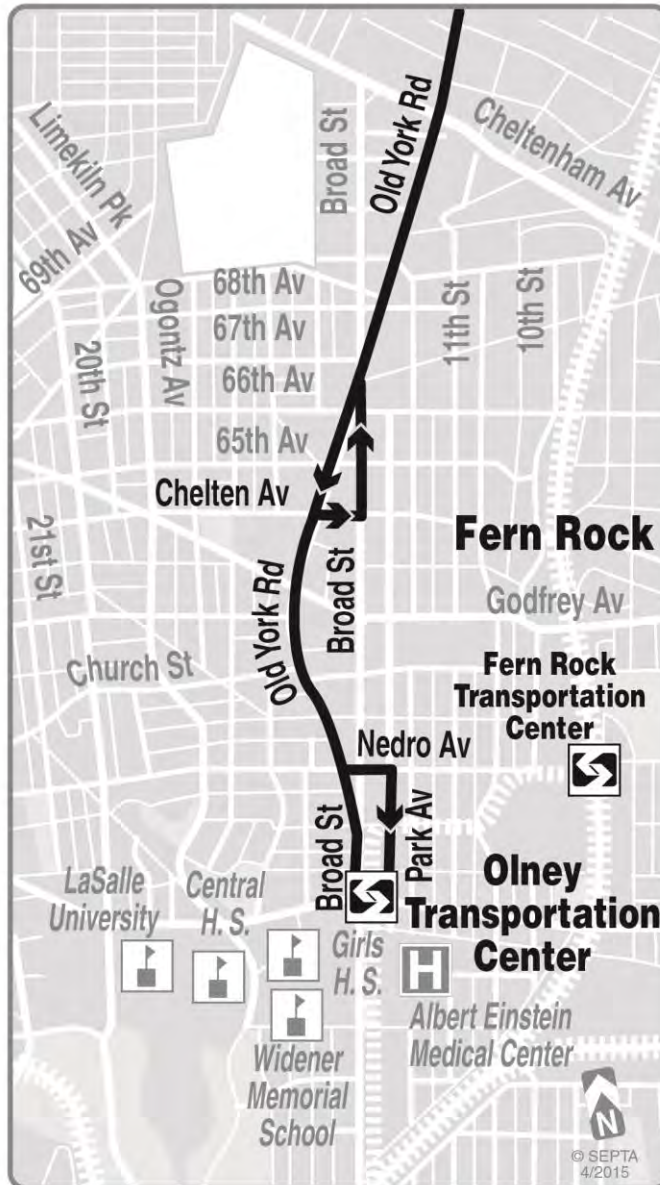
Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED

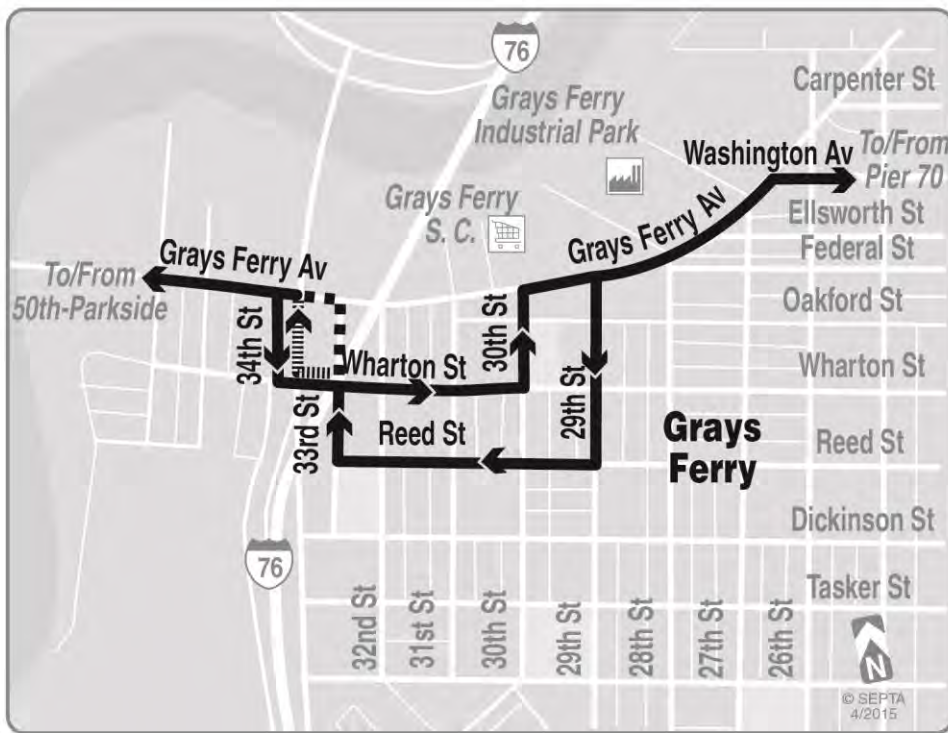
ROUTE 55

If Proposed Changes are Implemented



ROUTE 64

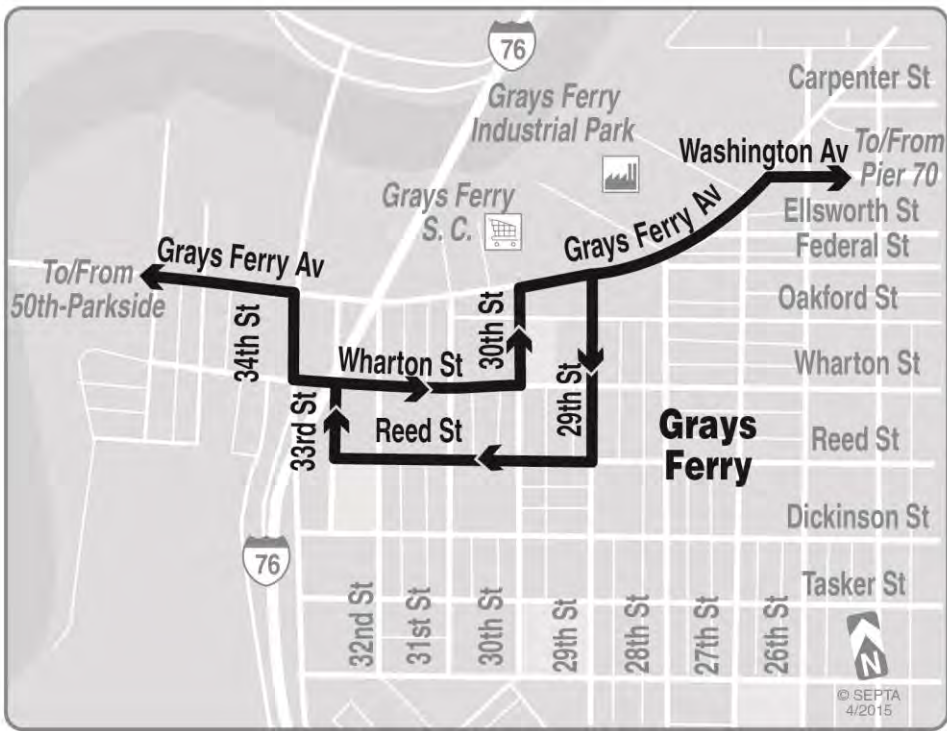
Proposed Changes



LEGEND	
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	ROUTE DISCONTINUED
	ROUTE ADDED

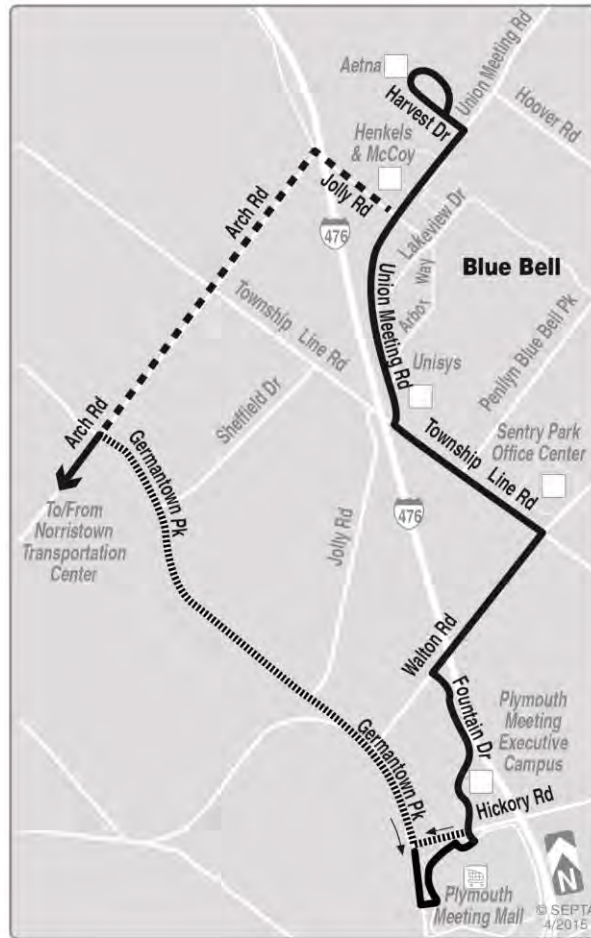
ROUTE 64

If Proposed Changes are Implemented



ROUTE 98

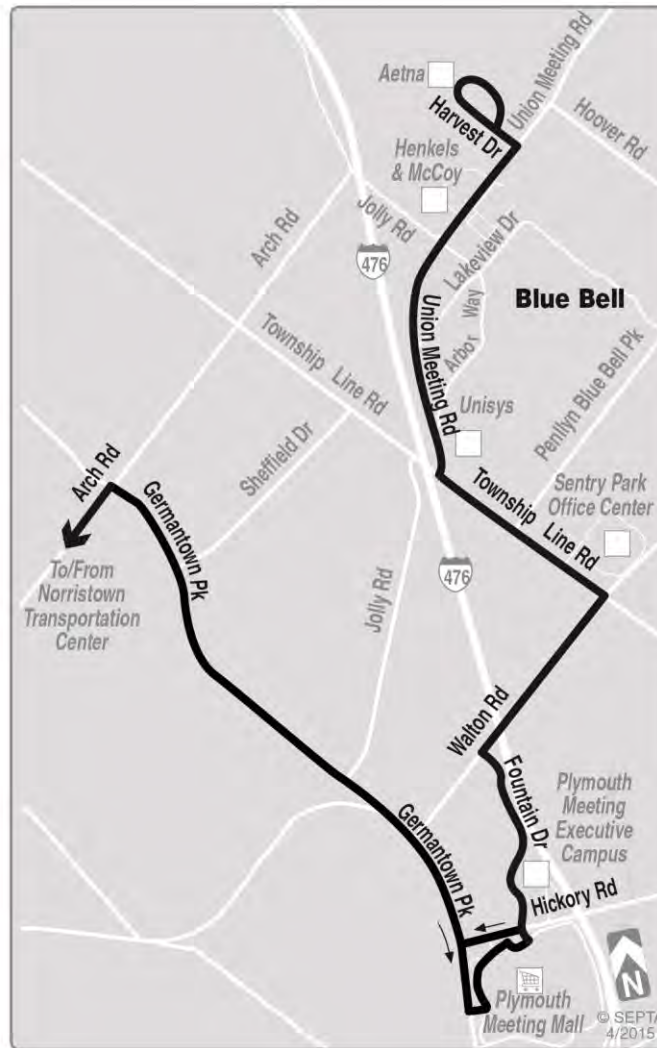
Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ALTERNATE ROUTE TO BECOME BASE ROUTE

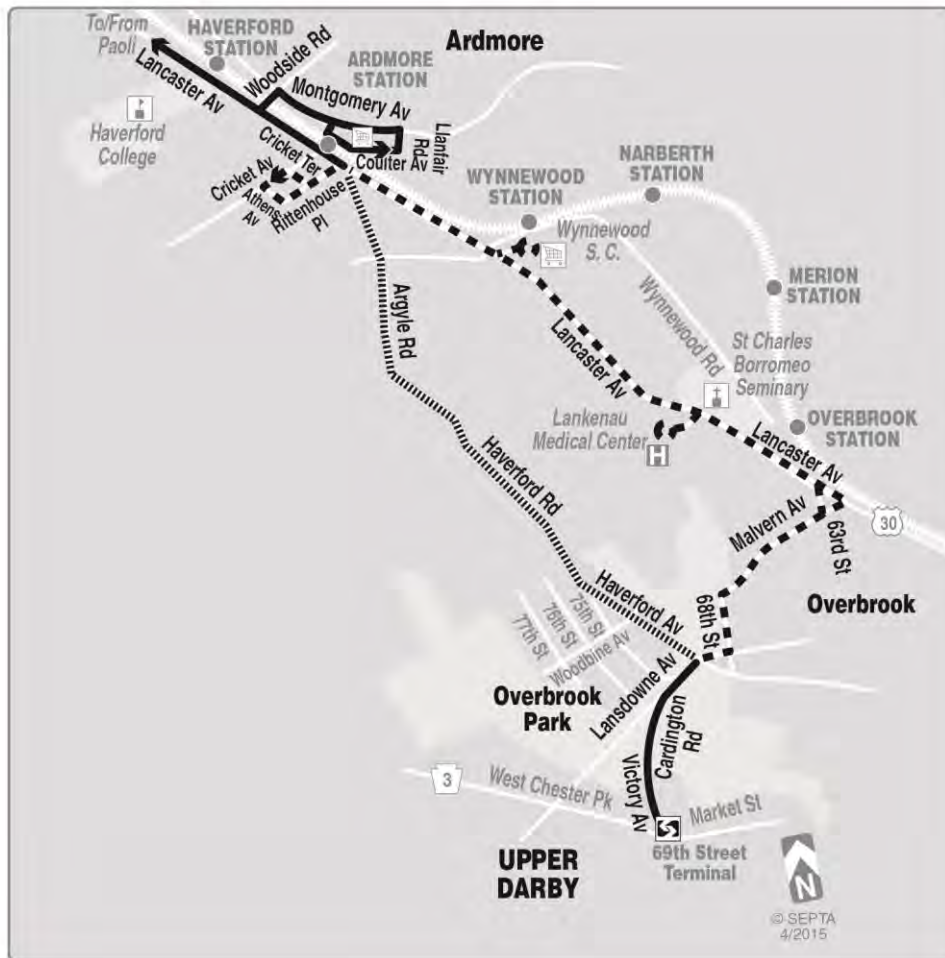
ROUTE 98

If Proposed Changes are Implemented



ROUTE 105

Proposed Changes



LEGEND	
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	ROUTE DISCONTINUED
	ROUTE ADDED

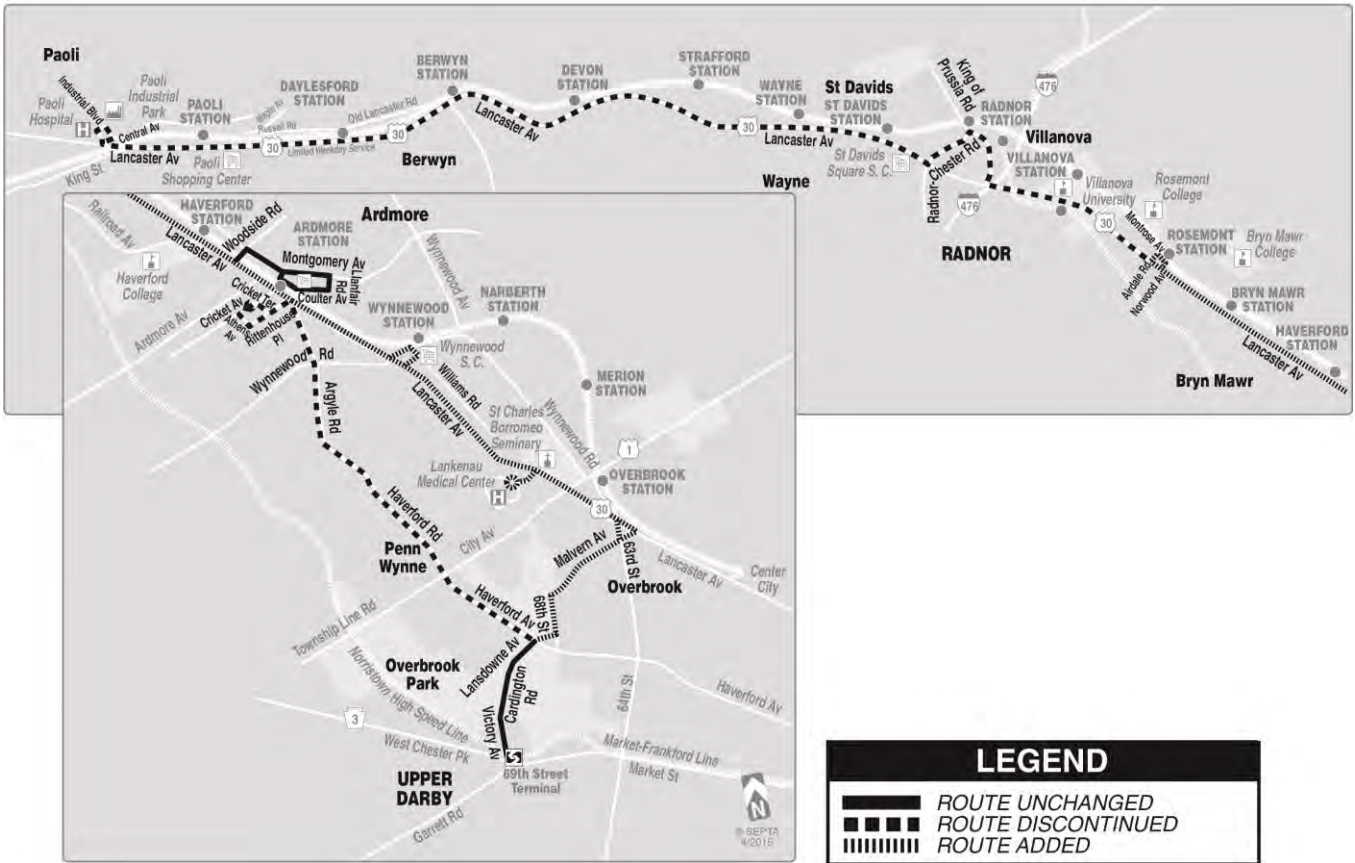
ROUTE 105

If Proposed Changes are Implemented



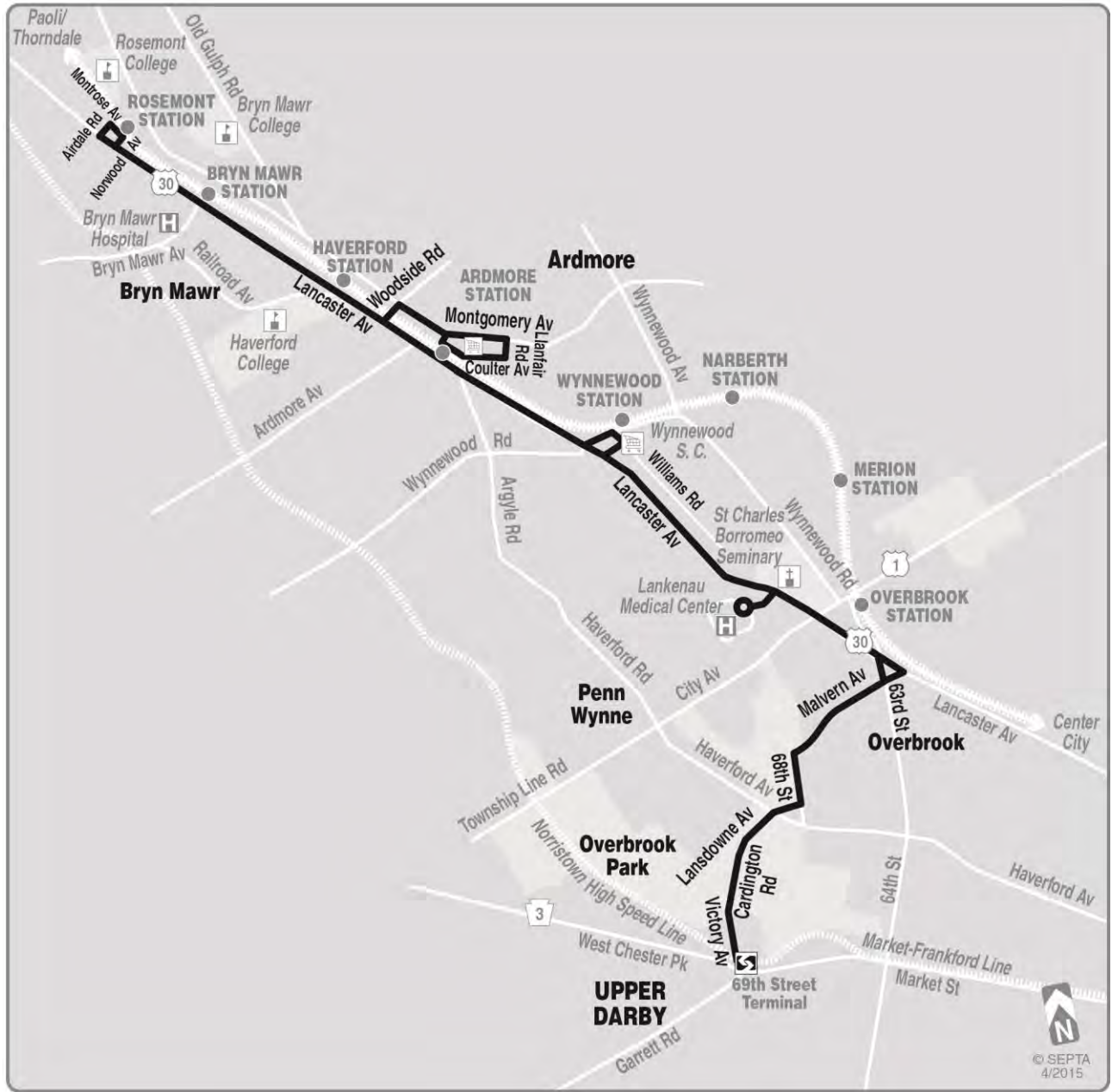
ROUTE 106

Proposed Changes



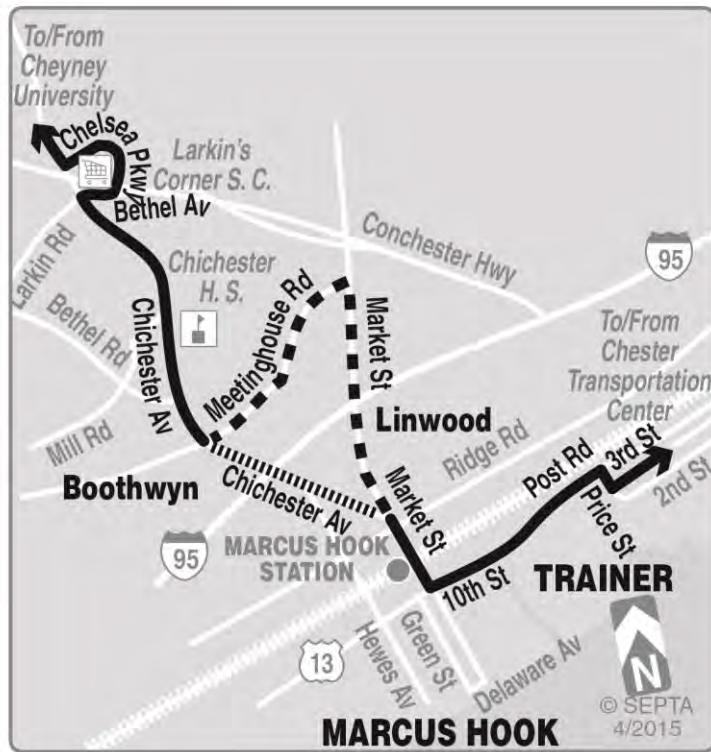
ROUTE 106

If Proposed Changes are Implemented



ROUTE 119

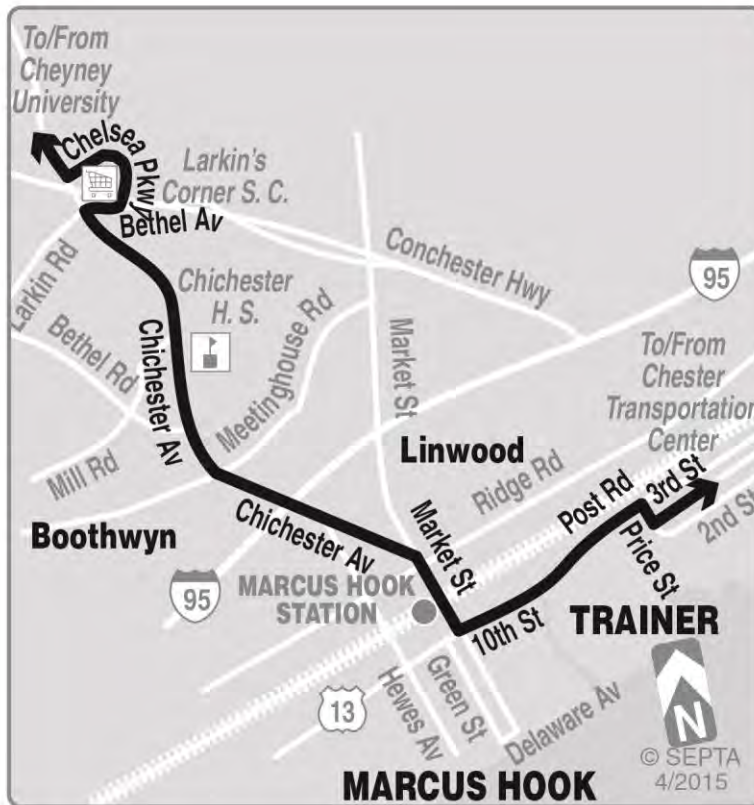
Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED

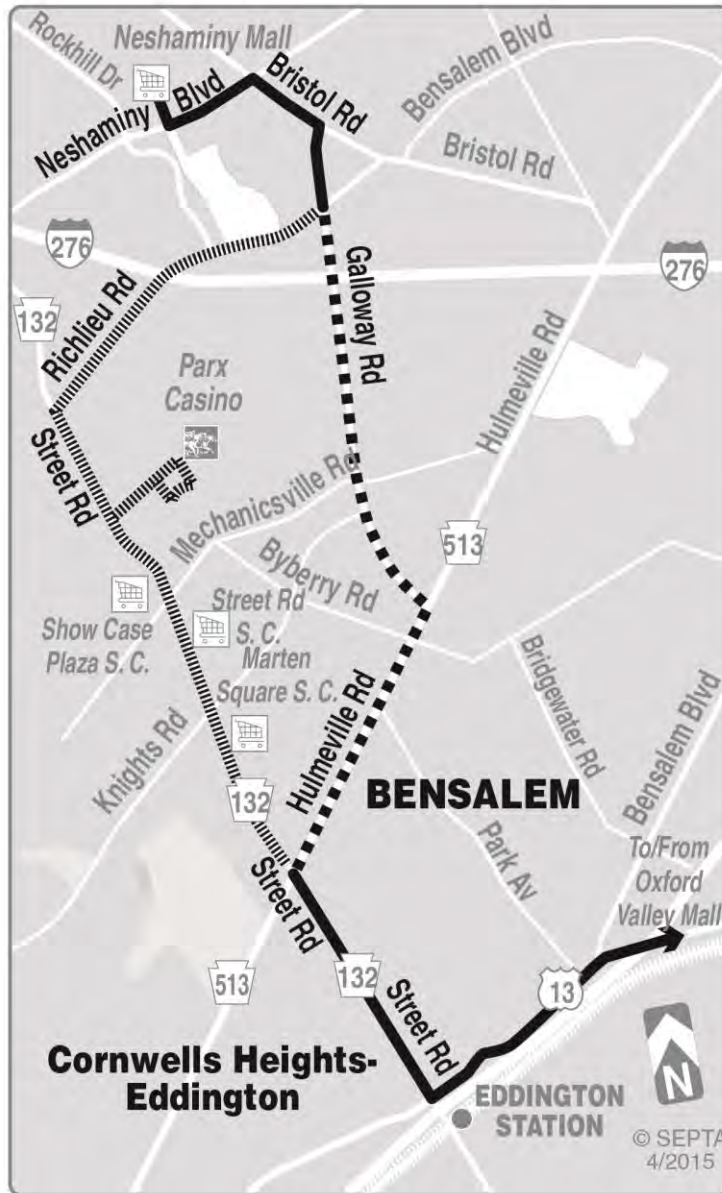
ROUTE 119

If Proposed Changes are Implemented



ROUTE 128

Proposed Changes



ROUTE 128

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 (\$38,200) represent 20% of the CTD fully allocated bus peak vehicle rate of \$189,700.

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 Routes 23 & 45			
Annual	Existing	Proposed	Change
Miles	1,237,970	1,260,201	22,231
Hours	139,167	142,679	3,512
Peak Vehicles	34	34	0
Passengers	6,540,308	6,540,308	0
Revenue	\$7,063,533	\$7,063,533	\$0
Expenses - Fully Allocated	\$19,373,663	\$19,664,939	\$291,275
Net Cost - Fully Allocated	\$12,310,131	\$12,601,406	\$291,275
Operating Ratio - Fully Allocated	36%	36%	0%
Incremental Expenses	\$14,331,463	\$14,622,739	\$291,275

FTC Combined			
Annual	Existing	Proposed	Change
Miles	1,574,750	1,577,414	-2,664
Hours	163,717	161,272	2,445
Peak Vehicles	45	45	0
Passengers	6,932,648	6,931,248	1,400
Revenue	7,487,260	7,485,748	-\$1,512
Expenses - Fully Allocated	\$24,198,404	\$24,065,828	\$132,576
Net Cost - Fully Allocated	\$16,711,144	\$16,580,080	-\$131,064
Operating Ratio - Fully Allocated	31%	31%	0%
Incremental Expenses	\$17,524,904	\$17,392,328	-\$132,576

Proposed Route 25			
Annual	Existing	Proposed	Change
Miles	383,140	380,317	-2,823
Hours	38,415	38,110	-305
Peak Vehicles	10	10	0
Passengers	1,401,861	1,401,861	0
Revenue	\$1,514,010	\$1,514,010	\$0
Expenses - Fully Allocated	\$5,624,724	\$5,595,975	-\$28,749
Net Cost - Fully Allocated	\$4,110,715	\$4,081,965	-\$28,749
Operating Ratio - Fully Allocated	27%	27%	0%
Incremental Expenses	\$4,141,724	\$4,112,975	-\$28,749

Proposed Route 26			
Annual	Existing	Proposed	Change
Miles	558,180	543,404	-14,776
Hours	67,897	66,881	-1,016
Peak Vehicles	20	19	-1
Passengers	3,467,682	3,396,282	-71,400
Revenue	\$3,745,097	\$3,667,985	-\$77,112
Expenses - Fully Allocated	\$9,922,057	\$9,615,799	-\$306,258
Net Cost - Fully Allocated	\$6,176,961	\$5,947,815	-\$229,146
Operating Ratio - Fully Allocated	38%	38%	0%
Incremental Expenses	\$6,956,057	\$6,798,099	-\$157,958

Proposed Route 73			
Annual	Existing	Proposed	Change
Miles	182,800	211,413	28,613
Hours	20,954	22,461	1,507
Peak Vehicles	6	7	0
Passengers	867,977	937,977	70,000
Revenue	\$937,415	\$1,013,015	\$75,600
Expenses - Fully Allocated	\$3,070,188	\$3,458,689	\$388,501
Net Cost - Fully Allocated	\$2,132,773	\$2,445,674	\$312,901
Operating Ratio - Fully Allocated	31%	29%	1%
Incremental Expenses	\$2,180,388	\$2,426,013	\$245,625

Proposed Route 84			
Annual	Existing	Proposed	Change
Miles	450,630	442,280	-8,350
Hours	36,451	33,820	-2,631
Peak Vehicles	9	9	0
Passengers	1,195,128	1,195,128	0
Revenue	\$1,290,738	\$1,290,738	\$0
Expenses - Fully Allocated	\$5,581,435	\$5,395,364	-\$186,070
Net Cost - Fully Allocated	\$4,290,696	\$4,104,626	-\$186,070
Operating Ratio - Fully Allocated	23%	24%	1%
Incremental Expenses	\$4,246,735	\$4,060,664	-\$186,070

Proposed Route 53			
Annual	Existing	Proposed	Change
Miles	199,620	212,890	13,270
Hours	25,047	24,760	(287)
Peak Vehicles	4	6	2
Passengers	770,797	900,074	129,277
Revenue	\$832,461	\$972,080	\$139,619
Expenses - Fully Allocated	\$2,995,076	\$3,409,080	\$414,004
Net Cost - Fully Allocated	\$2,162,615	\$2,437,000	\$274,385
Operating Ratio - Fully Allocated	28%	29%	1%
Incremental Expenses	\$2,236,276	\$2,519,280	\$283,004

Proposed Route 12			
Annual	Existing	Proposed	Change
Miles	202,700	216,646	13,946
Hours	26,878	28,852	1,974
Peak Vehicles	6	6	0
Passengers	808,824	885,208	76,384
Revenue	\$873,530	\$956,025	\$82,495
Expenses - Fully Allocated	\$3,493,399	\$3,662,729	\$169,330
Net Cost - Fully Allocated	\$2,619,869	\$2,706,704	\$86,835
Operating Ratio - Fully Allocated	25%	26%	1%
Incremental Expenses	\$2,355,199	\$2,524,529	\$169,330

Proposed Route 40			
Annual	Existing	Proposed	Change
Miles	472,140	477,584	5,444
Hours	54,036	54,762	726
Peak Vehicles	11	11	0
Passengers	2,133,726	2,171,321	37,595
Revenue	\$2,304,424	\$2,345,027	\$40,603
Expenses - Fully Allocated	\$7,071,746	\$7,135,241	\$63,495
Net Cost - Fully Allocated	\$4,767,322	\$4,790,215	\$22,893
Operating Ratio - Fully Allocated	33%	33%	0%
Incremental Expenses	\$4,985,046	\$5,048,541	\$63,495

Proposed Route 55			
Annual	Existing	Proposed	Change
Miles	716,970	716,970	0
Hours	60,378	60,378	0
Peak Vehicles	13	13	0
Passengers	1,539,180	1,539,180	0
Revenue	\$1,662,314	\$1,662,314	\$0
Expenses - Fully Allocated	\$8,740,740	\$8,740,740	\$0
Net Cost - Fully Allocated	\$7,078,426	\$7,078,426	\$0
Operating Ratio - Fully Allocated	19%	19%	0%
Incremental Expenses	\$6,274,640	\$6,274,640	\$0

Proposed Route 64

Annual	Existing	Proposed	Change
Miles	407,600	407,600	0
Hours	42,762	42,762	0
Peak Vehicles	10	10	0
Passengers	1,773,075	1,773,075	0
Revenue	\$1,914,921	\$1,914,921	\$0
Expenses - Fully Allocated	\$5,973,423	\$5,973,423	\$0
Net Cost - Fully Allocated	\$4,058,502	\$4,058,502	\$0
Operating Ratio - Fully Allocated	32%	32%	0%
Incremental Expenses	\$4,076,423	\$4,076,423	\$0

Proposed Route 98

Annual	Existing	Proposed	Change
Miles	156,659	159,768	3,109
Hours	17,253	17,253	0
Peak Vehicles	3	3	0
Passengers	282,680	282,680	0
Revenue	\$457,942	\$457,942	\$0
Expenses - Fully Allocated	\$1,536,286	\$1,541,974	\$5,688
Net Cost - Fully Allocated	\$1,078,344	\$1,084,032	\$5,688
Operating Ratio - Fully Allocated	30%	30%	0%
Incremental Expenses	\$1,121,386	\$1,127,074	\$5,688

Combined Routes 105 and 106

Annual	Existing	Proposed	Change
Miles	314,353	362,480	48,127
Hours	24,402	28,150	3,748
Peak Vehicles	8	7	-1
Passengers	797,191	880,612	83,421
Revenue	\$1,004,461	\$1,109,571	\$105,110
Expenses - Fully Allocated	\$3,210,625	\$3,426,376	\$215,751
Net Cost - Fully Allocated	\$2,206,164	\$2,316,805	\$110,641
Operating Ratio - Fully Allocated	31%	32%	1%
Incremental Expenses	\$2,139,934	\$2,556,275	\$416,341

Proposed Route 105

Annual	Existing	Proposed	Change
Miles	214,107	165,701	-48,406
Hours	18,448	14,997	-3,451
Peak Vehicles	5	3	-2
Passengers	583,827	441,990	-141,837
Revenue	\$735,622	\$556,907	-\$178,715
Expenses - Fully Allocated	\$2,243,043	\$1,672,002	-\$571,041
Net Cost - Fully Allocated	\$1,507,421	\$1,115,095	-\$392,326
Operating Ratio - Fully Allocated	33%	33%	0%
Incremental Expenses	\$1,545,252	\$1,299,101	-\$246,151

Proposed Route 106

Annual	Existing	Proposed	Change
Miles	100,246	196,779	96,533
Hours	5,954	13,153	7,199
Peak Vehicles	3	4	1
Passengers	213,364	438,622	225,258
Revenue	\$268,839	\$552,664	\$283,825
Expenses - Fully Allocated	\$967,582	\$1,754,374	\$786,792
Net Cost - Fully Allocated	\$698,743	\$1,201,710	\$502,967
Operating Ratio - Fully Allocated	28%	32%	4%
Incremental Expenses	\$594,682	\$1,257,174	\$662,492

Proposed Route 119

Annual	Existing	Proposed	Change
Miles	246,764	232,102	-14,662
Hours	14,142	14,142	0
Peak Vehicles	2	2	0
Passengers	195,960	195,960	0
Revenue	\$245,989	\$245,989	\$0
Expenses - Fully Allocated	\$1,680,877	\$1,654,046	-\$26,831
Net Cost - Fully Allocated	\$1,434,888	\$1,408,057	-\$26,831
Operating Ratio - Fully Allocated	15%	15%	0%
Incremental Expenses	\$1,432,277	\$1,405,446	-\$26,831

Proposed Route 128

Annual	Existing	Proposed	Change
Miles	254,262	267,503	13,241
Hours	12,159	12,159	0
Peak Vehicles	4	4	0
Passengers	120,700	120,700	0
Revenue	\$195,534	\$195,534	\$0
Expenses - Fully Allocated	\$1,345,280	\$1,369,509	\$24,229
Net Cost - Fully Allocated	\$1,149,746	\$1,173,975	\$24,229
Operating Ratio - Fully Allocated	15%	14%	0%
Incremental Expenses	\$930,380	\$954,609	\$24,229

COMMUNITY BENEFIT ANALYSIS COMPUTATIONS

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

Proposed Routes 23 & 45

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	21,671	21,671	21,671	21,671
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	2,413	-1,448
Improved Travel Time	0.4	0	0	21,671	8,668
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			21,671		28,892
<u>Saturday</u>					
Ridership	1.0	10,836	10,836	10,836	10,836
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	1,207	-724
Improved Travel Time	0.4	0	0	10,836	4,334
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			10,836		14,446
<u>Sunday</u>					
Ridership	1.0	5,418	5,418	5,418	5,418
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	603	-362
Improved Travel Time	0.4	0	0	5,418	2,167
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			5,418		7,223
<u>Total Annualized Points</u>			6,403,781		8,537,468
<u>FBS Calculation</u>					
Annual Benefit Points			6,403,781		8,537,468
Annual Expenses			\$19,373,663		\$19,664,939
FBS			0.33		0.43

FTC Combined					
	Benefit	Existing		Proposed	
Service	Points	Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	22,971	22,971	22,971	22,971
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	900	360
Added Travel Time	-0.4	0	0	840	-336
Decreased Walking Distance	0.4	0	0	2,686	1,074
Increased Walking Distance	-0.4	0	0	0	0
Total		0	22,971	0	24,069
		0		0	
<u>Saturday</u>					
Ridership	1.0	5,741	5,741	5,881	5,881
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	154	62
Added Travel Time	-0.4	0	0	420	-168
Decreased Walking Distance	0.4	0	0	1,343	537
Increased Walking Distance	-0.4	0	0	0	0
Total		0	5,741	0	6,311
		0		0	
<u>Sunday</u>					
Ridership	1.0	2,870	2,870	2,940	2,940
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	77	31
Added Travel Time	-0.4	0	0	210	-84
Decreased Walking Distance	0.4	0	0	672	269
Increased Walking Distance	-0.4	0	0	0	0
Total			2,870		3,156
<u>Total Annualized Points</u>			6,322,586		6,648,912
<u>FBS Calculation</u>					
Annual Benefit Points			6,322,586		6,648,912
Annual Expenses			\$24,198,404		\$24,065,828
FBS			0.26		0.28

Proposed Route 25

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	4,645	4,645	4,645	4,645
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	203	81
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	699	280
Increased Walking Distance	-0.4	0	0	0	0
Total			4,645		5,006
<u>Saturday</u>					
Ridership	1.0	2,323	2,323	2,323	2,323
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	102	41
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	350	140
Increased Walking Distance	-0.4	0	0	0	0
Total			2,323		2,503
<u>Sunday</u>					
Ridership	1.0	1,161	1,161	1,161	1,161
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	51	20
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	175	70
Increased Walking Distance	-0.4	0	0	0	0
Total			1,161		1,251
<u>Total Annualized Points</u>					
			1,372,598		8,760
<u>FBS Calculation</u>					
Annual Benefit Points			1,372,598		1,479,214
Annual Expenses			\$5,624,724		\$5,595,975
FBS			0.24		0.26

Proposed Route 26

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	11,490	11,490	11,210	11,210
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	592	237
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			11,490		11,447
<u>Saturday</u>					
Ridership	1.0	0	0	0	0
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			0		0
<u>Sunday</u>					
Ridership	1.0	0	0	0	0
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			0		0
<u>Total Annualized Points</u>			2,929,950		11,447
<u>FBS Calculation</u>					
Annual Benefit Points			2,929,950		2,918,934
Annual Expenses			\$9,922,057		\$9,615,799
FBS			0.30		0.30

Proposed Route 73

	Benefit	Existing		Proposed	
Service	Points	Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	2,876	2,876	3,156	3,156
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	840	-336
Decreased Walking Distance	0.4	0	0	1,079	432
Increased Walking Distance	-0.4	0	0	0	0
Total			2,876		3,252
<u>Saturday</u>					
Ridership	1.0	1,438	1,438	1,578	1,578
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	420	-168
Decreased Walking Distance	0.4	0	0	540	216
Increased Walking Distance	-0.4	0	0	0	0
Total			1,438		1,626
<u>Sunday</u>					
Ridership	1.0	719	719	789	789
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	210	-84
Decreased Walking Distance	0.4	0	0	270	108
Increased Walking Distance	-0.4	0	0	0	0
Total			719		813
<u>Total Annualized Points</u>			849,858		960,848
<u>FBS Calculation</u>					
Annual Benefit Points			849,858		960,848
Annual Expenses			\$3,070,188		\$3,458,689
FBS			0.28		0.28

Proposed Route 84

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	3,960	3,960	3,960	3,960
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	105	42
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	908	363
Increased Walking Distance	-0.4	0	0	0	0
Total			3,960		4,365
<u>Saturday</u>					
Ridership	1.0	1,980	1,980	1,980	1,980
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	53	21
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	454	182
Increased Walking Distance	-0.4	0	0	0	0
Total			1,980		2,183
<u>Sunday</u>					
Ridership	1.0	990	990	990	990
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	26	11
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	227	91
Increased Walking Distance	-0.4	0	0	0	0
Total			990		1,091
<u>Total Annualized Points</u>			1,170,180		1,289,917
<u>FBS Calculation</u>					
Annual Benefit Points			1,170,180		1,289,917
Annual Expenses			\$5,581,435		\$5,395,364
FBS			0.21		0.24

Proposed Route 53

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	3,034	3,034	3,304	3,304
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			3,034		3,304
<u>Saturday</u>					
Ridership	1.0	1,137	1,137	1,327	1,327
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			1,137		1,327
<u>Sunday</u>					
Ridership	1.0	1,160	1,160	1,350	1,350
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			1,160		1,350
<u>Total Annualized Points</u>			900,074		989,824
<u>FBS Calculation</u>					
Annual Benefit Points			900,074		989,824
Annual Expenses			\$2,357,668		\$2,519,280
FBS			0.38		0.39

Proposed Route 12

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	3,070	3,070	3,314	3,314
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			3,070		3,314
<u>Saturday</u>					
Ridership	1.0	1,745	1,745	1,917	1,917
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			1,745		1,917
<u>Sunday</u>					
Ridership	1.0	1,208	1,208	1,298	1,298
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			1,208		1,298
<u>Total Annualized Points</u>			943,654		1,020,038
<u>FBS Calculation</u>					
Annual Benefit Points			943,654		1,020,038
Annual Expenses			\$2,355,199		\$2,524,529
FBS			0.40		0.40

Proposed Route 40

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	7,070	7,070	7,197	7,197
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	127	51
Increased Walking Distance	-0.4	0	0	0	0
Total			7,070		7,248
<u>Saturday</u>					
Ridership	1.0	3,535	3,535	3,585	3,585
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	50	20
Increased Walking Distance	-0.4	0	0	0	0
Total			3,535		3,605
<u>Sunday</u>					
Ridership	1.0	1,768	1,768	1,813	1,813
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	45	18
Increased Walking Distance	-0.4	0	0	0	0
Total			1,768		1,831
<u>Total Annualized Points</u>			2,089,214		2,141,847
<u>FBS Calculation</u>					
Annual Benefit Points			2,089,214		2,141,847
Annual Expenses			\$4,985,046		\$5,048,541
FBS			0.42		0.42

Proposed Route 55

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	5,100	5,100	5,100	5,100
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			5,100		5,100
<u>Saturday</u>					
Ridership	1.0	2,550	2,550	2,550	2,550
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			2,550		2,550
<u>Sunday</u>					
Ridership	1.0	1,275	1,275	1,275	1,275
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			1,275		1,275
<u>Total Annualized Points</u>			1,507,050		1,507,050
<u>FBS Calculation</u>					
Annual Benefit Points			1,507,050		1,507,050
Annual Expenses			\$6,274,640		\$6,274,640
FBS			0.24		0.24

Proposed Route 64

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	5,875	5,875	5,875	5,875
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			5,875		5,875
<u>Saturday</u>					
Ridership	1.0	2,938	2,938	2,938	2,938
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			2,938		2,938
<u>Sunday</u>					
Ridership	1.0	1,469	1,469	1,469	1,469
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			1,469		1,469
<u>Total Annualized Points</u>			1,736,103		1,736,103
<u>FBS Calculation</u>					
Annual Benefit Points			1,736,103		1,736,103
Annual Expenses			\$4,076,423		\$4,076,423
FBS			0.43		0.43

Route 98

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	955	955	971	971
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	206	82
Added Travel Time	-0.4	0	0	100	(40)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	16	(6)
Total			955		1,007
<u>Saturday</u>					
Ridership	1.0	489	489	497	497
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			489		497
<u>Sunday</u>					
Ridership	1.0	236	236	240	240
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			236		240
<u>ANNUALIZED</u>			282,641		296,626
<u>FBS Calculation</u>					
Annual Benefit Points			282,641		296,626
Annual Expenses			\$1,536,286		\$1,541,974
FBS			0.18		0.19

Routes 105 and 106 Combined

SERVICE	BENEFIT POINTS	EXISTING Psgrs	Points	PROPOSED Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	2,101	2,101	2,137	2,137
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	30	(18)
Improved Travel Time	0.4	0	0	273	109
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			2,101		2,228
<u>Saturday</u>					
Ridership	1.0	730	730	1,587	1,587
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	19	(11)
Improved Travel Time	0.4	0	0	130	52
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			730		1,627
<u>Sunday</u>					
Ridership	1.0	260	260	702	702
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			260		702
<u>ANNUALIZED</u>			588,795		693,461
<u>FBS Calculation</u>					
Annual Benefit Points			588,795		693,461
Annual Expenses			\$ 3,210,625		\$3,344,004
FBS			0.18		0.21

Route 105

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	1,484	1,484	1,488	1,488
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	273	109
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			1,484		1,597
<u>Saturday</u>					
Ridership	1.0	538	538	706	706
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	130	52
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			538		758
<u>Sunday</u>					
Ridership	1.0	260	260	0	0
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			260		0
<u>ANNUALIZED</u>			421,476		446,692
<u>FBS Calculation</u>					
Annual Benefit Points			421,476		446,692
Annual Expenses			\$ 2,243,043		\$1,672,002
FBS			0.19		0.27

Route 106

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	617	617	1,394	1,394
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	30	(18)
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			617		1,376
<u>Saturday</u>					
Ridership	1.0	192	192	881	881
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	19	(11)
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			192		870
<u>Sunday</u>					
Ridership	1.0	0	0	702	702
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			0		702
<u>ANNUALIZED</u>			167,319		436,816
<u>FBS Calculation</u>					
Annual Benefit Points			167,319		436,816
Annual Expenses			\$967,582		\$1,672,002
FBS			0.17		0.26

Route 119

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	690	690	682	682
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	204	82
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	24	(10)
Total			690		754
<u>Saturday</u>					
Ridership	1.0	253	253	252	252
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	76	30
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	9	(4)
Total			253		279
<u>Sunday</u>					
Ridership	1.0	118	118	120	35
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	35	14
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	4	(2)
Total			118		48
<u>ANNUALIZED</u>			195,950		209,481
<u>FBS Calculation</u>					
Annual Benefit Points			195,950		209,481
Annual Expenses			\$1,680,877		\$1,654,046
FBS			0.12		0.13

Route 128

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	428	428	459	459
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	30	18
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	71	(28)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			428		449
<u>Saturday</u>					
Ridership	1.0	222	222	240	240
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	20	12
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	29	(12)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			222		240
<u>Sunday</u>					
Ridership	1.0	0	0	0	0
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			0		0
<u>ANNUALIZED</u>			120,684		126,991
<u>FBS Calculation</u>					
Annual Benefit Points			120,684		126,991
Annual Expenses			\$1,345,280		\$1,369,509
FBS			0.09		0.09

ANNUAL ROUTE AND STATION PERFORMANCE REVIEW

DEFINITIONS AND CHARTS

City and Suburban Transit Divisions and Regional Rail Division

Definitions

Fully Allocated Cost [F/A] = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x fully allocated unit cost).

Incremental Cost [I/C] = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x incremental unit cost)

Revenue = passenger revenue based on the average divisional fare

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

FY 2016 Annual Service Plan Operating Costs and Average Fares

Based on the Route Operating Ratio Report Issued December, 2014

UNIT COSTS					
DIVISION	Hours	Miles	Peak Veh. I/C Cost	Peak Veh. F/A Cost	Average Fare
CITY TRANSIT					
Bus	\$58.44	\$3.87	\$38,200	\$189,700	\$1.08
Trolley	\$58.44	\$6.05	\$51,200	\$338,400	\$1.08
Trackless	\$58.44	\$2.47	\$41,400	\$209,000	\$1.08
High Speed	\$21.32	\$2.73	\$92,900	\$603,700	\$1.08
SUBURBAN TRANSIT – VICTORY					
Bus	\$61.32	\$2.29	\$29,700	\$124,300	\$1.26
Trolley	\$61.32	\$4.74	\$53,600	\$339,000	\$1.26
NHSL	\$61.32	\$3.45	\$62,800	\$421,100	\$1.26
SUBURBAN TRANSIT – FRONTIER					
Bus	\$48.38	\$1.83	\$26,900	\$103,700	\$1.62
REGIONAL RAIL*	\$102.39	\$2.98	\$65,600	\$464,600	\$4.06

* AMTRAK Access = \$8.74 per train mile over AMTRAK-owned trackage

Contract Operations

Fiscal Year 2016 Annual Service Plan Operating Costs and Average Fares

Routes under contract with Trenton-Philadelphia Coach Company cost an average of \$88.61 per vehicle hour to operate (310 and LUCY). Krapf Coaches charges SEPTA \$68.16 on Route 204 and \$62.00 on Route 205.

Route 310 and LUCY utilizes the average City Transit fare of \$1.08, while Routes 204 and 205 utilize the average Suburban Transit (Frontier) fare of \$1.62.

CITY TRANSIT
Annual Route Performance Review
SEPTA FY 2016 Annual Service Plan

CTD Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully	
							Allocated Expenses	Oper. Ratio
78 *	2,136	41,200	-	230	58,650	\$240,465	\$284,272	85%
60	49,854	384,510	13	11,783	3,556,109	\$3,840,598	\$6,867,622	56%
47M	9,976	62,560	3	2,383	719,189	\$776,724	\$1,394,204	56%
54	41,680	313,430	9	8,545	2,578,881	\$2,785,191	\$5,356,053	52%
11	56,096	492,643	16	17,782	5,458,574	\$5,895,260	\$11,673,159	51%
79	31,084	197,280	7	5,780	1,744,404	\$1,883,956	\$3,907,923	48%
3	54,549	437,760	13	10,804	3,260,647	\$3,521,499	\$7,348,075	48%
33	78,194	539,930	17	14,182	4,280,128	\$4,622,538	\$9,884,086	47%
46	30,399	203,760	8	5,804	1,751,647	\$1,891,779	\$4,082,669	46%
6	38,049	280,110	10	7,196	2,171,753	\$2,345,493	\$5,204,610	45%
29	30,032	221,930	6	5,107	1,541,293	\$1,664,596	\$3,752,139	44%
10	57,164	470,852	17	15,358	4,714,906	\$5,092,098	\$11,942,138	43%
34	60,726	491,913	18	16,209	4,975,563	\$5,373,608	\$12,616,096	43%
13	61,126	550,973	19	16,940	5,200,580	\$5,616,626	\$13,335,176	42%
59	26,716	213,155	7	4,486	1,353,875	\$1,462,185	\$3,550,768	41%
17	74,294	524,760	24	13,781	4,159,106	\$4,491,834	\$10,925,362	41%
15	58,428	414,870	12	12,253	3,761,671	\$4,062,605	\$9,985,269	41%
52	87,768	686,070	24	15,295	4,616,031	\$4,985,313	\$12,337,053	40%
56\$	61,063	543,940	19	11,264	3,399,475	\$3,671,433	\$9,236,362	40%
36	66,736	605,071	21	17,435	5,352,545	\$5,780,749	\$14,667,140	39%
66	62,882	560,809	16	10,025	3,025,215	\$3,267,232	\$8,403,999	39%
26	67,897	558,180	20	11,490	3,467,682	\$3,745,097	\$9,922,058	38%
42	85,944	622,702	18	12,545	3,786,081	\$4,088,967	\$10,847,024	38%
8	12,727	113,430	6	3,098	789,990	\$853,189	\$2,320,940	37%
23	139,167	1,237,970	34	21,671	6,540,308	\$7,063,533	\$19,373,663	36%
70	58,706	611,170	11	8,627	2,603,629	\$2,811,919	\$7,882,707	36%
65	53,347	568,140	14	8,559	2,583,106	\$2,789,754	\$7,972,101	35%
47	114,261	980,750	31	17,474	5,273,653	\$5,695,545	\$16,353,616	35%
16	52,836	469,753	12	7,653	2,309,675	\$2,494,449	\$7,182,080	35%
18\$	113,150	1,140,890	29	17,388	5,247,698	\$5,667,514	\$16,464,717	34%
21	71,463	517,778	15	9,464	2,856,235	\$3,084,734	\$9,025,599	34%
75	23,671	188,810	7	3,403	1,027,027	\$1,109,189	\$3,312,666	33%
2	48,061	374,590	10	6,232	1,880,818	\$2,031,283	\$6,155,348	33%
40	54,036	472,140	11	7,070	2,133,726	\$2,304,424	\$7,071,746	33%
31	36,207	288,310	8	4,733	1,428,419	\$1,542,693	\$4,749,297	32%

CITY TRANSIT
Annual Route Performance Review
SEPTA FY 2016 Annual Service Plan

	<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 Alloc. Expense</u>	<u>Oper. Ratio</u>
R	56,267	544,780	13	7,806	2,355,851	\$2,544,319	\$7,862,642	32%
64	42,762	407,600	10	5,875	1,773,075	\$1,914,921	\$5,973,423	32%
G	96,807	1,051,986	27	14,310	4,318,758	\$4,664,259	\$14,850,487	31%
48	61,713	418,910	15	7,733	2,333,819	\$2,520,525	\$8,073,190	31%
73	20,954	182,800	6	2,876	867,977	\$937,415	\$3,070,188	31%
62	3,190	42,870	2	811	206,805	\$223,349	\$731,731	31%
4	55,881	496,817	14	7,165	2,162,397	\$2,335,389	\$7,844,168	30%
80	4,736	57,830	1	739	188,445	\$203,521	\$690,274	29%
58	70,909	795,140	17	9,057	2,733,403	\$2,952,075	\$10,446,014	28%
K	59,423	568,180	17	7,680	2,317,824	\$2,503,250	\$8,896,437	28%
53	25,047	199,620	4	2,554	770,797	\$832,461	\$2,995,076	28%
57	88,510	874,090	25	11,084	3,345,151	\$3,612,763	\$13,297,752	27%
25	38,415	383,140	10	4,645	1,401,861	\$1,514,010	\$5,624,725	27%
22	45,458	513,150	9	5,220	1,575,396	\$1,701,428	\$6,349,757	27%
5	33,822	291,000	9	3,934	1,187,281	\$1,282,263	\$4,810,028	27%
50	24,561	313,775	3	2,395	782,686	\$845,301	\$3,218,754	26%
39	24,099	206,650	5	2,508	756,914	\$817,467	\$3,156,582	26%
1\$	30,808	411,120	10	3,571	1,024,877	\$1,106,867	\$4,306,236	26%
19	15,949	185,320	5	2,038	615,068	\$664,273	\$2,597,748	26%
14\$	104,920	1,245,840	29	12,372	3,733,870	\$4,032,580	\$15,841,938	25%
43	30,974	281,310	8	3,431	1,035,476	\$1,118,314	\$4,416,391	25%
12	26,878	202,700	6	2,680	808,824	\$873,530	\$3,493,399	25%
7	51,273	448,410	11	5,193	1,567,247	\$1,692,627	\$6,818,441	25%
XH	40,090	371,455	10	4,176	1,260,317	\$1,361,142	\$5,677,391	24%
H	46,874	434,305	14	5,103	1,540,085	\$1,663,292	\$7,075,877	24%
"400"	24,269	305,737	59	16,500	2,970,000	\$3,207,600	\$13,793,782	23%
84	36,451	450,630	9	3,960	1,195,128	\$1,290,738	\$5,581,434	23%
24	29,144	279,130	7	2,904	876,427	\$946,541	\$4,111,308	23%
J	27,862	254,860	6	2,642	797,356	\$861,144	\$3,752,763	23%
9	45,940	536,430	11	4,793	1,446,527	\$1,562,249	\$6,847,418	23%
L\$	70,094	683,980	20	7,244	2,186,239	\$2,361,138	\$10,439,844	23%
30	15,807	148,240	4	1,556	469,601	\$507,169	\$2,256,250	22%
32	49,698	498,670	13	5,031	1,518,356	\$1,639,824	\$7,300,304	22%
61	45,886	385,830	12	4,354	1,314,037	\$1,419,160	\$6,451,140	22%
20	58,132	742,705	14	6,009	1,813,516	\$1,958,597	\$8,927,302	22%
44	43,790	523,500	13	4,703	1,419,365	\$1,532,914	\$7,051,133	22%
67\$	47,653	589,640	15	5,239	1,581,130	\$1,707,620	\$7,881,820	22%
38	37,852	376,960	9	3,179	959,422	\$1,036,176	\$5,378,206	19%
28	20,856	244,960	5	1,818	548,672	\$592,566	\$3,115,320	19%
55\$	60,378	716,970	13	5,100	1,539,180	\$1,662,314	\$8,740,740	19%
89	25,659	277,890	5	1,991	600,884	\$648,955	\$3,523,446	18%
37\$	47,498	649,820	11	4,009	1,209,916	\$1,306,709	\$7,220,268	18%
88	32,011	296,160	7	2,286	689,915	\$745,108	\$4,344,762	17%
27	63,719	883,590	18	4,926	1,486,667	\$1,605,600	\$10,557,831	15%
77	14,439	171,030	4	832	251,098	\$271,186	\$2,264,501	12%
68	16,449	309,020	3	937	282,787	\$305,410	\$2,726,287	11%
35	8,762	81,400	2	307	92,653	\$100,065	\$1,206,469	8%

SUBURBAN TRANSIT
Annual Route Performance Review
SEPTA FY 2016 Annual Service Plan

<u>Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Daily Avg. Pass'g'rs</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Allocated Expenses</u>	<u>Operating Ratio</u>
109	41,633	456,568	7	4,682	1,329,690	\$1,669,160	\$4,468,575	37%
113\$	56,467	661,983	13	6,384	1,813,060	\$2,275,934	\$6,582,015	35%
131	8,226	82,936	2	554	156,230	\$253,093	\$757,196	33%
102	22,631	212,048	7	4,043	1,200,770	\$1,507,327	\$4,765,838	32%
108\$ *	54,116	682,377	11	5,735	1,628,740	\$2,044,557	\$6,471,218	32%
91	415	4,117	-	-	5,100	\$8,262	\$27,612	30%
98	17,253	156,659	4	955	282,680	\$457,942	\$1,536,286	30%
96\$	28,202	362,471	5	1,458	431,570	\$699,143	\$2,494,222	28%
110\$	28,295	314,951	4	2,293	651,210	\$817,464	\$2,944,487	28%
106	6,310	62,256	2	617	167,320	\$210,037	\$778,095	27%
90	11,852	135,488	2	601	169,480	\$274,558	\$1,028,792	27%
105\$	18,996	215,692	4	1,484	421,460	\$529,059	\$2,067,413	26%
103	17,970	140,009	5	1,446	410,660	\$515,501	\$2,044,042	25%
201	3,538	41,004	1	210	53,550	\$86,751	\$349,931	25%
104	41,546	621,572	8	3,396	964,460	\$1,210,687	\$4,965,401	24%
114	29,401	355,081	5	2,139	607,480	\$762,570	\$3,237,505	24%
124\$ *	38,728	727,135	7	1,627	481,590	\$876,494	\$3,915,021	22%
99	29,625	441,639	7	1,371	405,820	\$657,428	\$2,967,533	22%
97	16,170	173,142	4	699	206,900	\$335,178	\$1,514,055	22%
94	11,892	193,494	3	565	167,240	\$270,929	\$1,240,604	22%
93	28,091	461,892	6	1,263	373,850	\$605,637	\$2,826,655	21%
112	17,176	173,280	7	1,455	395,760	\$496,798	\$2,320,142	21%
125\$ **	40,003	681,697	6	1,874	532,220	\$982,106	\$4,744,870	21%
129\$	21,236	417,531	4	868	256,930	\$416,227	\$2,014,649	21%
115\$	22,822	313,485	4	1,247	354,150	\$444,564	\$2,159,073	21%
101	33,947	342,419	11	4,086	1,213,915	\$1,523,827	\$7,433,698	20%
127\$	9,356	180,634	2	376	106,030	\$171,769	\$896,532	19%
107	17,597	195,501	3	1,053	286,420	\$359,543	\$1,899,645	19%
111\$	23,439	338,454	7	1,608	461,500	\$579,321	\$3,064,030	19%
130\$	17,594	306,144	3	595	176,120	\$285,314	\$1,550,639	18%
126	9,491	101,074	6	839	228,210	\$286,472	\$1,559,247	18%
117	37,722	513,893	8	2,278	646,950	\$812,116	\$4,484,328	18%
123	18,299	341,941	3	1,157	328,590	\$412,479	\$2,278,039	18%
132	11,560	183,362	2	379	112,180	\$181,732	\$1,102,276	16%
118	9,679	128,234	2	542	147,420	\$185,056	\$1,135,771	16%
120	9,168	147,030	4	627	178,070	\$223,531	\$1,396,081	16%
206\$	4,819	77,836	2	225	57,380	\$92,956	\$583,033	16%
139	12,694	215,863	4	480	138,280	\$224,014	\$1,424,065	16%
119	14,142	246,764	2	690	195,960	\$245,989	\$1,680,877	15%
128\$	12,159	254,262	4	428	120,700	\$195,534	\$1,345,280	15%
95	20,597	259,703	6	589	166,100	\$269,082	\$2,094,090	13%
92	14,907	273,598	4	430	121,260	\$196,441	\$1,636,785	12%
116	4,696	33,855	2	230	58,650	\$73,623	\$614,086	12%
150 **	3,976	108,662	1	44	12,410	\$37,230	\$494,935	8%
133	3,285	63,370	2	72	18,360	\$29,743	\$482,346	6%

CONTRACT OPERATIONS
Annual Route Performance Review
SEPTA FY 2016 Annual Service Plan

<u>Route</u>	<u>Revenue Vehicle Hours</u>	<u>Revenue Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Average Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
310 / Breeze	6,070	111,660	3	708	198,258	\$321,237	\$1,021,500	31%
204	8,772	134,260	3	230	67,300	\$109,046	\$564,570	19%
205	3,230	42,075	3	64	16,400	\$26,573	\$192,020	14%
316 / LUCY	<u>14,135</u>	<u>102,334</u>	<u>10</u>	<u>3,150</u>	<u>803,176</u>	<u>82,030</u>	<u>\$1,401,036</u>	6%
Total	<u>32,207</u>	<u>390,329</u>	<u>19</u>	<u>4,152</u>	<u>1,085,134</u>	<u>\$ 538,886</u>	<u>\$ 3,179,126</u>	17%

Note: Routes 204 & 205 are fully funded through CMS/STP grants as a function of FHWA US 202 Reconstruction.
Route 310 / Breeze is funded by the Operating Budget's grants
LUCY is fully funded by the UCD Partnership

REGIONAL RAIL DIVISION
Annual Route Performance Review
SEPTA FY 2016 Annual Service Plan

<u>Line</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Cars</u>	<u>Avg. Daily Passengers</u>	<u>Annual Passengers</u>	<u>Average Fare</u>	<u>Annual Revenue</u>	<u>Operating Ratio</u>
Elwyn	49,116	1,069,713	23	11,148	3,067,857	\$ 4.05	12,424,821	65%
Norristown	39,963	1,103,786	23	11,038	3,177,775	3.76	11,948,434	64%
Warminster	49,349	1,249,921	20	8,434	2,459,262	4.39	10,796,160	60%
Paoli	128,038	3,436,167	67	22,359	6,367,855	4.44	28,273,276	53%
West Trenton	77,971	2,295,084	36	12,711	3,533,608	4.58	16,183,925	51%
Fox Chase	27,708	589,913	14	5,474	1,475,665	3.49	5,150,071	50%
Doylestown	122,013	3,232,979	41	16,267	4,636,214	4.40	20,399,342	50%
C H East	34,067	737,556	11	5,768	1,645,523	3.23	5,315,039	46%
Wilmington	67,221	2,104,193	33	9,689	2,709,934	4.21	11,408,822	44%
Cynwyd	1,604	36,147	2	722	184,138	3.20	589,242	42%
Trenton	86,299	2,977,084	37	12,263	3,521,827	4.48	15,777,785	41%
Airport	38,158	827,999	10	6,835	2,345,820	2.46	\$ 5,770,717	40%
C H West	31,973	683,409	14	5,420	1,531,564	3.19	4,885,689	37%
Totals	<u>753,480</u>	<u>20,343,951</u>	<u>331</u>	<u>128,128</u>	<u>36,657,042</u>	\$ 4.06	<u>\$ 148,923,323</u>	50%

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2015 Annual Service Plan**

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2015 Annual Service Plan**

Station	Total Weekday		Route(s)	Station	Total Weekday		Route(s)
	Boardings	Alightings			Boardings	Alightings	
Suburban Station	24,775	24,775	All	Ivy Ridge	602	582	Manayunk-Norristown
Market East	13,365	13,365	All, except Cynwyd	Bethayres	578	553	West Trenton
30th Street	12,316	12,316	All	Claymont	572	611	Wilmington-Newark
University City	3,091	2,950	AIR, ELW, NWK	Wayne	567	590	Paoli-Thorndale
Temple	3,028	3,018	All, except Cynwyd	Airport Terminal B	561	592	Airport
Jenkintown	1,998	1,660	DOY, WAR, WTR	Wayne Junction	527	521	DOY, WAR, WTR, CHE, FOX
Cornwells Heights	1,657	1,545	Trenton	Queen Lane	521	491	Chestnut Hill West
Lansdale	1,396	1,272	Lansdale-Doylestown	Holmesburg Jct	515	590	Trenton
Fox Chase	1,378	1,327	Fox Chase	Elwyn	510	496	Media-Elwyn
Paoli	1,307	1,240	Paoli-Thorndale	Thorndale	506	523	Paoli-Thorndale
Warminster	1,295	1,052	Warminster	Secane	483	379	Media-Elwyn
Trenton	1,251	1,394	Trenton	Miquon	483	452	Manayunk-Norristown
Fort Washington	1,108	945	Lansdale-Doylestown	Haverford	476	426	Paoli-Thorndale
Torresdale	1,095	1,226	Trenton	Willow Grove	472	515	Warminster
Bryn Mawr	1,067	1,123	Paoli-Thorndale	Wyndmoor	471	509	Chestnut Hill East
Glenside	1,064	1,197	DOY, WAR	Pennbrook	467	371	Lansdale-Doylestown
Ambler	1,017	816	Lansdale-Doylestown	Churchmans Crossing	467	321	Wilmington-Newark
Ardmore	948	939	Paoli-Thorndale	Melrose Park	458	481	DOY, WAR, WTR
Wynnewood	889	713	Paoli-Thorndale	Hatboro	457	430	Warminster
Norristown	848	799	Manayunk-Norristown	Airport Terminal E&F	450	454	Airport
Stratford	843	750	Paoli-Thorndale	Upsal	440	397	Chestnut Hill West
Fern Rock	825	792	DOY, WAR, WTR	Forest Hills	434	326	West Trenton
Overbrook	816	821	Paoli-Thorndale	Chestnut Hill West	433	479	Chestnut Hill West
North Wales	790	791	Lansdale-Doylestown	Stenton	430	124	Chestnut Hill East
Wilmington	790	865	Wilmington-Newark	Wissahickon	410	462	Manayunk-Norristown
Swarthmore	765	699	Media-Elwyn	Ryers	402	376	Fox Chase
Airport Terminal C&D	756	431	Airport	Carpenter	401	386	Chestnut Hill West
Exton	752	676	Paoli-Thorndale	Devon	400	456	Paoli-Thorndale
Malvern	748	687	Paoli-Thorndale	Croydon	393	375	Trenton
Narberth	740	794	Paoli-Thorndale	Downingtown	392	423	Paoli-Thorndale
Morton	720	657	Media-Elwyn	Yardley	392	440	West Trenton
Woodbourne	702	661	West Trenton	Doylestown	383	334	Lansdale-Doylestown
Media	692	533	Media-Elwyn	Spring Mill	378	358	Manayunk-Norristown
Airport Terminal A	686	617	Airport	Colmar	370	369	Lansdale-Doylestown
Somerton	676	714	West Trenton	Whitford	369	314	Paoli-Thorndale
Manayunk	654	563	Manayunk-Norristown	Rosemont	368	399	Paoli-Thorndale
Conshohocken	646	682	Manayunk-Norristown	Eastwick	367	421	Airport
Langhorne	643	688	West Trenton	Bristol	360	404	Trenton
Villanova	636	618	Paoli-Thorndale	Newark	358	347	Wilmington-Newark
Philmont	633	574	West Trenton	Clifton-Aldan	351	329	Media-Elwyn
Elkins Park	632	599	DOY, WAR, WTR	Merion	336	329	Paoli-Thorndale
East Falls	625	553	Manayunk-Norristown	Cheltenham Avenue	324	400	Chestnut Hill West
Levittown	624	640	Trenton	Primos	322	398	Media-Elwyn
Radnor	615	625	Paoli-Thorndale	Chester TC	314	318	Wilmington-Newark
Marcus Hook	605	569	Wilmington-Newark	Lansdowne	313	394	Media-Elwyn

Station ridership numbers from 2015 were not yet available when this report was issued. Therefore, the numbers shown are from calendar 2013, the same as the FY 2015 Annual Service Plan.

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2015 Annual Service Plan**

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2015 Annual Service Plan**

Station	Total Weekday		Route(s)	Station	Total Weekday		Route(s)
	Boardings	Alightings			Boardings	Alightings	
Norwood	308	262	Wilmington-Newark	North Broad	103	114	NTN, DOY
Elm Street	300	257	Manayunk-Norristown	Germantown	102	140	Chestnut Hill East
West Trenton	292	361	West Trenton	Darby	102	103	Wilmington-Newark
Ridley Park	291	249	Wilmington-Newark	Allegheny	76	102	Manayunk-Norristown
Allen Lane	289	292	Chestnut Hill West	Fortuna	60	103	Lansdale-Doylestown
Berwyn	286	322	Paoli-Thorndale	Crestmont	89	91	Warminster
Wallingford	285	420	Media-Elwyn	Highland	83	90	Chestnut Hill West
Trevoise	283	275	West Trenton	Crum Lynne	80	89	Wilmington-Newark
Oreland	276	256	Lansdale-Doylestown	Wynnefield Avenue	79	90	Cynwyd
Neshaminy Falls	276	259	West Trenton	Eddington	45	81	Trenton
St. Davids	270	298	Paoli-Thorndale	MINIMUM PERFORMANCE STANDARD OF 75 BOARDINGS OR ALIGHTINGS			
Cheltenham	267	392	Fox Chase	Del Val College	68	70	Lansdale-Doylestown
St. Martins	241	216	Chestnut Hill West	Eddystone	63	65	Wilmington-Newark
Chestnut Hill East	229	229	Chestnut Hill East	49th Street	62	52	Media-Elwyn
Sedgwick	225	279	Chestnut Hill East	Wister	55	70	Chestnut Hill East
Noble	222	252	West Trenton	Highland	51	55	Chestnut Hill West
Penlynn	216	182	Lansdale-Doylestown	New Britain	51	58	Lansdale-Doylestown
Lawndale	213	201	Fox Chase	Link Belt	46	66	Lansdale-Doylestown
Gwynedd Valley	210	237	Lansdale-Doylestown	Angora	36	37	Media-Elwyn
Glenolden	210	206	Wilmington-Newark	REGIONAL RAIL DIVISION ROUTE CODES:			
Bridesburg	209	243	Trenton	AIR	Airport		
Gladstone	208	275	Media-Elwyn	CHE	Chestnut Hill East		
Tacony	208	216	Trenton	CHW	Chestnut Hill West		
Daylesford	205	181	Paoli-Thorndale	DOY	Lansdale-Doylestown		
North Hills	202	219	Lansdale-Doylestown	ELY	Media-Elwyn		
Roslyn	198	266	Warminster	FOX	Fox Chase		
Prospect Park	196	227	Wilmington-Newark	NWK	Wilmington-Newark		
Mount Airy	193	159	Chestnut Hill East	WAR	Warminster		
Folcroft	193	197	Wilmington-Newark	WTR	West Trenton		
Moylan Rose Valley	186	254	Media-Elwyn				
North Philadelphia	184	210	CHW, Trenton				
Main Street	181	189	Manayunk-Norristown				
Ardley	175	175	Warminster				
Tulpehocken	171	182	Chestnut Hill West				
Washington La	163	213	Chestnut Hill East				
Olney	158	156	Fox Chase				
Rydal	147	138	West Trenton				
Meadowbrook	141	129	West Trenton				
Chalfont	136	143	Lansdale-Doylestown				
Sharon Hill	127	155	Wilmington-Newark				
Gravers	124	125	Chestnut Hill East				
Curtis Park	118	116	Wilmington-Newark				
Bala	115	110	Cynwyd				
Fernwood-Yeadon	113	132	Media-Elwyn				
Cynwyd	112	99	Cynwyd				

Station ridership numbers from 2015 were not yet available when this report was issued. Therefore, the numbers shown are from calendar 2013, the same as the FY 2015 Annual Service Plan.

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2016 Annual Service Plan**

Low Station Performance Overview

Highland Station

- This station is located on the Chestnut Hill West Line 0.50 miles from Chestnut Hill West and 0.50 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 51 boardings and 55 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 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 1.50 miles from Doylestown and 1.30 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 68 boardings and 70 alightings.
- Investment has been made at Del Val College with the installation of a high-level platform and passenger shelter and these 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. Ridership has improved since last year as 65 boardings and 59 alightings were noted. It is hoped that infrastructure improvements and reduced travel times to Center City will continue to attract more ridership.

Low Station Performance Overview

49th Street Station

- This station is located on the Media/Elwyn Line 1.50 miles from University City and 1.20 miles from Angora.
- 49th Street has no off-street parking.
- The station area is served by trolley Route 13 offering direct service to Center City.
- Current weekday ridership totals 62 boardings and 52 alightings.
- Investment has been made at 49th Street with the installation of accessible mini-high level platforms and new staircases that should contribute towards enhanced security for passengers using the station and will help to attract future riders.

49th Street falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has remained virtually unchanged from last year as 59 boardings and 53 alightings were noted.

Eddystone Station

- This station is located on the Marcus Hook/Wilmington Line 1.20 miles from Crum Lynne and 1.10 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 63 boardings and 65 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. Ridership has improved since last year as 54 boardings and 59 alightings were noted. Weekend utilization has improved as well.

Low Station Performance Overview

New Britain Station

- This station is located on the Lansdale/Doylestown Line 1.80 miles from Chalfont and 1.30 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 51 boardings and 58 alightings.
- Investment has been made at New Britain with the installation of an accessible high-level platform, new passenger shelter with the goal to improve security for passengers using the station and to attract future riders.

New Britain falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has slightly improved from last year as 48 boardings and 56 alightings were noted. It is hoped that infrastructure improvements to the station and reduced travel times to Center City will continue to attract more ridership.

Link Belt Station

- This station is located on the Lansdale/Doylestown Line 2.30 miles from Chalfont and 0.60 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 46 boardings and 66 alightings.
- Investment has been made at Link Belt with the installation of an accessible high-level platform and these improvements have contributed towards enhanced security for passengers using the station.

Link Belt falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has markedly improved from last year as 37 boardings and 36 alightings were noted.

Low Station Performance Overview

Wister Station

- This station is located on the Chestnut Hill East Line 0.50 miles from Germantown and 1.20 miles from Wayne Junction.
- The station area is served by bus Route J along Belfield Avenue.
- Current ridership totals 55 boardings and 70 alightings.

Wister falls below the economic threshold of 75 weekday boardings or 75 alightings. Last year there were 62 boards and 75 alightings.

Angora Station

- This station is located on the Media/Elwyn Line one mile from Fernwood/Yeadon and 1.20 miles from 49th 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 36 boardings and 37 alightings.
- Investment has been made at Angora with staircases installed that should 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. Ridership has improved from last year as 25 boardings and 33 alightings were noted.



Southeastern Pennsylvania Transportation Authority

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