

Fiscal Year 2020 Annual Service Plan



**Service Planning Department
June 2019**

FISCAL YEAR 2020 ANNUAL SERVICE PLAN

**Service Planning Department
July 2019**

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INTRODUCTION

The Southeastern Pennsylvania Transportation Authority (SEPTA) is pleased to present its Annual Service Plan (ASP) for Fiscal Year 2020. 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.

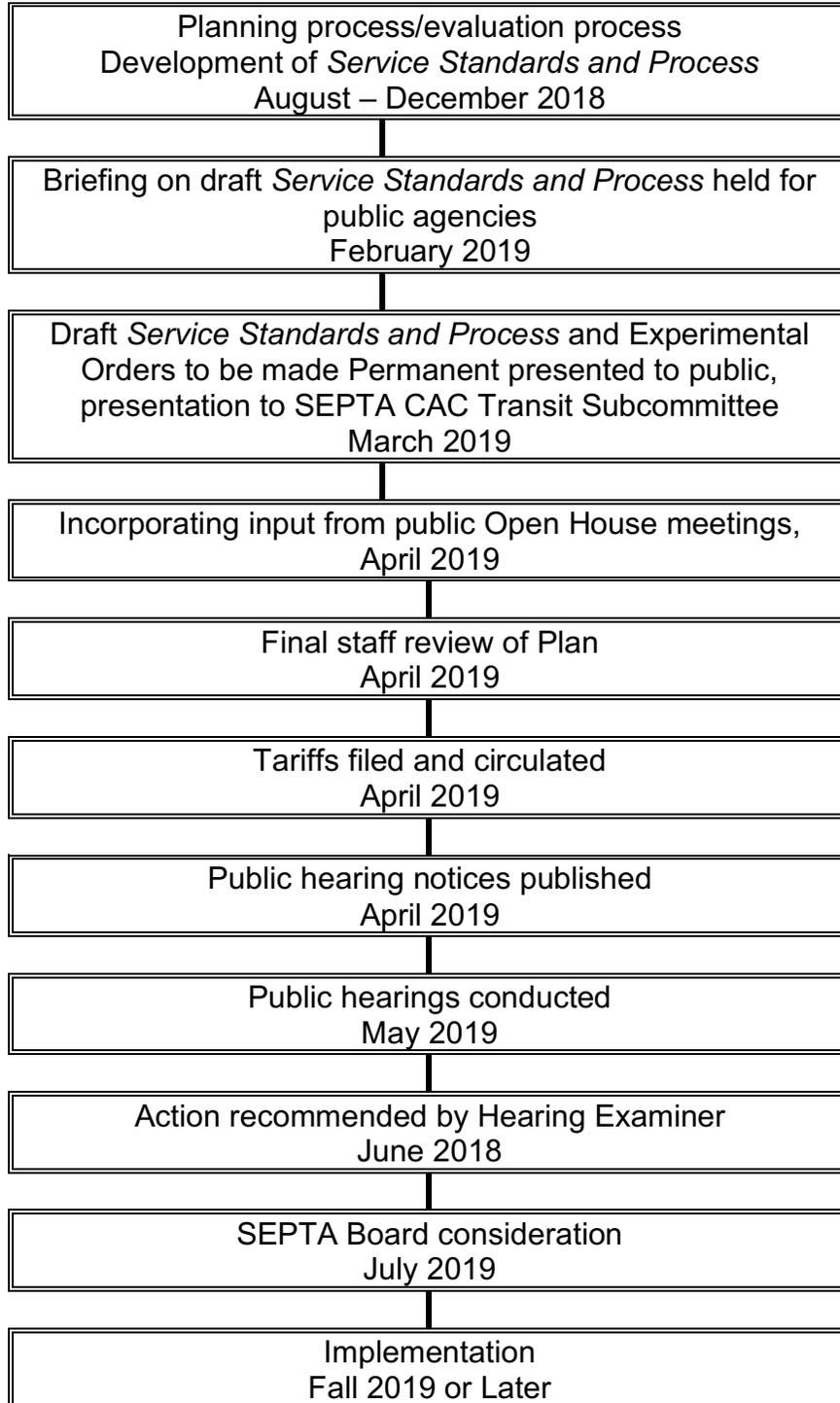
This year marks the 22nd Annual Service Plan and its associated planning process. This and the previous efforts reflect SEPTA's ongoing commitment to improve the performance and productivity of transit routes and Regional Rail lines through careful measurement of both ridership changes and operating 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 2020 ANNUAL SERVICE PLAN TIMELINE

(Dates are Subject to Change)



I. SUMMARY AND LIST OF RECOMMENDED CHANGES

Unlike previous years, SEPTA Service Planning did not publicly solicit a request for project proposals. This is due to the focus on updating SEPTA's *Service Standards and Process*, along with the prospect of a Comprehensive Bus Network Redesign (CBNR). The CBNR process would look at network mobility rather than focusing solely on individual routes. It was not deemed to be prudent to create changes that subsequently could be modified or discontinued as part of a future comprehensive analysis.

Therefore, the projects that are being recommended consist solely of changes that have previously been implemented experimentally and are proposed for permanent status. Those project descriptions are listed in the document.

The proposed changes to the *Service Standards and Process* are contained in a separate document.

Route and Station Performance Review

In addition, sixteen bus routes fall below the operating performance standards set forth in the *Service Standards and Process* documents for each operating division. For City Transit, nine routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, seven routes fall below this *Standard*. In the Regional Rail Division, the Airport Line falls below the *Route Economic Performance Guideline Standard*. In regards to Regional Rail Stations, ten stations presently fall below the guideline of 75 boards or alights per weekday. Regional Rail station counts were taken during 2017.

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 2020 Plan.

Proposals

As noted previously, the proposals being considered are solely ones already being operated by SEPTA under Experimental Order authority. No new proposals are being presented for consideration.

Planning Process/Evaluation Process

The proposed changes to the *Service Standards and Process* document were presented to representatives from the City of Philadelphia and suburban counties, as well as the Delaware Valley Regional Planning Commission and PennDOT. This included distribution of a draft document, a briefing meeting on February 13, 2019, acceptance of comments and responses to those comments.

Project List Presented/Discussed with Affected Groups and Agencies

On March 19, 2019, Open House meetings were held with outside groups, agencies and interested citizens affected by, or concerned with, the proposed Annual Service Plan, including the proposed changes to the *Service Standards and Process*. 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.

On that same day, a presentation was given to the SEPTA's Citizen Advisory Committee Transit Subcommittee about the proposed changes to *Service Standards and Process*. A question and answer session was included.

Budget Impact

Any item having a cost impact that is not included in SEPTA's Fiscal Year 2020 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. 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. While no new projects are being presented, the currently adopted *Service Standards and Process* is explained below. As noted, the Annual Service Plan proposes changes to this process going forward.

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 included in the Fiscal Year 2019 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

No new projects are being proposed as part of the FY 2020 Annual Service Plan. **The following projects are operating under Experimental Order authority and are proposed to be made permanent.**

ROUTE 40

A change to the alternate routing utilizing Pine Street during times when South Street is congested.

ROUTE 73

A change to the routing to enter the Shoppes at Wissinoming Shopping Center during business hours for improved access to a full service supermarket.

ROUTE 104

A change to the end of line at West Chester University is proposed to address a University proposal to close a street at the previous end of line at Church Street and University Avenue. The new end of line would keep buses on High Street to and from the Swope Performing Arts Center.

ROUTE 131

The change added service to a portion of Egypt Road and Shannondell Boulevard to improve service to the Audubon Village Shopping Center and Shannondell at Valley Forge.

V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)

Since there was no solicitation for new projects, there are no non-recommended projects to report in the FY 2020 Annual Service Plan.

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 49

This is a new north-south bus route from Strawberry Mansion, Brewerytown and Fairmount to Grays Ferry via University City. Route 49 service began on February 24, 2019. After the first two months of operation, ridership has reached about 1,600 boardings per weekday, with a goal of 3,000 per weekday after one year. Route 49 will continue to be monitored in the coming year.

ROUTE 80

This involved both a minor route realignment in the Horsham Corporate Center, as well as a shift from Old York Road to Broad Street in the southbound direction. These changes were made in late August 2018, and were intended to reduce travel time for existing customers. Both have proved to save running time.

ROUTE 88

Trips to Pennypack Woods were modified in two ways, 1) to simplify the operation within Pennypack Woods, changing a counter-clockwise loop to two-way operation, and 2) extending the route to the Gregg Street Loop in order to provide connection with Routes 66 and 70, providing an off-street recovery area for buses and bus operators. This route change was anticipated to yield some new riders because of the connection to Frankford Avenue routes. This aspect of the change will be evaluated after one year has passed.

ROUTE 96

A new terminus was built by SEPTA on Railroad Avenue in Lansdale. This routing change addressed access in and out of that location. As the change was driven by construction of facilities and there was no reasonable alternative to the relocation of the end of the line, there was no projection of additional ridership. The additional mileage cost was factored into the proposal and was incurred during FY 2019.

ROUTE 129

An alternate routing was proposed to address overcrowding for passengers going to the Keystone Industrial Park during the morning peak. This trip was not specifically intended to generate additional passengers, but it was to manage passenger loads going to a specific location. The addition of a single express trip at 6:10 AM. was implemented as an as-needed option for peak employment during the Fall 2018 schedule period. The maximum load on that trip averaged 13 per day, whereas the maximum load on the prior trip that it supported was 39, which was a fully seated load. The trip was not needed for the following schedule period due to a decline in post-holiday ridership. The express option remains available as needed for future schedule periods when seasonal employment demand is generated.

ROUTES 204, 205 AND 206

As part of this change, Uptown Worthington would be served on all trips by Route 204, as part of the base route. Route 205 would be discontinued in its entirety, with portions of the current route between Paoli Hospital and Swedesford Road added to a reconfigured Route 206. Route 206 would no longer serve Uptown Worthington, with service replaced by Route 204.

This proposal is not anticipated to be implemented until sometime in FY 2020. This was caused by a delay in resolution of contractual matters with the vendor for Routes 204 and 205 that required contract extensions, as well as the need to synchronize route changes with Frontier District Route 206, Therefore, any analysis will need to be deferred for the FY 2021 Annual Service Plan.

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.

The proposed changes to the *Service Standards and Process* would allow for continued annual reporting of Operating Ratio. The basis for determining underperforming routes would come from two calculations: Cost per Passenger and Passengers per Revenue Hour. Routes falling below 15% of the average of their route category would be subject to further evaluation. Please refer to the proposed *Service Standards and Process* document for additional details.

CITY TRANSIT

For the Fiscal Year 2020 Annual Service Plan, the minimum acceptable operating ratio for City Transit Division (CTD) is 18% (**60% of average City Transit operating ratio of 30%**). The minimum acceptable operating ratio for City Transit routes with suburban characteristics is 16% (**60% of Combined City and Suburban Transit average of 27%**).

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For the Fiscal Year 2020 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 (18% CTD / 16% CTD Routes with Suburban Characteristics)

<u>Route</u>	<u>Operating Ratio</u>
38	17%
89	17%
1	17%
61	17%
80	16%
Boulevard Direct	16%
27*	15%
35*	13%
62	13%

** Routes with suburban characteristics*

SUBURBAN TRANSIT

For the Fiscal Year 2020 Annual Service Plan, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 14% **(60% of average STD operating ratio of 24%)**.

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 2020 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>
133	13%
95	13%
128	12%
91	12%
92	11%
206	8%
150 ***	7%

*** *Out of Service Routing in Revenue Service*

REGIONAL RAIL DIVISION

For the FY 2020 Annual Service Plan, the minimum acceptable operating ratio for RRD routes is 25% **(60% of the average operating ratio of 41%)**. The Airport Line is below the standard by six percentage points (19%). The Airport Line will be reviewed to determine if there are ways to improve its operation and ridership.

The minimum economic performance standard for a railroad station is *75 daily boardings or alighting passengers*. Based on 2017 station counts (the latest currently available) the following railroad stations fall below the standard:

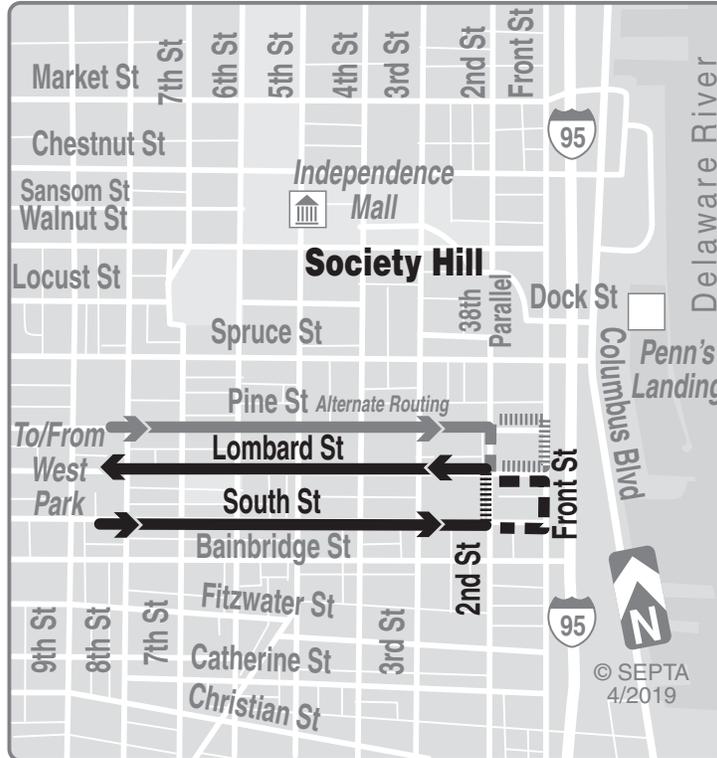
Station	Line	Weekday Boarding	Weekday Alighting
Highland	Chestnut Hill West	70	55
Crestmont	Warminster	66	74
Wister	Chestnut Hill East	64	49
Wynnefield Avenue	Cynwyd	58	49
New Britain	Lansdale/Doylestown	50	44
North Philadelphia	Chestnut Hill West	45	24
Eddystone	Wilmington/Newark	43	43
49 th Street	Media/Elwyn	42	49
Angora	Media/Elwyn	26	28
Link Belt	Lansdale/Doylestown	23	20

APPENDICES

PROJECT MAPS

ROUTE 40

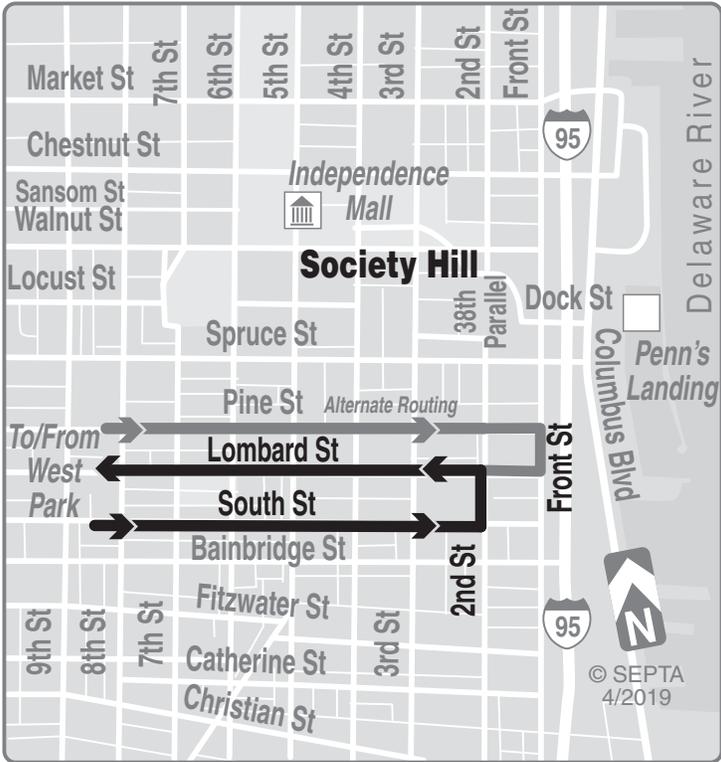
Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED
	ALTERNATE ROUTE UNCHANGED
	ALTERNATE ROUTE DISCONTINUED
	ALTERNATE ROUTE ADDED

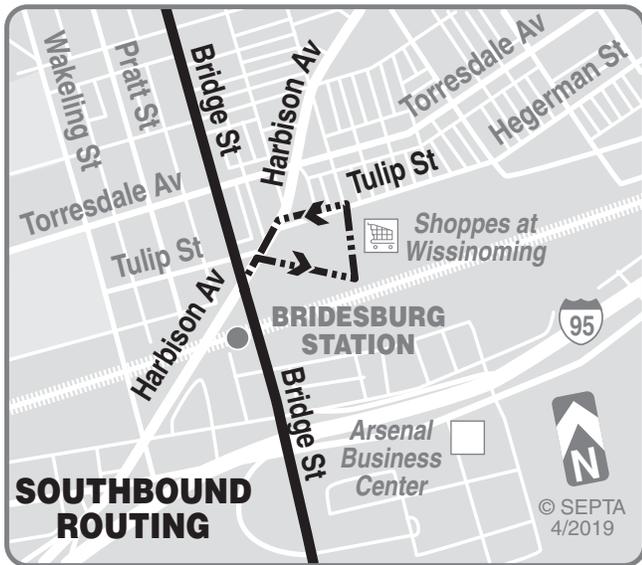
ROUTE 40

If Proposed Changes Are Implemented



ROUTE 73

Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE ADDED
	NB ALTERNATE ROUTE ADDED
	NB ROUTE DISCONTINUED

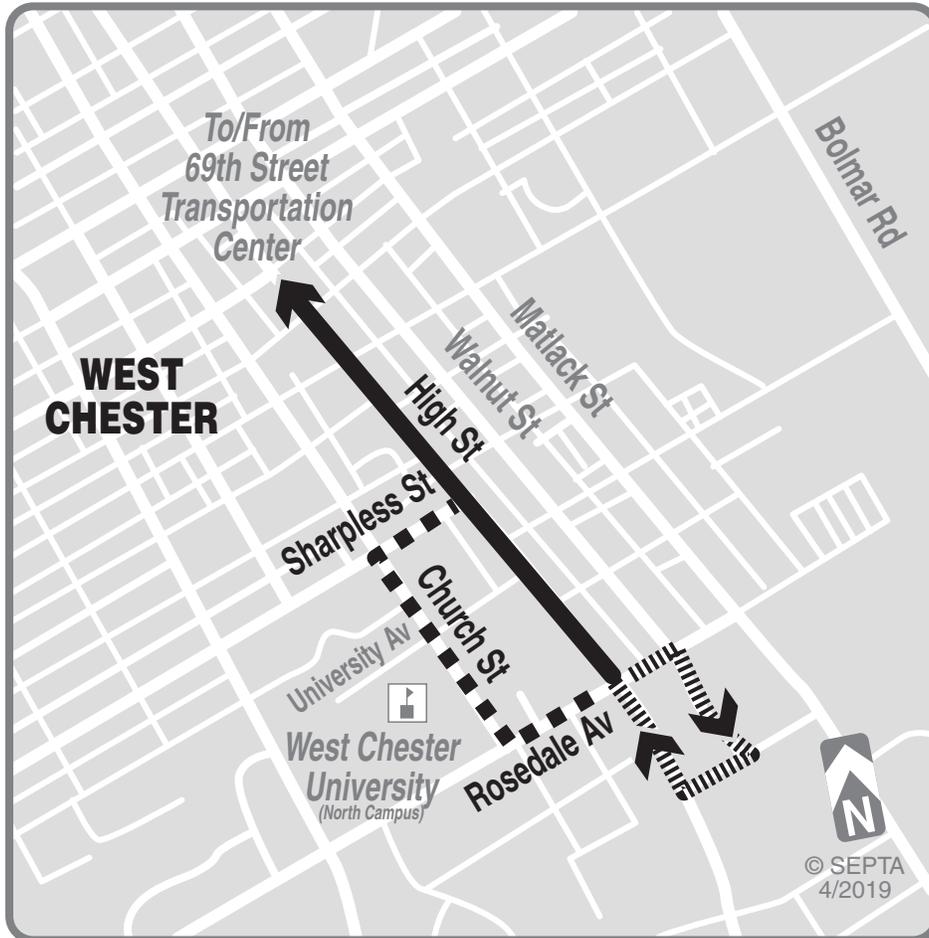
ROUTE 73

If Proposed Changes are Implemented



ROUTE 104

Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED

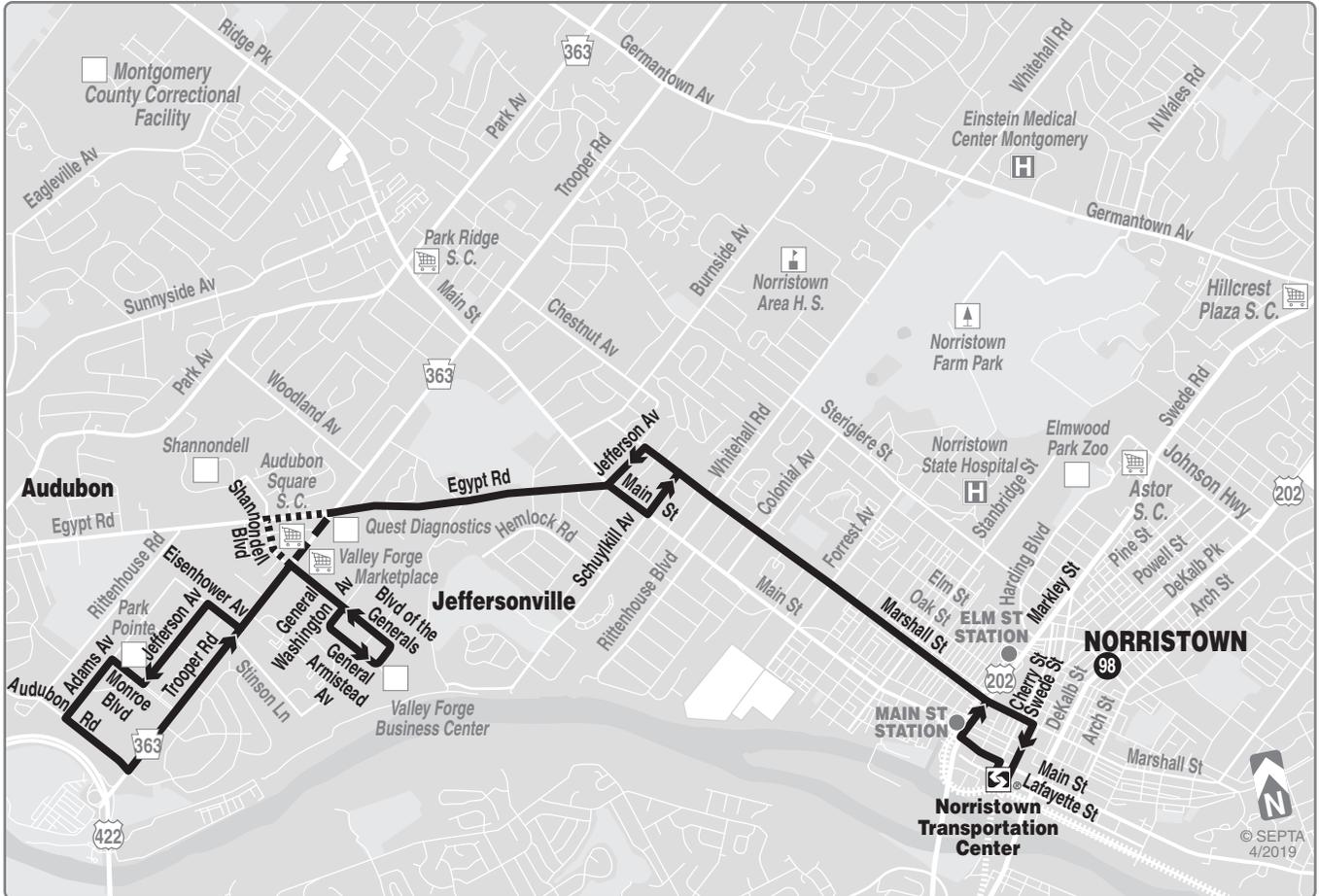
ROUTE 104

If Proposed Changes Are Implemented



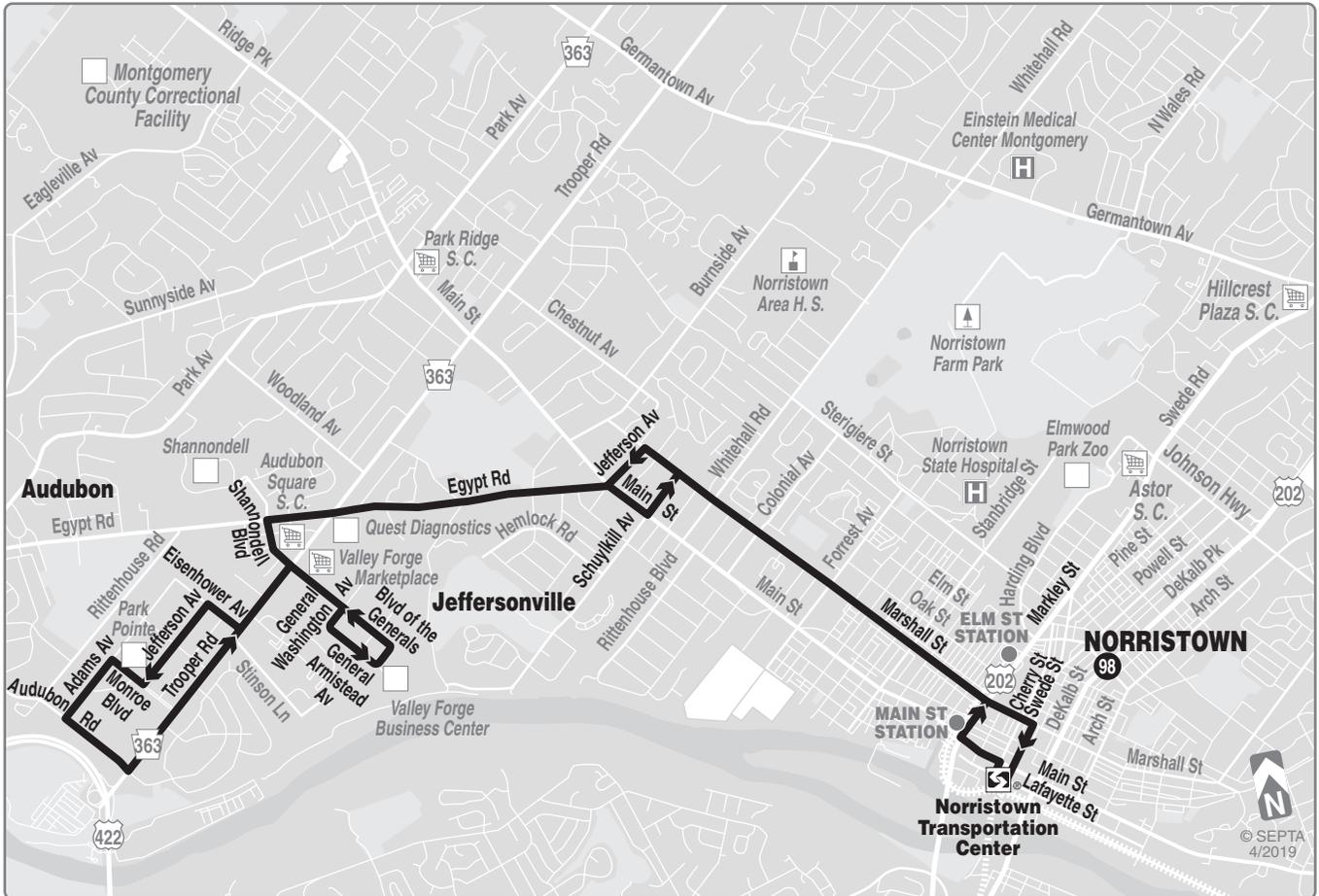
ROUTE 131

Proposed Changes



ROUTE 131

If Proposed Changes Are Implemented



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PROJECT COST/REVENUE SUMMARY CHARTS

As there are no applicable new projects recommended for the FY 2020 Annual Service Plan, this section will be omitted in this document.

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 (\$34,700) represent 12.7% of the CTD fully allocated bus peak vehicle rate of \$193,030.

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.

COMMUNITY BENEFIT ANALYSIS COMPUTATIONS

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

As there are no applicable new projects recommended for the FY 2020 Annual Service Plan, there are no Community Benefit Analysis computations in this document. The Community Benefit Analysis process is proposed to be replaced by a more comprehensive Service Development Process within the proposed changes to the *Service Standards and Process* document.

ANNUAL ROUTE 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 2020 Annual Service Plan Operating Costs and Average Fares *Based on the Route Operating Ratio (ROR) Report for FY 2018 Results*

<u>DIVISION</u>	<u>Hours</u>	<u>Miles</u>	<u>UNIT COSTS</u>		
			<u>Incremental</u>	<u>Peak Vehicle Cost</u>	<u>Average Fare</u>
				<u>Fully Allocated</u>	
CITY TRANSIT					
Bus	\$64.58	\$3.15	\$45,700	\$193,030	\$1.18
Trolley	\$64.58	\$6.78	\$56,000	\$401,117	\$1.18
Trackless	\$64.58	\$2.84	\$36,900	\$216,000	\$1.18
High Speed	\$22.16	\$2.96	\$100,800	\$636,100	\$1.18
SUBURBAN TRANSIT – VICTORY DISTRICT					
Bus	\$66.39	\$1.99	\$35,900	\$105,450	\$1.29
Trolley	\$66.39	\$4.74	\$48,500	\$353,907	\$1.29
NHSL	\$66.39	\$3.65	\$55,000	\$554,965	\$1.29
SUBURBAN TRANSIT – FRONTIER DISTRICT					
Bus	\$51.22	\$1.66	\$27,900	\$86,891	\$1.49
REGIONAL RAIL	\$87.82	\$3.28	\$70,700	\$579,400	\$4.21

CITY TRANSIT
Annual Route Performance Review – Based on FY 2018 ROR Report

<u>CTD Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
78 ¹	2,048	41,080	0	225	57,375	\$258,188	\$261,457	99%
60	51,776	384,300	12	10,333	3,146,399	\$3,722,190	\$6,868,678	54%
59	21,154	168,134	6	4,425	1,347,491	\$1,594,082	\$3,138,953	51%
54	43,238	266,940	9	7,044	2,144,898	\$2,537,414	\$5,369,106	47%
66	51,752	440,260	15	10,063	3,065,627	\$3,626,637	\$7,830,722	46%
6	39,578	270,030	8	6,107	1,859,582	\$2,199,886	\$4,949,431	44%
79	32,568	196,400	7	5,002	1,523,109	\$1,801,838	\$4,072,129	44%
33	77,307	542,100	20	11,979	3,647,606	\$4,315,118	\$10,557,991	41%
17	69,957	465,090	16	10,199	3,105,596	\$3,673,920	\$9,069,011	41%
46	30,342	206,280	8	4,628	1,409,226	\$1,667,114	\$4,152,477	40%
56	64,349	565,010	20	10,882	3,313,569	\$3,919,952	\$9,793,214	40%
21	71,701	523,907	16	10,358	3,154,011	\$3,731,195	\$9,366,619	40%
26	68,903	575,120	18	10,612	3,231,354	\$3,822,692	\$9,733,048	39%
R	57,390	556,300	15	11,037	2,730,452	\$3,230,125	\$8,351,260	39%
52	88,915	694,550	24	13,245	4,033,103	\$4,771,161	\$12,559,211	38%
47	111,175	938,980	29	16,530	5,033,385	\$5,954,494	\$15,730,644	38%
3	55,550	441,970	13	7,795	2,373,578	\$2,807,943	\$7,486,805	38%
75	17,137	147,966	8	3,340	1,017,030	\$1,203,146	\$3,254,339	37%
65	53,712	577,500	13	7,695	2,343,128	\$2,771,920	\$7,794,349	36%
11	48,694	427,591	19	13,026	4,102,690	\$4,853,482	\$13,664,093	36%
18	111,834	1,069,030	28	16,049	4,766,921	\$5,639,268	\$15,989,179	35%
47M	10,811	65,750	4	1,645	500,903	\$592,568	\$1,677,078	35%
70*	57,449	585,490	12	7,641	2,326,685	\$2,752,468	\$7,867,782	35%
34	51,082	427,973	18	12,580	3,962,100	\$4,687,164	\$13,419,783	35%
13	52,915	477,541	19	13,201	4,158,315	\$4,919,287	\$14,275,247	35%
29	32,253	222,060	10	4,394	1,337,973	\$1,582,822	\$4,711,578	34%
10	48,657	421,505	17	11,328	3,568,252	\$4,221,242	\$12,818,219	33%
23	116,355	997,570	25	14,005	4,264,523	\$5,044,931	\$15,477,314	33%
48	61,708	427,420	15	7,252	2,208,234	\$2,612,341	\$8,224,789	32%
K	62,214	577,060	17	8,027	2,442,822	\$2,889,858	\$9,114,144	32%
4	57,508	490,128	14	6,981	2,125,715	\$2,514,721	\$7,957,740	32%
G	106,002	1,093,290	31	14,103	4,289,612	\$5,074,611	\$16,267,936	31%
XH	37,750	367,004	10	4,848	1,450,097	\$1,715,465	\$5,522,423	31%
31	34,421	290,100	9	4,102	1,249,059	\$1,477,637	\$4,872,543	30%
40	58,353	510,160	12	6,456	1,965,852	\$2,325,603	\$7,689,250	30%
16	53,942	459,732	10	5,678	1,728,951	\$2,045,349	\$6,859,731	30%

¹ Premium Fare charged

* Route with Suburban characteristics

CITY TRANSIT
Annual Route Performance Review – Based on FY 2018 ROR Report

<u>CTD Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
36	56,374	526,632	21	12,107	3,813,155	\$4,510,962	\$15,633,602	29%
64	45,523	409,870	12	5,036	1,533,462	\$1,814,086	\$6,545,276	28%
15	53,613	396,236	12	8,163	2,569,690	\$3,039,943	\$10,961,419	28%
57	89,837	856,110	25	9,762	2,972,529	\$3,516,502	\$13,319,889	26%
53	27,684	237,060	6	2,694	820,323	\$970,442	\$3,691,567	26%
J	29,133	259,050	6	2,811	855,950	\$1,012,589	\$3,854,301	26%
8	13,652	118,260	8	2,418	616,590	\$729,426	\$2,797,814	26%
58*	74,960	814,050	20	8,132	2,476,194	\$2,929,338	\$11,261,704	26%
25	41,443	387,320	9	4,044	1,231,398	\$1,456,744	\$5,631,780	26%
14*	92,930	1,114,820	19	9,805	2,985,623	\$3,531,992	\$13,754,188	26%
22*	47,291	555,070	9	4,640	1,412,880	\$1,671,437	\$6,537,018	26%
5	35,336	291,840	9	3,469	1,056,311	\$1,249,616	\$4,937,106	25%
7	50,269	458,990	11	4,771	1,452,770	\$1,718,627	\$6,813,226	25%
H	44,566	419,426	13	4,454	1,382,363	\$1,635,335	\$6,706,557	24%
73	21,104	184,930	7	2,227	678,122	\$802,218	\$3,295,711	24%
39	24,643	193,660	6	2,238	681,471	\$806,180	\$3,358,686	24%
L	66,781	684,790	20	6,864	2,090,088	\$2,472,574	\$10,326,982	24%
42	86,230	630,073	17	7,106	2,163,777	\$2,559,748	\$10,831,823	24%
43	34,263	284,830	8	3,054	929,943	\$1,100,123	\$4,652,735	24%
45	53,367	345,230	12	4,494	1,368,423	\$1,618,844	\$6,848,549	24%
2	51,433	391,550	14	4,692	1,428,714	\$1,690,169	\$7,255,388	23%
20	56,889	714,107	14	5,474	1,666,833	\$1,971,863	\$8,622,179	23%
24*	28,598	281,500	8	2,716	827,022	\$978,367	\$4,276,417	23%
12	31,804	218,130	5	2,348	714,966	\$845,805	\$3,705,071	23%
84	39,809	459,830	7	3,389	1,031,961	\$1,220,810	\$5,368,240	23%
9*	46,070	549,260	12	4,348	1,323,966	\$1,566,252	\$7,018,984	22%
55	63,270	729,340	14	5,365	1,633,643	\$1,932,600	\$9,082,171	21%
28*	22,029	250,960	5	1,849	563,021	\$666,054	\$3,177,052	21%
50*	25,679	322,333	5	1,648	641,896	\$759,363	\$3,637,237	21%
30	15,993	151,090	4	1,304	397,068	\$469,731	\$2,280,126	21%
32	51,590	501,500	14	4,313	1,313,059	\$1,553,349	\$7,611,320	20%
19*	15,865	188,560	5	1,442	439,089	\$519,442	\$2,582,733	20%
67	47,432	585,220	16	4,467	1,360,202	\$1,609,119	\$7,992,156	20%
"400"	19,594	269,883	48	10,423	1,876,308	\$2,219,672	\$11,379,603	20%
68*	25,011	408,870	4	1,967	598,952	\$708,560	\$3,673,226	19%

* Route with suburban characteristics

CITY TRANSIT
Annual Route Performance Review – Based on FY 2018 ROR Report

<u>CTD Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
<u>Minimum Acceptable Operating Ratio 18% (60% of City Transit Average of 30%)</u>								
38	36,167	371,180	9	2,503	762,164	\$901,640	\$5,240,296	17%
89	27,807	274,470	6	1,801	548,405	\$648,763	\$3,817,164	17%
1	31,321	411,350	10	2,613	749,931	\$887,168	\$5,246,706	17%
37*	48,058	646,540	9	3,215	978,968	\$1,158,119	\$6,874,224	17%
44*	44,880	538,520	13	3,311	1,008,200	\$1,192,701	\$7,101,385	17%
88*	31,058	273,150	6	1,876	571,242	\$675,779	\$4,022,963	17%
61	47,489	401,421	11	2,972	904,974	\$1,070,584	\$6,452,639	17%
77*	15,527	166,580	2	840	255,780	\$302,588	\$1,912,688	16%
80	4,663	63,210	1	358	91,290	\$107,996	\$692,962	16%
Boulevard Direct*	31,031	435,340	10	3,010	620,145	\$733,632	\$4,724,336	16%
<u>Minimum Acceptable Operating Ratio 16% (for Routes with Suburban Characteristics)</u>								
27*	59,865	770,110	17	4,102	1,249,059	\$1,477,637	\$9,569,588	15%
35*	5,433	52,400	1	260	79,170	\$93,658	\$708,691	13%
62*	2,797	40,189	4	456	116,280	\$137,559	\$1,079,144	13%

* Route with suburban characteristics

SUBURBAN TRANSIT
Annual Route Performance Review – Based on FY 2018 ROR Report

<u>Suburban Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
113	65,604	724,602	14	7,469	2,196,808	\$2,832,345	\$7,272,016	39%
109	44,277	469,676	9	4,934	1,450,596	\$1,870,253	\$4,822,152	39%
98	14,260	167,837	4	1,155	331,485	\$492,587	\$1,354,974	36%
108	54,206	552,347	11	5,298	1,557,612	\$2,008,229	\$5,856,552	34%
102	23,103	201,943	7	4,288	1,264,525	\$1,620,589	\$4,968,282	33%
131	7,799	77,554	3	605	151,829	\$245,618	\$787,913	31%
103	15,819	136,948	5	1,457	428,358	\$552,282	\$1,849,668	30%
110	25,344	313,391	6	2,250	661,500	\$852,872	\$2,938,216	29%
105	15,067	149,165	4	1,223	360,562	\$464,873	\$1,718,582	27%
126	9,654	111,114	3	781	229,614	\$296,041	\$1,178,138	25%
114	27,048	371,141	6	2,088	613,872	\$791,465	\$3,166,145	25%
104	41,206	619,296	10	3,265	959,910	\$1,237,612	\$5,021,174	25%
97	16,331	175,280	2	751	215,537	\$319,581	\$1,299,993	25%
106	15,441	174,673	5	1,270	355,600	\$458,475	\$1,899,571	24%
112	16,159	164,115	4	1,122	329,868	\$425,299	\$1,820,797	23%
101	31,114	329,379	10	4,344	1,281,775	\$1,652,904	\$7,165,870	23%
96	27,710	367,299	6	1,371	393,477	\$584,707	\$2,547,415	23%
107	18,279	204,884	6	1,363	381,640	\$492,048	\$2,253,485	22%
93	26,560	466,375	6	1,309	375,683	\$578,265	\$2,652,480	22%
94	11,181	193,588	2	533	152,971	\$227,315	\$1,066,495	21%
111	27,187	372,505	6	1,700	499,800	\$644,392	\$3,178,084	20%
124	41,344	738,936	8	1,826	524,067	\$798,764	\$4,034,329	20%
201	3,820	43,091	1	183	46,665	\$69,344	\$353,678	20%
120	9,371	141,406	2	574	168,756	\$217,577	\$1,114,121	20%
90	12,557	137,567	3	535	147,660	\$219,423	\$1,130,954	19%
99	29,021	437,156	7	1,198	343,826	\$530,925	\$2,816,873	19%
125	37,351	644,929	7	2,200	646,800	\$833,919	\$4,499,864	19%
129\$	21,776	427,244	4	905	259,735	\$385,966	\$2,169,285	18%
117	35,706	508,225	7	1,822	535,668	\$690,637	\$4,118,891	17%
118	10,019	137,278	2	524	146,720	\$189,166	\$1,148,933	16%
132	11,876	189,219	2	414	114,264	\$169,796	\$1,094,864	16%
119	16,318	252,724	3	766	225,204	\$290,356	\$1,902,057	15%
115	22,405	311,547	4	1,016	298,704	\$385,119	\$2,528,540	15%
123	17,061	341,120	4	882	259,308	\$334,326	\$2,232,563	15%
139	13,483	219,353	3	461	127,236	\$189,073	\$1,313,742	14%
127\$	9,442	201,224	3	378	104,128	\$154,734	\$1,076,746	14%
130\$	18,730	323,279	4	596	171,052	\$254,183	\$1,841,198	14%

\$ - Outside Subsidy from Bucks County included

SUBURBAN TRANSIT
Annual Route Performance Review – Based on FY 2018 ROR Report

<u>Suburban Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
<i>Minimum Acceptable Operating Ratio 14% (60% of Suburban Transit Average of 24%)</i>								
133	2,444	37,456	1	90	24,840	\$36,912	\$273,870	13%
95	19,846	252,364	6	625	172,500	\$256,335	\$1,954,380	13%
128\$	12,913	232,891	3	392	108,192	\$160,773	\$1,306,950	12%
91	892	5,064	-	-	4,400	\$6,538	\$54,072	12%
92	14,110	270,921	3	384	105,984	\$157,492	\$1,431,204	11%
206	4,443	71,954	2	111	28,305	\$42,061	\$520,050	8%
150**	4,589	101,349	1	43	11,869	\$35,607	\$489,486	7%

\$ - Outside Subsidy from Bucks County included; ** Out of Service Routing in Revenue Service

CONTRACT OPERATIONS
Annual Route Performance Review – Based on FY 2018 ROR Report

<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/ Horsham Breeze Red	5,811	72,510	4	415	116,200	\$174,925	\$528,300	33%
311/ Horsham Breeze Blue	5,616	65,445	4	233	65,240	\$98,512	\$507,580	19%
316 / LUCY****	13,106	93,360	12	2,760	703,800	\$188,496	\$1,411,590	13%
204	8,731	132,775	3	120	34,778	\$52,515	\$655,100	8%
205	2,718	32,670	3	30	7,650	\$11,552	\$267,578	4%

**** LUCY operating expense is fully funded by the University City District (UCD)

ANNUAL STATION PERFORMANCE REVIEW

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2018 Data

MARKET-FRANKFORD LINE	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Frankford Transportation Center.	19,052	380	50.14
Arrott Transportation Center	4,737	379	12.50
Church	1,291	339	3.81
Erie-Torresdale	4,544	379	11.99
Tioga	1,881	339	5.55
Allegheny	6,109	379	16.12
Somerset	2,246	339	6.63
Huntingdon	2,956	339	8.72
York-Dauphin	1,738	339	5.13
Berks	2,653	339	7.83
Girard	5,154	379	13.60
Spring Garden	3,275	379	8.64
2 nd Street	3,928	378	10.39
5 th Street	3,986	378	10.54
8 th Street	11,019	378	29.15
11 th Street	8,629	378	22.83
13 th Street	8,146	378	21.55
15 th Street	34,384	379	90.72
30 th Street	7,704	378	20.38
34 th Street	7,076	378	18.72
40 th Street	6,624	378	17.52
46 th Street	5,011	378	13.26
52 nd Street	7,498	378	19.84
56 th Street	6,238	378	16.50
60 th Street	5,432	378	14.37
63 rd Street	2,236	338	6.62
Millbourne	489	338	1.45
69 th Street Transportation Center	17,680	379	46.65

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2018 Data

BROAD STREET LINE AND BROAD RIDGE SPUR	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Fern Rock Transportation Center	4,498	524	8.58
Olney Transportation Center	16,591	596	27.84
Logan	2,452	270	9.08
Wyoming	2,087	270	7.73
Hunting Park	3,006	270	11.33
Erie	7,750	596	13.00
Allegheny	3,842	270	14.23
North Philadelphia	4,168	436	9.56
Susquehanna-Dauphin	3,392	270	12.56
Cecil B. Moore	7,375	270	27.31
Girard	4,009	596	6.73
Fairmount	2,156	436	4.94
Spring Garden	7,462	430	17.35
Race-Vine (Convention Center)	3,226	430	7.50
City Hall	30,506	430	70.94
Walnut-Locust	7,633	430	17.75
Lombard-South	2,915	270	10.80
Ellsworth-Federal	3,715	270	13.76
Tasker-Morris	4,505	270	16.69
Snyder	5,500	270	20.37
Oregon	4,045	270	14.98
NRG	1,541	270	5.71
Chinatown	322	176	1.83
8th-Market	2,254	176	12.81

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review - Based on FY 2018 Data

NORRISTOWN HIGH SPEED LINE	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Norristown Transportation Center	1,441	1,419	2,860	188	15.21
Bridgeport	106	113	219	188	1.16
DeKalb Street	314	207	521	188	2.77
Hughes Park	339	314	653	260	2.51
Gulph Mills	577	580	1,157	260	4.45
Matsonford	32	34	66	248	0.27
County Line	14	14	28	248	0.11
Radnor	462	427	889	260	3.42
Villanova	357	391	748	248	3.02
Stadium*	*	*	*	*	N/A
Garrett Hill	113	144	257	248	1.04
Roberts Road	65	76	141	248	0.57
Bryn Mawr	562	593	1,155	261	4.43
Haverford	145	147	292	257	1.14
Ardmore Avenue	116	121	237	257	0.92
Ardmore Junction	500	464	964	273	3.53
Wynnewood Road	140	157	297	257	1.16
Beechwood-Brookline	210	207	417	257	1.62
Penfield	288	243	531	261	2.03
Township Line Road	83	126	209	257	0.81
Parkview	66	85	151	257	0.59
69th Street Transportation Center	4,965	5,011	9,976	273	36.54

* Stadium Station is closed for construction

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review - Based on FY 2018 Data

ROUTE 101	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Orange Street	129	124	253	102	2.48
Veterans Square	39	66	105	102	1.03
Olive Street	49	67	116	102	1.14
Jackson Street	69	80	149	102	1.46
Monroe Street	45	51	96	102	0.94
Edgmont Street	22	21	43	102	0.42
Manchester Avenue	31	43	74	102	0.73
Providence Road	172	125	297	106	2.80
Beatty Road	23	18	41	106	0.39
Pine Ridge	17	16	33	106	0.31
Paper Mill Road	6	9	15	106	0.14
Springfield Mall	102	97	199	106	1.88
Thomson Avenue	26	29	55	106	0.52
Woodland Avenue	55	54	109	138	0.79
Leamy Avenue	30	27	57	138	0.41
Saxer Avenue	68	57	125	138	0.91
Springfield Road	87	72	159	138	1.15
Scenic Road	89	84	173	138	1.25
Drexeline	109	110	219	138	1.59
Drexelbrook	103	96	199	138	1.44
Anderson Avenue	112	82	194	138	1.41
Aronimink	155	166	321	138	2.33
School Lane	49	62	111	138	0.80
Huey Avenue	48	49	97	138	0.70
Drexel Hill Junction	130	164	294	138	2.13
Irvington Road	24	38	62	138	0.45
Drexel Park	24	24	48	138	0.35
Lansdowne Avenue	226	295	521	138	3.78
Congress Avenue	52	39	91	138	0.66
Beverly Boulevard	131	119	250	138	1.81
Hilltop Road	101	112	213	138	1.54
Avon Road	120	116	236	138	1.71
Walnut Street	80	88	168	138	1.22
Fairfield Avenue	54	59	113	138	0.82
69th Street Transportation Center	1,599	1,517	3,116	138	22.58

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review - Based on FY 2018 Data

ROUTE 102	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Sharon Hill	443	475	918	124	7.40
MacDade Boulevard	183	163	346	124	2.79
Andrews Avenue	56	48	104	124	0.84
Bartram Avenue	42	48	90	124	0.73
North Street	129	130	259	126	2.06
Magnolia Avenue	33	42	75	126	0.60
Providence Road	64	78	142	126	1.13
Clifton-Aldan	80	68	148	126	1.17
Springfield Road	93	72	165	126	1.31
Penn Street	40	34	74	126	0.59
Baltimore Avenue	192	224	416	126	3.30
Creek Road	21	19	40	126	0.32
Marshall Road	97	84	181	126	1.44
Drexel Manor	67	75	142	126	1.13
Garrettford	99	120	219	126	1.74
Drexel Hill Junction	157	139	296	126	2.35
Irvington Road	41	23	64	126	0.51
Drexel Park	28	38	66	126	0.52
Lansdowne Avenue	337	296	633	126	5.02
Congress Avenue	54	64	118	126	0.94
Beverly Boulevard	150	128	278	126	2.21
Hilltop Road	53	109	162	126	1.29
Avon Road	129	113	242	126	1.92
Walnut Street	71	98	169	126	1.34
Fairfield Avenue	55	51	106	126	0.84
69th Street Transportation Center	1,586	1,561	3,147	126	24.98

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review - Based on FY 2018 Data

ROUTES 101 AND 102 TRUNK STATIONS	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Drexel Hill Junction	287	303	590	264	2.23
Irvington Road	65	61	126	264	0.48
Drexel Park	52	62	114	264	0.43
Lansdowne Avenue	563	591	1,154	264	4.37
Congress Avenue	106	103	209	264	0.79
Beverly Boulevard	281	247	528	264	2.00
Hilltop Road	154	221	375	264	1.42
Avon Road	249	229	478	264	1.81
Walnut Street	151	186	337	264	1.28
Fairfield Avenue	109	110	219	264	0.83
69th Street Transportation Center	3,185	3,078	6,263	264	23.72

REGIONAL RAIL DIVISION
Annual Performance Review - Based on FY 2018 Results

<u>Branch</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Cars</u>	<u>Average Daily Passengers</u>	<u>Annual Passengers</u>	<u>Annual Revenue</u>	<u>Fully Allocated Operating Ratio</u>
Manayunk/Norristown	56,311	1,440,933	23	9,839	2,832,628	\$11,848,474	52%
Media/Elwyn	66,550	1,082,940	28	11,098	3,054,214	\$11,558,556	51%
Lansdale/Doylestown	173,670	3,156,309	37	16,016	4,564,420	\$22,393,879	48%
Warminster	69,893	1,340,965	18	9,426	2,748,634	\$9,477,851	47%
Paoli/Thorndale	184,319	3,459,251	63	20,962	5,969,965	\$28,319,857	44%
West Trenton	113,190	2,446,930	37	10,807	3,004,417	\$15,652,714	41%
Fox Chase	38,283	635,106	11	4,955	1,335,997	\$4,208,391	38%
Trenton	125,558	3,032,958	37	11,087	3,184,043	\$17,958,003	36%
Chestnut Hill West	44,237	742,781	10	4,968	1,403,910	\$5,312,262	36%
Cynwyd	2,212	34,642	2	583	148,684	\$505,526	33%
Wilmington/Newark	98,544	1,946,862	29	9,995	2,795,649	\$10,623,466	32%
Chestnut Hill East	46,985	785,428	12	4,944	1,410,612	\$3,427,787	25%
<u>Minimum Acceptable Operating Ratio 25% (60% of RRD Average of 41%)</u>							
Airport	53,763	1,043,136	14	5,542	1,902,127	\$18,241,017	19%

REGIONAL RAIL DIVISION
Annual Station Performance Review Based on 2017 Data

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Suburban Station	25,062	25,062	All
Jefferson Station	12,122	12,122	All except Cynwyd
30 th Street Station	9,920	9,920	All
Temple University	3,191	2,682	All except Cynwyd
University City	2,605	2,518	Airport, Media/Elwyn, Wilmington/Newark
Cornwells Heights	1,505	1,394	Trenton
Fox Chase	1,446	1,091	Fox Chase
Lansdale	1,424	1,153	Lansdale/Doylestown
Jenkintown-Wyncote	1,246	1,702	Lansdale/Doylestown, Warminster, West Trenton
Trenton	1,241	1,176	Trenton
Torresdale	1,227	833	Trenton
Glenside	1,213	942	Lansdale/Doylestown, Warminster
Ambler	1,138	881	Lansdale/Doylestown
Fort Washington	1,125	875	Lansdale/Doylestown
Paoli	1,114	1,136	Paoli/Thorndale
Warminster	1,058	1,110	Warminster
North Wales	974	855	Lansdale/Doylestown
Bryn Mawr	937	930	Paoli/Thorndale
Wilmington	878	632	Wilmington/Newark
Norristown Transportation Center	856	781	Manayunk/Norristown
East Falls	835	752	Manayunk/Norristown
Ardmore	821	749	Paoli/Thorndale
Malvern	811	825	Paoli/Thorndale
Swarthmore	790	670	Media/Elwyn
Strafford	780	621	Paoli/Thorndale
Overbrook	774	717	Paoli/Thorndale
Conshohocken	771	747	Manayunk/Norristown
Wynnewood	765	561	Paoli/Thorndale
Somerton	724	627	West Trenton
Manayunk	723	571	Manayunk/Norristown
Narberth	714	713	Paoli/Thorndale
Ivy Ridge	703	782	Manayunk/Norristown
Primos	652	703	Media/Elwyn
Fern Rock	650	779	Lansdale/Doylestown, Warminster, West Trenton
Bethayres	636	630	West Trenton
Exton	627	522	Paoli/Thorndale
Pennbrook	615	568	Lansdale/Doylestown
Morton	612	693	Media/Elwyn
Philmont	595	614	West Trenton
Woodbourne	592	558	West Trenton

REGIONAL RAIL DIVISION
Annual Station Performance Review Based on 2017 Data

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Radnor	586	749	Paoli/Thorndale
Secane	564	499	Media/Elwyn
Levittown	548	573	Trenton
Marcus Hook	545	587	Wilmington/Newark
Claymont	534	608	Wilmington/Newark
Wayne	526	571	Paoli/Thorndale
Wissahickon	520	557	Manayunk/Norristown
Media	512	492	Media/Elwyn
Spring Mill	509	521	Manayunk/Norristown
Melrose Park	507	301	Lansdale/Doylestown, Warminster, West Trenton
Hatboro	500	530	Warminster
Colmar	494	328	Lansdale/Doylestown
Croydon	486	248	Trenton
Holmesburg Junction	471	441	Trenton
Villanova	466	447	Paoli/Thorndale
Devon	455	364	Paoli/Thorndale
Miquon	444	442	Manayunk/Norristown
Queen Lane	427	352	Chestnut Hill West
Thorndale	427	374	Paoli/Thorndale
Airport Terminal B	425	387	Airport
Elwyn	425	369	Media/Elwyn
Airport Terminal C & D	418	359	Airport
Treose	412	377	West Trenton
Whitford	408	420	Paoli/Thorndale
Langhorne	404	426	West Trenton
Haverford	404	328	Paoli/Thorndale
Airport Terminal A	400	486	Airport
Willow Grove	388	349	Warminster
Airport Terminal E & F	388	289	Airport
Stenton	382	393	Chestnut Hill East
Bristol	375	384	Trenton
Wayne Junction	375	291	Lansdale/Doylestown, Warminster, West Trenton, Fox Chase, Chestnut Hill East
Forest Hills	367	378	West Trenton
Berwyn	363	329	Paoli/Thorndale
Cheltenham Avenue	359	307	Chestnut Hill West
Ryers	357	330	Fox Chase
Upsal	356	305	Chestnut Hill West
Eastwick	354	400	Airport
Yardley	349	328	Trenton
Carpenter	342	342	Chestnut Hill West
Rosemont	323	321	Paoli/Thorndale

REGIONAL RAIL DIVISION
Annual Station Performance Review Based on 2017 Data

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Lansdowne	321	337	Media/Elwyn
Churchmans Crossing	321	330	Wilmington/Newark
Neshaminy Falls	319	292	West Trenton
Newark	318	238	Wilmington/Newark
Doylestown	317	241	Lansdale/Doylestown
Allen Lane	310	307	Chestnut Hill West
Chestnut Hill West	308	370	Chestnut Hill West
Elkins Park	302	406	Lansdale/Doylestown, Warminster, West Trenton
Elm Street	300	254	Manayunk/Norristown
Cheltenham	293	251	Fox Chase
Downingtown	291	312	Paoli/Thorndale
Roslyn	285	238	Warminster
Wallingford	280	287	Media/Elwyn
Clifton-Aldan	269	276	Media/Elwyn
Norwood	267	238	Wilmington/Newark
Sedgwick	258	246	Chestnut Hill East
Daylesford	258	232	Paoli/Thorndale
Oreland	243	239	Lansdale/Doylestown
St. Davids	242	278	Paoli/Thorndale
Chestnut Hill East	224	208	Chestnut Hill East
Chester Transportation Center	222	243	Wilmington/Newark
Moylan-Rose Valley	221	265	Media/Elwyn
Ridley Park	217	227	Wilmington/Newark
Gwynedd Valley	214	219	Lansdale/Doylestown
Mount Airy	208	216	Chestnut Hill East
North Hills	208	198	Lansdale/Doylestown
St. Martins	201	161	Chestnut Hill West
Penlyn	200	221	Lansdale/Doylestown
Noble	197	229	West Trenton
North Philadelphia	195	259	Trenton
Gladstone	195	217	Media/Elwyn
Tulpehocken	194	197	Chestnut Hill West
Tacony	192	200	Trenton
Main Street	185	190	Manayunk/Norristown
Prospect Park	182	176	Wilmington/Newark
Glenolden	170	200	Wilmington/Newark
Olney	170	153	Fox Chase
Lawndale	168	181	Fox Chase
Folcroft	167	153	Wilmington/Newark
Bridesburg	164	164	Trenton
Washington Lane	162	177	Chestnut Hill East
Ardsey	146	157	Warminster

REGIONAL RAIL DIVISION
Annual Station Performance Review Based on 2017 Data

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
North Broad	142	136	Manayunk/Norristown, Lansdale/Doylestown
Meadowbrook	122	110	West Trenton
Rydal	121	124	West Trenton
Wyndmoor	109	613	Chestnut Hill East
Chalfont	108	115	Lansdale/Doylestown
Germantown	102	120	Chestnut Hill East
Highland Avenue	99	105	Wilmington/Newark
Sharon Hill	98	95	Wilmington/Newark
Delaware Valley University	77	83	Lansdale/Doylestown
Fernwood-Yeadon	72	113	Media/Elwyn
Highland	70	55	Chestnut Hill West
Curtis Park	68	87	Wilmington/Newark
Crestmont	66	74	Warminster
Wister	64	49	Chestnut Hill East
Crum Lynne	62	82	Wilmington/Newark
Wynnefield Avenue	58	49	Cynwyd
Eddington	53	83	Trenton
New Britain	50	44	Lansdale/Doylestown
North Philadelphia	45	24	Chestnut Hill West
Eddystone	43	43	Wilmington/Newark
49 th Street	42	49	Media/Elwyn
Angora	26	28	Media/Elwyn
Link Belt	23	20	Lansdale/Doylestown
SYSTEM TOTAL	115,630	111,626	

REGIONAL RAIL DIVISION
Annual Station Performance Review Based on 2017 Data

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 70 boardings and 55 alightings. Ridership is slightly higher from the 2015 Railroad Census (56 boardings and 61 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.

Crestmont Station

- This station is located on the Warminster Line, 1.2 miles from Roslyn Station and 0.80 miles from Willow Grove Station.
- Crestmont has 20 parking spaces.
- The station area is served by surface transit Route 55 offering service to Willow Grove and Olney Transportation Center on the Broad Street Line.
- Current weekday ridership totals 66 boardings and 74 alightings.
- Crestmont has a relatively new platform including a shelter and ADA mini high level platform.

Crestmont falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined from the 2013 Census as 89 boardings and 91 alightings were noted.

REGIONAL RAIL DIVISION
Annual Station Performance Review Based on 2017 Data

Low Station Performance Overview

Wister Station

- This station is located on the Chestnut Hill East Line 1.00 mile from Wayne Junction Station and 0.70 miles from Germantown Station.
- Wister has no off-street parking.
- The station area is served by Route J offering service to Logan Station on the Broad Street Line.
- Current weekday ridership totals 69 boardings and 49 alightings.

Wister falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has increased since the 2013 Railroad Census as 53 boardings and 67 alightings were noted.

Wynnefield Avenue Station

- This station is located on the Cynwyd Line, 0.8 miles from Bala Station
- Wynnefield Avenue has 71 parking spaces.
- The station area is served by surface transit Route 40, offering service to the Market-Frankford Line at 40th Street Station, University City and Lombard-South Station on the Broad Street Line
- Current weekday ridership totals 58 boardings and 49 alightings.
- Wynnefield Avenue has a new ADA compliant high level platform, including a shelter.

Wynnefield Avenue falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has decreased from the 2013 Census as 79 boardings and 89 alightings were noted.

REGIONAL RAIL DIVISION
Annual Station Performance Review

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 Delaware Valley University.
- New Britain has a 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 50 boardings and 44 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 dipped slightly from the 2015 Railroad Census (50 boardings and 57 alightings). High-level platforms were constructed to facilitate loading and unloading of riders and ADA complaint. Travel times to/from Center City have been reduced and it is hoped that these schedule and infrastructure improvements will attract more ridership.

North Philadelphia (Chestnut Hill West)

- This station is adjacent to the North Philadelphia Station on the Trenton Line
- Sidewalks and stairways provide a physical connection between Chestnut Hill West and Trenton Line trains.
- Current ridership totals 45 boardings and 24 alightings.

North Philadelphia falls below the economic threshold of 75 weekday boardings or 75 alightings. In the 2015 Census, there were 34 boardings and 24 alightings.

REGIONAL RAIL DIVISION
Annual Station Performance Review

Low Station Performance Overview

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 43 boardings and 43 alightings.
- Investment has been made at Eddystone with the installation of new passenger shelters. These improvements will improve the facility and security for passengers currently using the station, and is intended to attract more riders.

Eddystone falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has been reduced, as 64 boardings and 63 alightings were noted in the 2015 Census.

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 42 boardings and 49 alightings.
- Accessible mini-high level platforms and new staircases were installed to enhance security and attract future riders.

49th Street falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has dipped as 71 boardings and 68 alightings were noted in the 2015 Census.

REGIONAL RAIL DIVISION
Annual Station Performance Review

Low Station Performance Overview

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 22 boardings and 22 alightings.
- Investment at Angora included new staircases and platform improvements.

Angora falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined from the 2013 Census as 36 boardings and 37 alightings were noted.

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 39 boardings and 50 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 slightly declined from 2013 as 46 boardings and 66 alightings were noted.

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