

FY 2017 Annual Service Plan



Service Planning Department – October 2016

BUILDING THE FUTURE



FISCAL YEAR 2017 ANNUAL SERVICE PLAN

**Service Planning Department
October 2016**

BUILDING THE FUTURE



TABLE OF CONTENTS

INTRODUCTION	1
ANNUAL SERVICE PLAN TIMELINE	2
I. SUMMARY AND LIST OF RECOMMENDED CHANGES	3
II. ANNUAL SERVICE PLAN PROCESS	4
III. EVALUATION PROCESS	5
IV. RECOMMENDED PROJECTS	7
V. NON-RECOMMENDED PROJECTS	8
VI. POST-IMPLEMENTATION REVIEW OF PRIOR YEAR'S CHANGES	21
VII. ANNUAL ROUTE AND STATION PERFORMANCE REVIEW	26
APPENDICES	28
PROJECT MAPS	30
PROJECT COSTS/REVENUE SUMMARY CHARTS	38
COMMUNITY BENEFIT ANALYSIS COMPUTATIONS	41
ANNUAL ROUTE PERFORMANCE REVIEW	44
City Transit	46
Suburban Transit	48
Contract Operations	49
ANNUAL STATION PERFORMANCE REVIEW	50
City Transit	51
Suburban Transit	66
Regional Rail Division	70
Regional Rail Stations	75

INTRODUCTION

The Southeastern Pennsylvania Transportation Authority (SEPTA) is pleased to present its Annual Service Plan (ASP) for Fiscal Year 2017. 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.

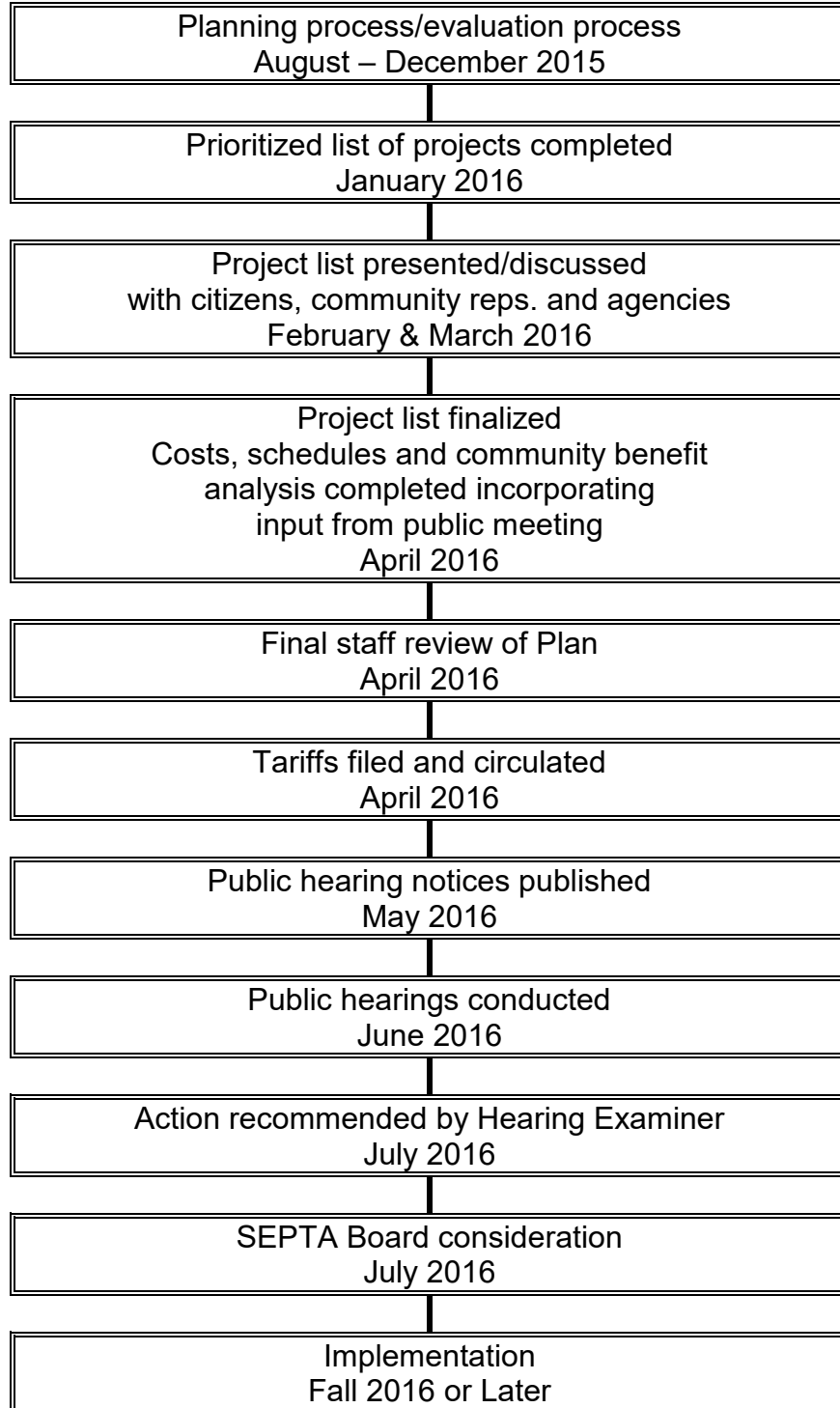
This year marks the 19th Annual Service Plan and its associated planning process. This and the previous efforts reflect SEPTA's ongoing commitment to improve the performance and productivity of transit routes and regional rail lines through careful measurement of both ridership changes and operating 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 2017 ANNUAL SERVICE PLAN TIMELINE

(Dates are Subject to Change)



I. SUMMARY AND LIST OF RECOMMENDED CHANGES

The Fiscal Year 2017 Annual Service Plan received 187 suggestions with many requests evaluated. Two 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 2 extension to Wayne Junction Station
- Route 310 (Horsham Breeze) route rationalization to split the large loop route into two smaller routes

Regional Rail

None

Service Standards and Process

- Amendment to the Service Standards and Process document that would address Loading Standards (maximum number of passengers per vehicle) for recently delivered low-floor buses of various lengths

Non-Recommended Projects

Refer to the chart and descriptions beginning on page 11.

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, six routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, four 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 2017 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 2017 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 28, 2016, 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, 2016, 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 2017 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 2017 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 2017 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 2 – Wayne Junction Peak Hour Extension

This proposal would extend some Route 2 trips to the newly renovated Wayne Junction Regional Rail station during peak travel times. The intent is to facilitate "reverse commuting" to suburban employment locations found along the Lansdale/Doylestown, Warminster and West Trenton Regional Rail Lines. This proposal would extend some Route 2 trips to the newly renovated Wayne Junction Regional Rail station during peak travel times. The intent is to facilitate "reverse commuting" to suburban employment locations found along the Lansdale/Doylestown, Warminster and West Trenton Regional Rail Lines.

Route 310 – Restructuring of Service and the Creation of New Route 311

This proposal would change the one-way loop operation of Route 310 by splitting the route into two smaller routes. This action would help to simplify confusing service patterns, offer faster travel times to and from all destinations, decrease walking distances for some riders, address overcrowding, and improve rider distribution to and from the various employment and commercial centers in Horsham and Upper Dublin Townships. In addition, enhanced service frequencies and span of service are proposed on Saturdays. The redesigned service would meet Montgomery County's goal of improved public transportation in the Horsham and Pennsylvania Business Centers.

PROPOSED AMENDMENT TO SEPTA SERVICE STANDARDS AND PROCESS

The Vehicle Loading standards (maximum number of passengers per vehicle) would be revised for recently delivered low-floor buses of various lengths.

V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)

Service Planning staff received 187 submissions for the FY 2017 Annual Service Plan. At the March 28, 2016 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
G	Replace trips to Food Distribution Center	Route Modification
30	Two-way service on Haverford Avenue	Route Modification

Projects Deferred for Future Annual Service Plan Evaluation

Route(s)	Suggestion	Category
14, 130	Coordination with West Trenton Regional Rail trips at Langhorne Station	Service Increase
80 or 310	Extend to Commonwealth Corporate Center	Route Extension
93, 99 or 139	Serve Parkhouse retirement center	Route Modification or Route Extension
94	Reroute via Broad Street and Cowpath Road	Route Modification or Route Extension
99, 131, 139	Restructuring routes traveling west from Norristown Transportation Center to King of Prussia, Oaks and Phoenixville	Route Modification
114	Change routing from Neumann University to end at Concordville Town Center	Route Modification
115	Extend weekend service to Havertown	Service Increase

Projects Deferred for Future Annual Service Plan Evaluation

117	Extend service from Penn State Brandywine to West Chester	Route Extension
124, 125	Shift outbound service to John F. Kennedy Boulevard west of 20th Street	Route Modification
130	Examine route simplification in Newtown area	Route Modification
132	Divert at Ralph's Corner (PA Routes 63 and 463) or change routing from Lansdale Station via Sumneytown Pike to serve Towamencin Town Center	Route Modification/ New Route
Multiple	Work with City of Philadelphia and Fairmount Park Commission to allow SEPTA buses to use Martin Luther King, Jr. Drive during peak hours to avoid delays on I-76	Route Modification
Multiple	Move buses on Market Street to Arch, Race and Vine Streets	Route Modification
	North/South connection between Essington, Prospect Park, Springfield and Lawrence Park	New Route
	Future Wawa Station to West Chester (requires completion of capital project to occur beyond FY 2017)	New Route
	Future Wawa Station to Kennett Square (requires completion of capital project to occur beyond FY 2017)	New Route
Broad Street Line	Walnut-Locust Station to Navy Yard (requires capital project beyond FY 2017)	Route Extension
	City Hall to Navy Yard (requires capital project beyond FY 2017)	
	New Jersey to Navy Yard, Roosevelt Boulevard and Bensalem (requires capital project beyond FY 2017)	

Projects Evaluated - Not Recommended

Route(s)	Suggestion	Category
H	Extend to Temple University Hospital	Route Extension
XH	Merge with Route 53	Route Modification
L	Divert to Metroplex Shopping Center	Route Modification
6, 16	Absorb Route 6 into Route 16 between Olney Transportation Center and Cheltenham	Route Modification
12	3rd & Pine Streets to Pier 70, Snyder Avenue & Swanson Street and IKEA	Route Modification
27	End service to Plymouth Meeting Mall, cut trips at Ridge & Cathedral, except limited Barren Hill trips	Route Modification
31	15th & Market Streets to Columbus Boulevard via Broad & Christian Streets	Route Extension
31, 32	Center City West/University City to Broad & Christian Streets and Queen Village	Route Extension
35	Ridge Avenue & Domino Lane to Plymouth Meeting Mall and Norristown Transportation Center	Route Extension
38	Bus stop at Belmont Avenue & Horticultural Drive	Route Modification
40	Change alternate route to Bainbridge Street Better connections between Center City and West Philadelphia	Route Modification
43	Merge with Route 30	Route Modification
53	Extend to follow XH to Cheltenham & Ogontz	Route Extension
53, 75	Convert Route 75 to bus, extend via Wayne Avenue to Carpenter Street, eliminate Route 53	Route Modification
55	Service from Doylestown to Quakertown	Route Extension
62	Move to Chestnut & Walnut Streets for access to Roxborough	Route Modification
68	Stop at Fort Mifflin	Route Modification
77	Service to Fox Chase Cancer Center	Route Modification
37, 108, 115	Divert to serve John Heinz National Wildlife Refuge (previously evaluated and not recommended)	Route Modification
66, 133	Discontinue Route 133, extend Route 66 trips	Route Extension / Route Modification
68, 108	Reroute off Grace Road in Upper Darby (Examined in FY 2016 Annual Service Plan and not recommended)	Route Modification

Projects Evaluated - Not Recommended

90	Split into two opposite direction circulators from Norristown Transportation Center, serving Norristown State Hospital, Whitehall Road, Einstein Montgomery Hospital, Plymouth Meeting Mall and New Hope Street	Route Modification
91	Discontinue Service	Route Modification
92	Split into two routes at West Chester Transportation Center	Route Modification
	Provide service through Exton Regional Rail Station via Walkertown Road	Route Modification
93	Divert to Iron Bridge Corporate Center	Route Modification
95	Serve King of Prussia Mall	Route Extension
	Cut service at Ambler or Plymouth Meeting in favor of a new route	Route Modification / New Route
96	Discontinue service along Pine Street in Norristown, operate via DeKalb and Powell Streets, replacing Route 98 service	Route Modification
	Provide new service to Gwynedd Mercy University	
	Change route to terminate at Montgomery Mall and operate via Lansdale Station	
	Offer a Sunday diversion to service Penn Square	
96 or 132	Serve Village at Neshaminy Falls (Examined in FY 2016 Annual Service Plan and not recommended)	Route Extension
98	Revise route to operate via Markley Street and Johnson Highway, replacing Route 90 service	Route Modification
98, 131	Extend Route 98 to Audubon to replace Route 131	Route Extension
99	Schedule all trips to serve Providence Town Center	Route Modification
103	Reroute to replace Route 106 in Overbrook Park (Examined in previous Annual Service Plan and not recommended)	Route Modification
105	Cut back route at 63rd & Malvern	Route Modification
106	Discontinue Service	Route Modification
107	Serve Marple Crossroads Shopping Center	Route Modification

Projects Evaluated - Not Recommended

111	Painters Crossing to Chadds Ford and Kennett Square (Examined in FY 2016 Annual Service Plan and not recommended)	Route Extension
	Serve new Wegmans at Painters Crossing	Route Modification
114	Divert from Granite Run to Concordville Town Center	Route Modification
115	Service into Sharon Hill Shopping Center	Route Modification
118	Newtown Square to Paoli Regional Rail Station	Route Extension
	Restore service from Newtown Square to King of Prussia	
	Sunday service on a trial basis	Service Increase
119	Discontinue service between Concordville Town Center and Cheyney University	Route Modification
120	Hourly weekday service from 6 a.m. - 8 p.m.	Route Modification
124, 125	Start/end trips at John F. Kennedy Boulevard between 16th & 17th Streets	Route Modification
125	Extend to Village at Valley Forge	Route Extension
	Express routing from 15th Street and 30th Street Station to King of Prussia	Route Modification
127	Restore Oxford Valley Mall to Neshaminy Mall	Route Extension
127, 128	Sunday service to Levittown Train Station	Service Increase
127, 128, 129, 130	More frequent and later service	Service Increase
128	Hourly weekday service	Service Increase
130	Bucks County Community College to Doylestown Regional Rail Station (Examined in previous Annual Service Plans and not recommended)	Route Extension
	Sunday service	Route Modification
132	More service on Welsh Road	Service Increase
	Divert to Hilltown Shopping Center and Cherry Lane in Souderton	Route Modification
	Alter route between Montgomery Mall and Lansdale Station via Route 96 routing	
	Extend service to Perkasié	
	Telford to Quakertown, serving Q Mart (Examined under previous Annual Service Plans and not recommended)	Route Extension

Projects Evaluated - Not Recommended

139	Sunday service	Service Increase
204	Extend service further into Eagleview Corporate Center	Route Extension
206	Restore reverse peak service	Service Increase
	Restore Saturday and night service	
Market-Frankford Line	More service weekdays 6-9 p.m.	Service Increase
Manayunk/Norristown Line	Fill gaps in a.m. peak service	Service Increase
Paoli/Thorndale Line	Extend Sunday service to Thorndale	Service Increase
Trenton Line	Half hour off-peak and weekend service	Service Increase
	More stops in a.m. peak at Tacony or Bridesburg Stations	
Wilmington/Newark Line	Extend weekend service to Newark	Service Increase
	Extend early p.m. trip from Claymont to Wilmington	
	Extend Train # 277 from Marcus Hook to Wilmington	
	Provide an earlier a.m. trip from Wilmington	
	Conshohocken Station to Malvern via King of Prussia Mall, Valley Forge and Oaks	New Route
	Cornwells Heights Regional Rail Station to Doylestown via Willow Grove Park Mall	New Route
	Newtown Borough to Quakertown via Doylestown, Dublin, Perkasie and Sellersville	New Route
	Norristown to West Chester Transportation Center via corporate parks along U.S. Route 202	New Route
	Paoli Regional Rail Station to West Chester via Bryn Mawr Rehabilitation Hospital and Goshen Corporate Park	New Route
	Street Road, Bensalem to Warrington (Examined in previous Annual Service Plan and not recommended)	New Route

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
G	Extend to Columbus Commons to replace Route 7	Route Modification
	End some trips at 63rd & Malvern	Route Modification
	Reroute trips to Overbrook Regional Rail Station via 54th Street and Overbrook and Wynnefield Avenues	Route Modification
J	Cheltenham Avenue to near Wister and Logan Streets	Route Modification
L	Reroute via Stenton Avenue to Broad & Olney	Route Modification
LUCY	Move endpoint to west side of 30th Street Station	Route Modification
	Serve University City Medical Campus and development at University City High School	Route Modification
1	Sunday service between Wissahickon Transportation Center and NE Philadelphia	Route Modification
4	Broad Street & Oregon Avenue to Rothman Institute on Pattison Avenue and Jefferson at the Navy Base	Route Extension
	Limited stop service between Broad & Allegheny and Broad & Pattison	Service Increase
5, 25	Reroute and extend Route 5 to replace Route 25 between Spring Garden Station and South Philadelphia	Route Extension / Route Modification
5, 57	Cut back Route 57 at Chestnut Street, re-extend Route 5 to South Philadelphia	Route Extension / Route Modification
7	Cut back at 22nd Street	Route Modification
12	Grays Ferry Avenue & 28th Street to 28th & Snyder	Route Modification
12, 30	Relocate Route 12 terminus to University City via 34th Street & Grays Ferry Avenue, operate as a loop with Route 30	Route Modification
14	Oxford Valley Mall to Woodbourne Regional Rail Station and Newtown Borough	Route Extension
	Cut at Neshaminy Mall - replace service to Oxford Valley Mall with a new route from Morrisville and Somerton (replacing Route 58)	Route Modification / New Route

Projects Suggested - Not Studied

14, 58	Separate late night trips in scheduling	Schedule Modification
15	Discontinue casino loop or run at off-peak only	Route Modification
16	Limited stop service between Olney Transportation Center and Center City	Route Modification
17	Terminate at Broad Street & Pattison Avenue	Route Modification
19	Serve Holy Redeemer Hospital via Grant Avenue	Route Modification
	Leave Frankford Transportation Center via Penn Street	
	Add Sunday service on a trial basis	Service Increase
20	From Ashton & Holme, travel via Holme Avenue to Convent Avenue & Willits	Route Modification
22	Cut at Willow Grove, establish a new route between Willow Grove and Warminster	Route Modification / New Route
25	Reroute to Front & Market Streets	Route Modification
	Aramingo Avenue and Allegheny Avenue to Aramingo Crossing Shopping Center (inside)	
	Earlier weekend trip from Pier 70	Service Increase
26	More frequent service between 8-11 a.m.	Service Increase
35	Extend to Andorra	Route Extension
37	Cut back at Philadelphia International Airport in favor of new route between Airport and Chester Transportation Center	Route Modification / New Route
40, 64	Cut Route 40 at Parkside loop, extend Route 64 to Monument Road	Route Extension / Route Modification
43	35th Street & Haverford Avenue to 51st Street & West Columbia Avenue	Route Extension / Route Modification
	Richmond and Cumberland to Park West Towne Center at Route 52 terminus	
	3900 Powelton Avenue to Park Towne Center	
44	Implement late night service	Service Increase
	Extend service to 12 midnight weekdays and 10 p.m. weekends/holidays	
	Use City Avenue, 54th Street and Old Lancaster Road	Route Modification

Projects Suggested - Not Studied

44 or 52	To Righters Ferry, Monument Road, Rock Hill Road and Bala Cynwyd Shopping Center residential developments	Route Modification
47	Split into three routes: 5th Street & Godfrey Avenue to Temple Hospital, 8th & Market Streets to Temple Hospital, 8th & Market Streets to Whitman Plaza	Route Modification
47M	Discontinue service	Route Modification
48	22nd & Allegheny to Venango Loop	Route Modification
52	Extend to City & Bryn Mawr Avenues	Route Extension
55	More frequent and later service	Service Increase
	Cut at Willow Grove Park Mall	Route Modification
57	Front Street & Champlost to 5th & Godfrey Loop	Route Modification
58	Tomlinson/Rennard trips in peak hours only	Route Modification
	Terminate in Somerton	
	Express southbound during a.m. peak	Service Increase
62	Implement regular weekday service	Service Increase
64	Improved service for seniors and food access	Service Increase
65	Reroute southbound service via Cheltenham Avenue and Rittenhouse Street	Route Modification
68	30 minute service between 69th Street Transportation Center and PNC Operations	Service Increase
	Saturday service to 69th Street Transportation Center on a trial basis	
73	Port Richmond to Front Street & Girard Avenue to replace Route 15 Trolley	Route Extension
75	Reroute during school arrivals, dismissals	Route Modification
77	Late night and early morning service	Service Increase
79	Improved service for seniors and food access	Service Increase
80	Extend to Enterprise Drive in Horsham	Route Extension
	Make alternate route the base route and add stop at Easton Road & Glenside Avenue	Route Modification
88	Holme Circle to Torresdale Station via Holme Avenue, Academy Road and Grant Avenue	Route Modification
	Discontinue service to Holy Redeemer	

Projects Suggested - Not Studied

	Cedarbrook Plaza to Richmond Street & Castor Avenue via Cheltenham Avenue, Crescentville Road, Adams and Whitaker Avenues, Tioga Street and Aramingo Avenue	New Route
	69th Street Transportation Center to Philadelphia International Airport via Cobbs Creek Parkway, Elmwood Loop and Woodland Depot	New Route
	Chester to Penns Landing via Yeadon and Colwyn	New Route
	City Avenue and Old Lancaster Avenue to Valley Forge Park	New Route
	Replace Erdenheim trips on Route L with a new route	Designator Change
	Replace Henry & Midvale Avenue trips on Route R with a new route	New Route
	Penn Treaty Park to Stadium Area	New Route
	Fishtown to Center City	New Route
	29th Street & Girard Avenue to 30th Street Station via 40th & Market Streets and 40th & Chestnut Streets	New Route
	Cedar Avenue - 52nd to 63rd Streets	New Route
	58th Street & Baltimore Avenue to 63rd Street & Haverford Avenue	New Route
	Cedarbrook Plaza to G & Lycoming Streets via Tioga Station	New Route
	Cathedral Road & Old Line Road to 30th Street Station via Hospital of University of Pennsylvania	New Route
	Roosevelt Boulevard or Comly Street & Academy Road to Cornwells Heights Regional Rail Station	New Route

Projects Suggested - Not Studied

	Walton Road & Treaty Road, Plymouth Meeting to Street Road & Norwood Road, Warminster	New Route
	Wynnewood Shopping Center or Suburban Square Ardmore to King of Prussia Mall or Valley Forge Park	New Route
	Yardley Station to Newtown, Bucks County Community College and Doylestown	New Route
	Valley Forge & Allentown Roads to Sumneytown Pike	New Route
	Valley Square Shopping Center to PARX Casino (Examined in previous Annual Service Plan and not recommended)	New Route
	Street Road, Bensalem to Warrington (Examined in previous Annual Service Plan and not recommended)	New Route

V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)

NORRISTOWN AREA ROUTE RESTRUCTURING

SEPTA received a series of suggestions by a transit advocate who desired to restructure service within the greater Norristown area with the assumption that it would provide for improved circulation and coverage to areas not serviced by SEPTA. The suggestions would:

- Change Route 90 to operate as a clockwise and counter-clockwise loop operation from west to east. From Norristown TC, the clockwise route would follow the present routing to State Hospital then operate via Sterigere Street and Whitehall Road to Einstein Medical Center, then east on Germantown Pike to Arch Road via East Norriton Crossing, then continue via New Hope, Fornance and Airy Streets back to Norristown TC. The counter clockwise operation would generally follow the aforementioned routing in reverse. Service to/from Plymouth Meeting Mall would be discontinued.
- Discontinue Route 90 service along Markley Street and Swede Road with Route 98 shifting over to Markley Street
- Alter Route 96 service along Pine Street and operate via Powell Street (southward) and DeKalb Street (northward) replacing portions of Route 98
- Restructure Route 98 to pick up portions of Route 90 along Markley Street and discontinue the routing along DeKalb, Powell and Swede Streets

Service Planning staff evaluated the request and determined that the concept created more drawbacks than benefits, such as:

- Inconvenience hundreds of existing riders by unnecessarily eliminating service
- Many current riders would be forced to walk longer distances to access transit, for some from $\frac{1}{4}$ to $\frac{1}{2}$ mile
- The potential exists for the loss of passenger revenue as some riders would lose transit service due to extended walking distances combined with topographical challenges
- The proposal would serve low-density residential and commercial corridors that have limited potential to increase ridership.
- Implementing the plan would annually increase hours, mileage, operator runs and peak vehicles at a minimum of \$200,000

This specific proposal to restructure these Norristown area routes would significantly impact the operating budget and result in a disservice to the greater Norristown community in an attempt to provide direct transit service to lightly populated neighborhoods. Notwithstanding, there may be other opportunities to offer service coverage improvements in the greater Norristown area that would have a minimal annual impact on the operating budget. As part of a future Annual Service Plan, SEPTA staff will work with Montgomery County Planning Commission, the municipality of Norristown and other stakeholders to identify route segments, thoroughfares and transit generators that serve densely populated neighborhoods along with commercial, office, shopping and educational destinations that have the propensity for attracting ridership and using public transit on a consistent basis.

V. NON-RECOMMENDED (STAFF INITIATED PROJECTS)

Two conceptual projects were proposed and generated significant interest at the March 28, 2016 Open House. These projects, described below, are in the initial planning stages and it is expected that these initiatives would be proposed for the FY 2018 Annual Service Plan.

ENHANCED BUS SERVICE ALONG ROOSEVELT BOULEVARD

This proposal is for new limited stop bus service along the Roosevelt Boulevard with some elements of Bus Rapid Transit. The service would potentially feature frequent headways, bus stations with shelters, transit signal prioritization, distinct naming and branding, and all-door boarding. The route would operate from Frankford Transportation Center to Neshaminy Mall.

PROPOSED ROUTE 49

This proposal would establish a new bus route that would operate from Brewerytown and Fairmount to Grays Ferry via University City. The new north-south route aims to further develop SEPTA's grid-network transit system. This seven-days-a-week service would provide an important connection from nearby neighborhoods to the growing jobs and health resources located in University City. Additionally, the proposed routing would create a direct transit option between 30th Street Station and the Parkway attractions.

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.

Routes 12 and 40 – Penn's Landing Access Improvements

To better integrate bus service into future developments near Penn's Landing Routes 12 and 40 were approved for extensions nearer to Columbus Boulevard. Route 12, was extended eastward from 3rd and Pine Streets to Columbus Boulevard and Dock Street in mid-June of 2015. Analysis of the ridership will be completed for the next Annual Service Plan for FY 2018.

Route 40, which originates in West Park, was approved to 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. SEPTA staff is still working to secure the use of a parking lot on Front Street for the new end of line recovery point for Route 40.

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

Route 23 which operated between Chestnut Hill and South Philadelphia was split into two distinct routes in November of 2015. A shortened Route 23 operating between Chestnut Hill and Center City as far as Locust Street, and new Route 45 which now operates over the southern portion of the former Route 23 as far north as Noble Street. This change has improved many of the on time performance and bus bunching issues that previously occurred. A full one-year evaluation of this change will appear in the FY 2018 Annual Service Plan.

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 proposed changes to the way Routes 25, 26, 73, and 84 enter and exit FTC. Route 26 trips that travel via Harbison were to be eliminated (all trips would arrive and leave FTC via Frankford Avenue), with Route 73 replacing those trips along Harbison Avenue, en route to the FTC. Route 25 was to 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 although approved, were put on hold pending completion of a TCDI study which will analyze the signal capacity surrounding the FTC.

Route 35 – Scheduled Service Modifications to Improve Route Performance

The FY 2015 Annual Service Plan approved schedule modifications to Route 35 to help improve the route's productivity. Route 35 has consistently ranked as the lowest performing SEPTA City Transit route, with an 8% cost recovery from fares. The approved schedule changes included modifying weekday service frequencies from 30 minutes to 45 minutes, to reflect the weekend service levels. Additionally, two underutilized trips were discontinued at the end of the weekday service schedule. The aforementioned changes were implemented in September of 2014. To date, cost recovery from fares has increased to 10%. Ridership collection and analysis will continue to identify opportunities to improve route productivity.

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 was implemented in February of 2016. The extension aims to address the transit needs of the rapidly developing Hunting Park Avenue Corridor. While early ridership results are very promising, a complete analysis will be done after one calendar year of operation.

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, Route 55 northbound buses were permanently re-routed to connect from Old York Road to Broad Street via Cheltenham Avenue. This change was not anticipated to add new riders, but has proved to be operationally successful.

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 a non-signalized intersection and the delays that sometimes occur as a result. This change is on hold due to unforeseen problems with the new routing, and will be evaluated further in the coming months.

Route 68, 108 and 116 – Route Rationalization Project

Weekday Route 68 service was restructured in February 2015, to serve 69th Street Transportation Center and Eastwick Industrial Park. This new service extension replaces most Route 108 service between 69th Street Transportation Center and UPS (except late-evening and OWL service) and covers segments of discontinued Route 116, with service to the U.S. Postal Facility at 74th Street and Lindbergh Boulevard. Route 68 service to 69th Street Transportation Center was implemented to help alleviate overcrowding on Route 108, as former Route 116 only operated limited peak hour service.

Restructured Route 68 service carries approximately 2,600 weekday passengers. Current ridership represents a 47% increase in total weekday ridership versus weekday ridership of 1,360 passengers prior to the service modification.

Prior to these route changes, 20% of Route 108 weekday trips had passenger loads exceeding a seated load of 40 passengers. Currently, approximately 10% of weekday trips have loads exceeding 40 passengers. Weekday on time performance has also improved on Route 108. Current weekday on time performance is 75%, compared to 70% prior to the service modifications. Ridership and scheduling data will continue to be monitored.

Route 98 – Revision between Blue Bell and Plymouth Meeting Mall

Route 98 operated between Plymouth Meeting Mall and Norristown Transportation Center, serving Blue Bell. With the February 21, 2016 schedule change, the terminus of the route was changed from Plymouth Meeting Mall to Blue Bell, resulting in additional service on Germantown Pike, creating a shorter trip for passengers between Plymouth Meeting and Norristown. The intent was also to better manage seat capacity during peak periods for passengers travelling between Blue Bell and Plymouth Meeting.

While the change is in its early stages, the passenger loads collected from Automatic Passenger Counters (APCs) initially show that the seat capacity issues are being addressed with this change. As the owner of Plymouth Meeting Mall has announced new store and entertainment concepts, ridership can be expected to grow. Evaluation of this change will continue into FY 2017.

Routes 105 and 106 – Route and Service Rationalization

Prior to June 22, 2016, Route 105 operated between Paoli and 69th Street Transportation Center, serving Ardmore and Lankenau Medical Center while Route 106 operated between Paoli and Ardmore and 69th Street Transportation Center, serving Overbrook Park. The initial proposal would have changed change Route 105 to operate via Overbrook Park and Penn Wynne to Paoli Hospital. Route 106 would have travelled 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. As a result of public opposition at the public hearings this proposal was deferred per the Hearing Examiner's Recommendation. The proposal was revised and submitted at a public hearing in November 2015 where Route 105 would operate between 69th Street Transportation Center to Rosemont via Overbrook, 63rd-Malvern Loop, Lankenau Hospital, Wynnewood Shopping Center and Ardmore, and Route 106 would operate between 69th Street Transportation Center and Paoli via Overbrook Park, Penn Wynne and Ardmore. Service to/from Cricket Terrace in Ardmore for both routes would be discontinued. This proposal was recommended by the Hearing Examiner and approved by the SEPTA Board. The revised service was implemented on June 22, 2016. A post-implementation review will be part of the FY 2018 Annual Service Plan.

Route 119 – Routing Change in Upper Chichester

This route operates between Cheyney University and Chester Transportation Center, serving Marcus Hook. With the February 22, 2016 schedule change, service was discontinued along Meetinghouse Road and portions of Market Street. All trips are now using Chichester Avenue through the communities of Boothwyn and Linwood, providing a faster trip for through riders

The improved cycle time that allows for additional peak service has improved load management on one of the early morning trips. In addition, although it was projected that 204 daily weekday passengers would benefit from a quicker ride, it appears so far that the number is nearly 20 percent higher. Evaluation of this change will continue into FY 2017.

Route 128 – Service to Parx Casino

This route connects Neshaminy Mall and Oxford Valley Mall, serving Bristol and Levittown. With the February 21, 2016 schedule change, service was extended on Street Road from Hulmeville Road to Richlieu Road, providing direct access from Croydon, Bristol and Levittown to Parx Casino. A lightly patronized section on Hulmeville and Galloway Roads was discontinued.

Although overall route ridership is down on a year-to-year basis, the new segment so far is capturing about 30 more riders per day than the prior routing. That number is expected to continue to grow. Staff will monitor the data into FY 2017.

Norristown High Speed Line – Discontinuance of County Line Station

County Line Station was 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. As a result of public opposition at the public hearings this proposal was deferred per the Hearing Examiner's Recommendation.

In the interim, SEPTA staff performed short-term maintenance to keep the station open and SEPTA staff met with Villanova University officials. Passengers were surveyed at County Line Station to determine their work and residential destination.

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 2017 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 29%)**.

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For the Fiscal Year 2017 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>
38	18%	77 *	15%
88 *	17%	35 *	13%
27 *	15%	68 *	12%

* Routes with suburban characteristics

SUBURBAN TRANSIT

For the Fiscal Year 2017 Annual Service Plan, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 15% (**60% of average STD operating ratio of 25%**).

A complete list of Suburban Transit routes ranked on an operating ratio basis can be found in the Appendix. Routes below the line on the chart exceed the minimum acceptable operating ratio. For the Fiscal Year 2017 Annual Service Plan, the following routes fall below the acceptable operating ratio level:

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

<u>Route</u>	<u>Operating Ratio</u>	<u>Route</u>	<u>Operating Ratio</u>
95	14%	92	13%
206	14%	150	9%

REGIONAL RAIL DIVISION

For the FY 2017 Annual Service Plan, the minimum acceptable operating ratio for RRD routes is 29% (**60% of the average weighted operating ratio of 48%**). No routes fall below the standard.

For the FY 2017 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>
49 th Street	Media-Elwyn	71	68
Eddington	Trenton	31	68
Highland	Chestnut Hill West	56	61
Eddystone	Wilmington-Newark	64	63
New Britain	Lansdale-Doylestown	50	57
Link Belt	Lansdale-Doylestown	40	52
North Philadelphia	Chestnut Hill West	34	26
Angora	Media-Elwyn	22	22

APPENDICES

PROJECT MAPS

ROUTE 2

Proposed



LEGEND	
	ROUTE UNCHANGED
	ROUTE ADDED

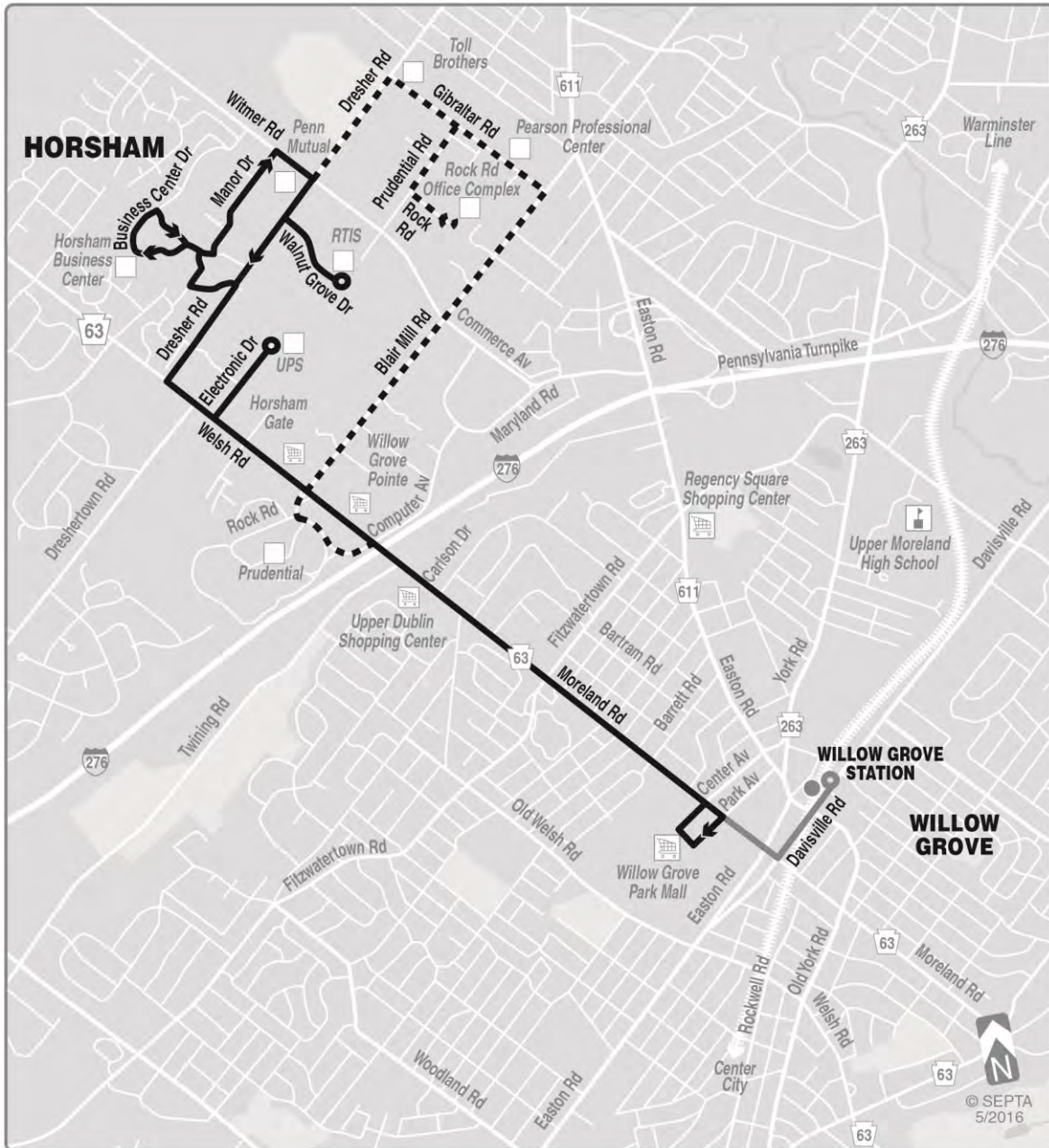
ROUTE 2

If Proposed Changes are Implemented



ROUTE 310

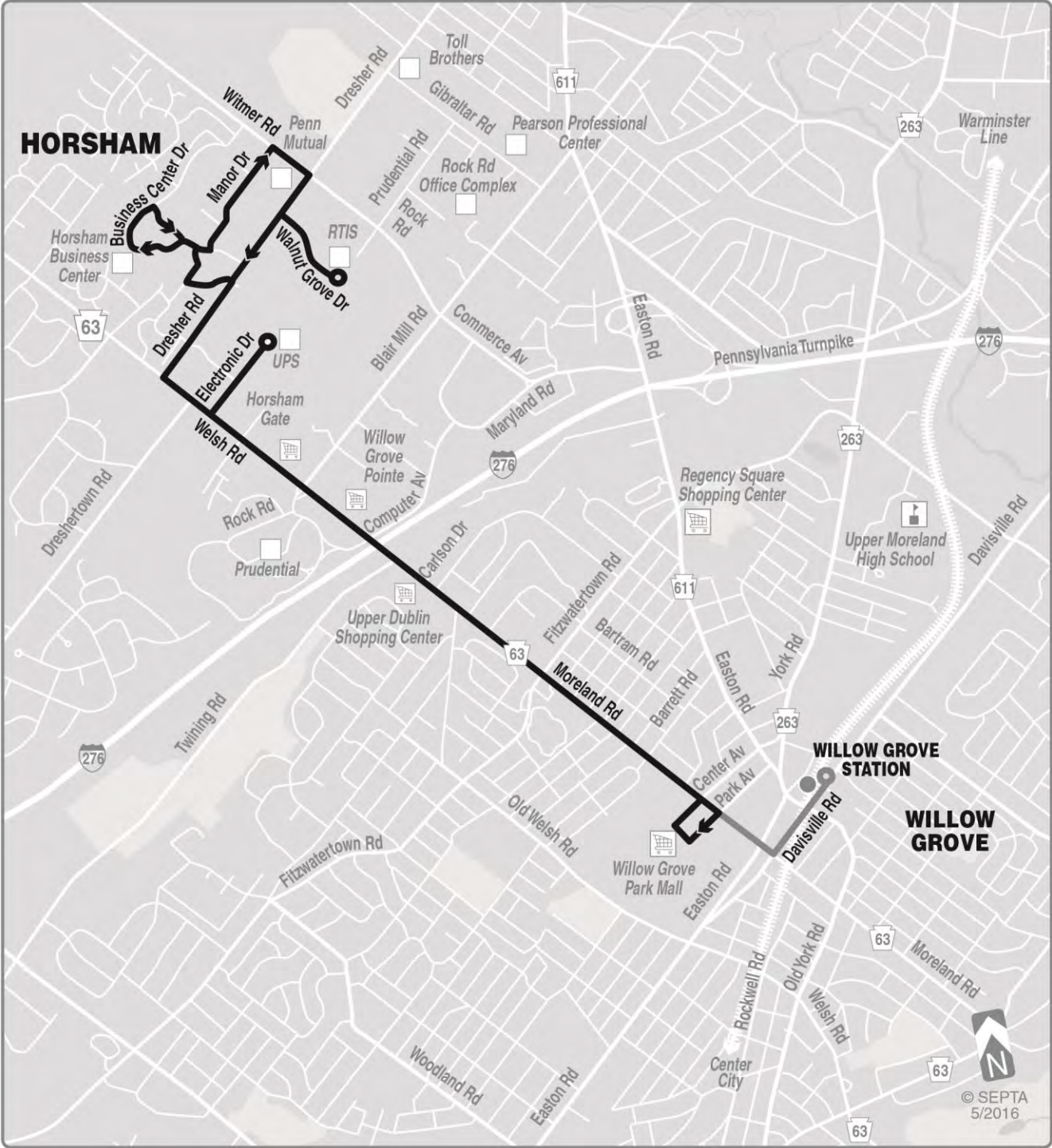
Proposed Changes



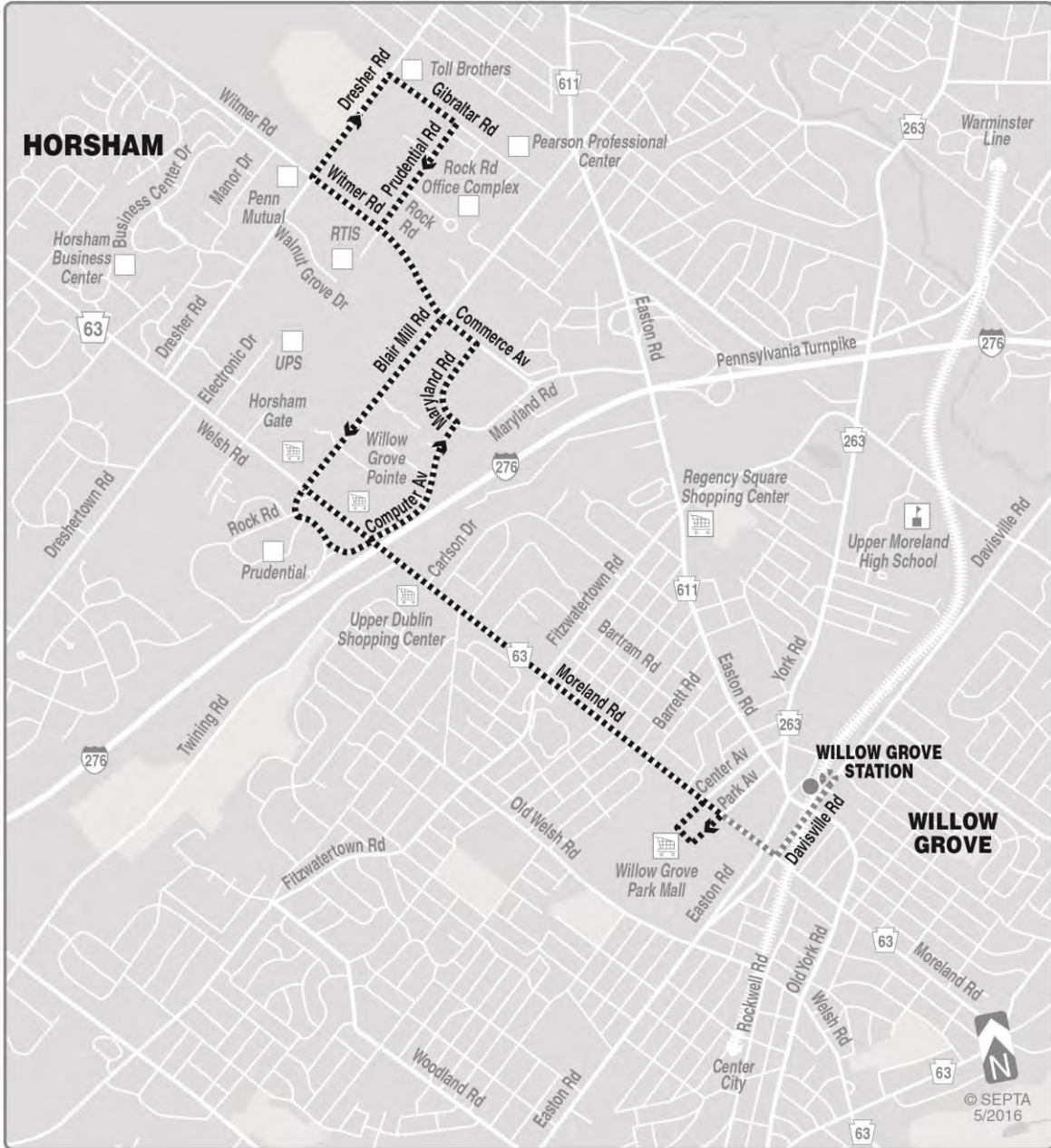
LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	SPUR ROUTE

ROUTE 310

If Proposed Changes are Implemented



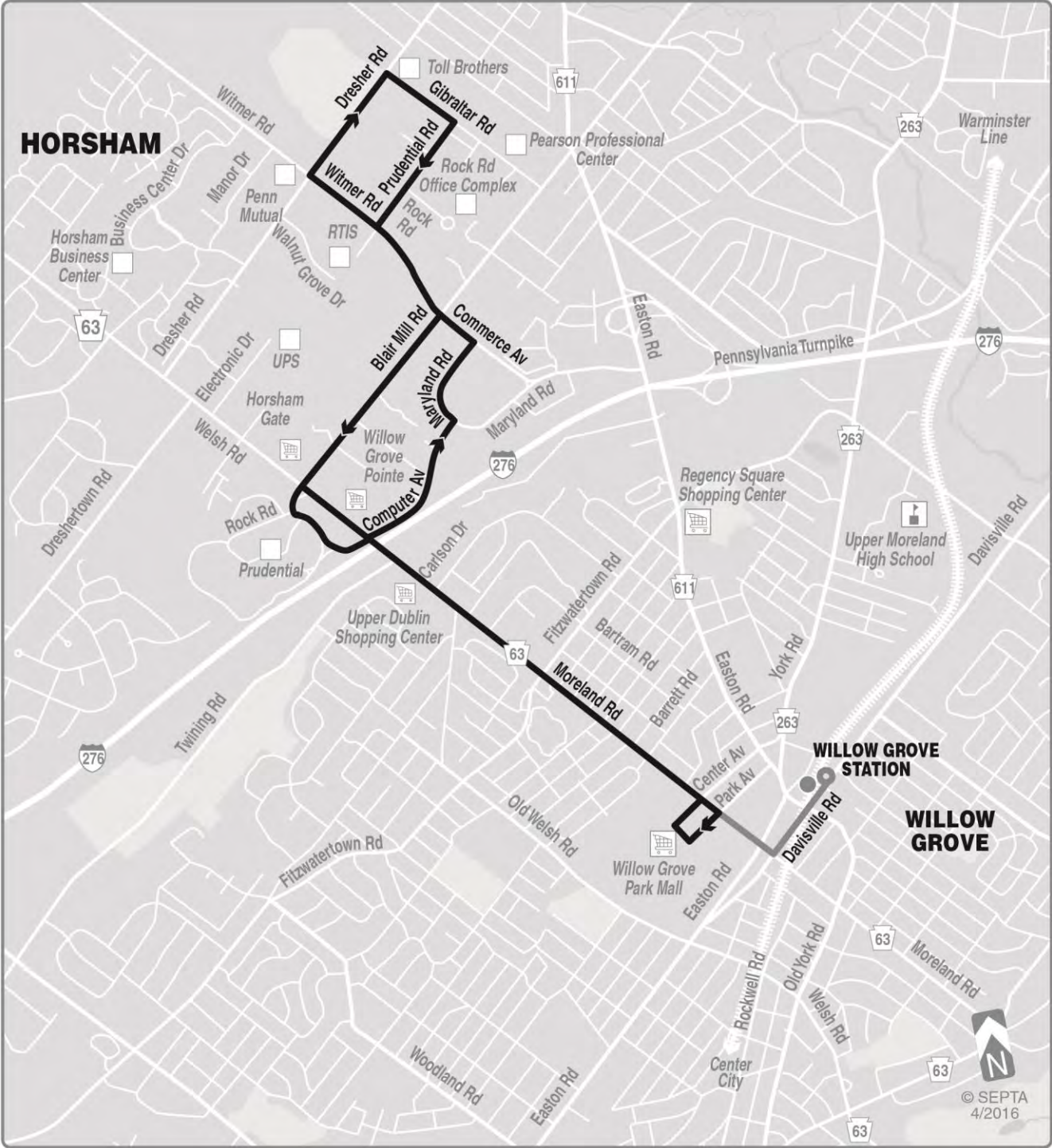
ROUTE 311 Proposed



LEGEND	
	ROUTE ADDED
	SPUR ROUTE ADDED

ROUTE 311

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 (\$44,400) represent 24% of the CTD fully allocated bus peak vehicle rate of \$181,500.

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

Regional Rail Division

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

Proposed Route 2 Extension

Annual	Existing	Proposed	Change
Miles	390,480	392,908	2,428
Hours	49,119	49,476	357
Peak Vehicles	14	14	0
Passengers	1,923,193	1,938,493	15,300
Revenue	\$2,090,703	\$2,107,336	\$16,633
Expenses - Fully Allocated	\$7,030,391	\$7,065,891	\$35,500
Net Cost - Fully Allocated	\$4,939,688	\$4,958,555	\$18,867
Operating Ratio - Fully Allocated	30%	30%	0%
Incremental Expenses	\$5,144,937	\$5,180,437	\$35,500

Route 310 and Proposed Route 311

Annual	Existing	Proposed	Change
Miles	144,093	152,832	8,739
Hours	9,747	13,400	3,653
Peak Vehicles	3	4	1
Passengers	223,890	315,225	91,335
Revenue	\$253,816	\$343,595	\$89,779
Expenses - Fully Allocated	\$1,031,511	\$1,432,765	\$401,254
Net Cost - Fully Allocated	\$777,695	\$1,089,170	\$311,475
Operating Ratio - Fully Allocated	25%	24%	-1%
Incremental Expenses	\$1,031,511	\$1,432,765	\$401,254

NOTE: Route 310 and Proposed Route 311 are based on a cost per revenue hour

COMMUNITY BENEFIT ANALYSIS COMPUTATIONS

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

Proposed Route 2 Extension

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	6,287	6,287	6,347	6,347
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			6,287		6,347
<u>Saturday</u>					
Ridership	1.0	3,194	3,194	3,194	3,194
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			3,194		3,194
<u>Sunday</u>					
Ridership	1.0	2,640	2,640	2,640	2,640
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			2,640		2,640
<u>ANNUALIZED</u>			1,922,393		1,937,693
<u>FBS Calculation</u>					
Annual Benefit Points			1,922,393		1,937,693
Annual Expenses			\$7,030,391		\$7,065,891
FBS			0.27		0.27

Route 310 and Proposed Route 311

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	878	878	1,175	1,175
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	850	340
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	10	(4)
Total			878		1,531
<u>Saturday</u>					
Ridership	1.0	158	158	300	300
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	150	60
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	25	10
Increased Walking Distance	-0.4	0	0	5	(2)
Total			158		368
<u>Sunday</u>					
Ridership	1.0	0	0	0	0
Ow I Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			0		0
<u>ANNUALIZED</u>			232,106		409,541
<u>FBS Calculation</u>					
Annual Benefit Points			232,106		409,541
Annual Expenses			\$1,031,511		\$1,432,765
FBS			0.23		0.29

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 2017 Annual Service Plan Operating Costs and Average Fares

Based on the Route Operating Ratio Report Issued December, 2015

UNIT COSTS					
DIVISION	Hours	Miles	Peak Veh. I/C Cost	Peak Veh. F/A Cost	Average Fare
CITY TRANSIT					
Bus	\$61.11	\$3.81	\$44,400	\$181,500	\$1.09
Trolley	\$61.11	\$5.68	\$55,500	\$355,400	\$1.09
Trackless	\$61.11	\$2.33	\$37,300	\$202,000	\$1.09
High Speed	\$22.53	\$2.67	\$94,200	\$614,000	\$1.09
SUBURBAN TRANSIT – VICTORY					
Bus	\$65.73	\$1.92	\$34,000	\$109,200	\$1.27
Trolley	\$65.73	\$3.55	\$51,500	\$290,800	\$1.27
NHSL	\$65.73	\$2.98	\$52,200	\$378,700	\$1.27
SUBURBAN TRANSIT – FRONTIER					
Bus	\$50.63	\$1.62	\$27,300	\$76,100	\$1.62
REGIONAL RAIL*	\$97.25	\$2.92	\$70,300	\$479,300	\$4.05

* AMTRAK Access = \$8.88 per train mile over AMTRAK-owned trackage

Contract Operations

Fiscal Year 2017 Annual Service Plan Operating Costs and Average Fares

Routes under contract with Trenton-Philadelphia Coach Company are 310 and LUCY. The cost to operate LUCY's is \$88.61 per vehicle hour, and Route 310 is \$106.92. Krapf Coaches charges SEPTA \$69.92 on Route 204 and \$63.59 on Route 205.

Route 310 and LUCY utilizes the average City Transit fare of \$1.09, while Routes 204 and 205 utilize the average Suburban Transit (Frontier) fare of \$1.62.

CITY TRANSIT
Annual Route Performance Review – Based on FY 2015 ROR Report
SEPTA FY 2017 Annual Service Plan

<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 [3]	2,275	41,590	0	230	58,650	\$263,925	\$297,483	89%
60	51,643	384,940	12	11,292	3,454,223	\$3,755,086	\$6,800,525	55%
54	42,691	291,880	10	8,376	2,562,218	\$2,785,387	\$5,535,910	50%
47M	10,396	64,560	4	2,400	734,466	\$798,438	\$1,607,274	50%
3	54,868	447,720	13	10,687	3,269,153	\$3,553,896	\$7,418,296	48%
46	30,451	204,730	8	5,820	1,780,338	\$1,935,405	\$4,092,882	47%
59	26,466	209,515	7	4,948	1,513,593	\$1,645,427	\$3,517,412	47%
17	76,243	531,210	19	13,915	4,256,599	\$4,627,349	\$10,131,620	46%
79	32,081	197,960	9	5,793	1,772,079	\$1,926,427	\$4,348,198	44%
66	62,208	555,333	15	10,778	3,296,660	\$3,583,799	\$8,119,903	44%
6	38,772	283,770	10	6,973	2,133,041	\$2,318,829	\$5,265,521	44%
33	78,344	534,980	20	13,537	4,140,968	\$4,501,646	\$10,455,876	43%
11	56,157	475,800	16	15,353	4,666,812	\$5,073,291	\$11,820,698	43%
56	61,792	544,640	18	11,583	3,543,240	\$3,851,856	\$9,118,187	42%
52	89,916	688,700	24	15,370	4,701,683	\$5,111,200	\$12,474,714	41%
23	139,183	1,235,430	31	22,188	6,787,309	\$7,378,484	\$18,838,961	39%
10	59,660	487,983	17	14,271	4,338,384	\$4,716,257	\$12,459,366	38%
15	58,230	415,361	12	11,573	3,518,192	\$3,824,627	\$10,182,486	38%
42	87,117	628,591	18	12,316	3,767,464	\$4,095,610	\$10,985,652	37%
26	66,929	575,550	24	11,690	3,575,971	\$3,887,438	\$10,638,877	37%
75	23,258	186,571	8	3,804	1,163,644	\$1,264,997	\$3,470,141	36%
29	31,066	225,430	9	4,798	1,467,708	\$1,595,545	\$4,390,831	36%
13	62,566	560,475	19	15,079	4,584,016	\$4,983,284	\$13,759,506	36%
47	114,953	991,460	30	17,608	5,385,981	\$5,855,100	\$16,247,241	36%
R	57,313	552,720	13	8,544	2,613,610	\$2,841,255	\$7,967,760	36%
65	54,938	576,120	13	8,434	2,579,961	\$2,804,676	\$7,911,778	35%
18	120,181	1,170,010	28	17,905	5,477,140	\$5,954,199	\$16,883,999	35%
31	35,150	287,080	8	4,838	1,479,944	\$1,608,847	\$4,693,792	34%
"400"	23,232	282,699	45	18,500	3,330,000	\$3,620,043	\$10,664,291	34%
21	72,146	520,579	15	9,291	2,842,117	\$3,089,665	\$9,114,748	34%
4	56,301	499,162	14	8,032	2,456,989	\$2,670,993	\$7,883,361	34%
64	43,713	410,650	10	6,159	1,884,038	\$2,048,138	\$6,050,878	34%
36	66,947	611,692	21	15,392	4,678,618	\$5,086,126	\$15,028,942	34%
70	56,634	594,930	12	7,997	2,446,282	\$2,659,353	\$7,905,587	34%
34	58,805	492,636	21	14,062	4,274,248	\$4,646,535	\$13,855,146	34%
40	54,742	480,340	11	7,187	2,198,503	\$2,389,993	\$7,171,879	33%
8	12,135	114,450	7	2,929	746,895	\$811,950	\$2,448,125	33%
16	54,093	479,588	11	7,104	2,173,114	\$2,362,392	\$7,129,353	33%
48	62,341	419,930	15	7,810	2,389,079	\$2,597,168	\$8,132,092	32%
73	21,014	184,360	6	2,791	853,767	\$928,130	\$3,075,578	30%

CITY TRANSIT
Annual Route Performance Review – Based on FY 2015 ROR Report
SEPTA FY 2017 Annual Service Plan

<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>
2	49,119	390,480	14	6,287	1,923,193	\$2,090,703	\$7,030,391	30%
G	100,283	1,057,860	31	14,107	4,315,331	\$4,691,196	\$15,785,241	30%
K	61,917	575,100	16	7,867	2,406,515	\$2,616,122	\$8,878,879	29%
62	2,811	41,501	2	732	186,660	\$202,918	\$692,899	29%
53	25,342	202,810	4	2,636	806,352	\$876,585	\$3,047,356	29%
57	89,849	881,190	25	11,449	3,502,249	\$3,807,295	\$13,385,506	28%
58	71,453	816,030	19	9,086	2,779,407	\$3,021,493	\$10,924,067	28%
12	28,334	204,370	5	2,786	852,237	\$926,467	\$3,417,641	27%
39	24,827	192,810	5	2,566	784,939	\$853,307	\$3,159,284	27%
5	33,879	292,090	9	3,893	1,190,869	\$1,294,594	\$4,816,709	27%
22	43,858	518,760	10	5,093	1,557,949	\$1,693,646	\$6,471,638	26%
7	49,414	448,440	11	5,122	1,566,820	\$1,703,290	\$6,724,746	25%
14	105,328	1,260,880	28	12,347	3,776,947	\$4,105,919	\$16,322,547	25%
43	31,950	288,040	8	3,379	1,033,636	\$1,123,666	\$4,501,897	25%
25	39,395	386,670	10	4,246	1,298,851	\$1,411,981	\$5,695,641	25%
L	72,208	716,630	20	7,730	2,364,607	\$2,570,564	\$10,772,991	24%
19	16,002	188,160	5	1,854	567,139	\$616,537	\$2,602,272	24%
84	36,839	451,650	8	3,835	1,173,127	\$1,275,306	\$5,424,018	24%
9	46,775	548,340	11	4,862	1,487,286	\$1,616,829	\$6,944,095	23%
32	52,069	508,740	13	5,132	1,569,879	\$1,706,615	\$7,479,736	23%
J	29,005	259,980	6	2,631	804,823	\$874,923	\$3,852,020	23%
50	25,771	315,527	4	2,210	731,289	\$794,984	\$3,503,024	23%
24	29,062	281,440	8	2,908	889,557	\$967,037	\$4,300,265	22%
30	16,283	148,990	4	1,546	472,921	\$514,112	\$2,288,706	22%
80	4,515	62,350	1	561	143,055	\$155,515	\$694,966	22%
28	22,783	252,930	5	2,110	645,449	\$701,668	\$3,263,432	22%
20	60,999	745,943	14	5,871	1,795,939	\$1,952,365	\$9,110,692	21%
H	47,853	448,564	14	4,516	1,380,392	\$1,500,624	\$7,174,326	21%
XH	40,599	380,556	10	3,615	1,105,038	\$1,201,287	\$5,745,923	21%
44	44,684	529,060	13	4,403	1,346,878	\$1,464,191	\$7,105,858	21%
61	47,377	414,549	12	4,105	1,255,720	\$1,365,093	\$6,652,640	21%
67 [4]	49,643	589,840	15	4,768	1,458,531	\$1,585,569	\$8,003,474	20%
1	30,728	410,960	10	3,308	949,396	\$1,032,088	\$5,258,546	20%
55 [4]	61,054	724,240	13	5,084	1,555,196	\$1,690,654	\$8,849,864	19%
89	26,039	277,120	5	2,012	615,471	\$669,079	\$3,554,570	19%
37	48,305	655,710	8	3,894	1,191,175	\$1,294,926	\$6,902,174	19%
38	39,193	383,110	9	2,979	911,276	\$990,648	\$5,488,233	18%
88	32,299	270,640	7	2,177	665,944	\$723,948	\$4,275,430	17%
27	58,813	785,080	17	4,406	1,347,795	\$1,465,188	\$9,670,717	15%
77	14,814	162,190	3	930	284,487	\$309,266	\$2,067,728	15%
35	5,742	58,920	1	291	89,017	\$96,770	\$756,879	13%
68	19,884	345,170	5	1,272	389,105	\$422,996	\$3,437,709	12%

SUBURBAN TRANSIT
Annual Route Performance Review – Based on FY 2015 ROR Report
SEPTA FY 2017 Annual Service Plan

STD Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Allocated Expenses	Operating Ratio
113	58,483	679,181	13	6,860	1,941,380	\$2,465,553	\$6,567,715	38%
102	20,659	200,556	7	4,072	1,209,384	\$1,535,918	\$4,105,490	37%
109	41,472	459,590	9	4,572	1,300,876	\$1,652,113	\$4,591,167	36%
131	8,150	81,483	3	604	170,932	\$276,910	\$773,915	36%
108 [1]	50,967	607,089	10	5,541	1,576,103	\$2,001,651	\$5,760,932	35%
98	17,576	160,037	5	1,106	327,376	\$530,349	\$1,531,553	35%
96	28,626	367,818	6	1,583	466,068	\$755,030	\$2,506,214	30%
106	6,451	62,165	2	658	178,976	\$227,300	\$761,781	30%
105	17,517	216,211	4	1,564	442,612	\$562,117	\$2,003,318	28%
97	16,446	175,088	3	772	228,512	\$370,189	\$1,346,704	27%
103	17,573	140,055	5	1,486	420,538	\$534,083	\$1,969,978	27%
94	11,381	195,413	3	599	177,304	\$287,232	\$1,123,434	26%
110	27,354	310,958	7	2,246	635,618	\$807,235	\$3,159,417	26%
129 [2]	21,240	429,279	4	998	295,408	\$478,561	\$1,878,470	25%
90	12,520	136,609	3	582	164,706	\$266,824	\$1,085,133	25%
104	40,751	609,397	8	3,186	901,638	\$1,145,080	\$4,722,206	24%
101	32,313	323,863	11	4,143	1,230,471	\$1,562,698	\$6,472,447	24%
99	29,544	444,137	7	1,381	408,776	\$662,217	\$2,753,344	24%
126	10,485	107,629	3	816	230,928	\$293,279	\$1,223,426	24%
93	27,449	473,536	7	1,345	398,120	\$644,954	\$2,695,253	24%
112	16,784	166,415	5	1,299	367,617	\$466,874	\$1,968,730	24%
114	28,959	355,540	6	2,120	599,960	\$761,949	\$3,241,312	24%
201	3,604	41,404	1	178	45,390	\$73,532	\$326,142	23%
123 [3]	16,144	332,022	4	817	231,211	\$448,549	\$2,135,427	21%
120	8,625	154,621	2	631	178,573	\$226,788	\$1,082,193	21%
124 [3]	39,497	741,209	8	1,452	429,392	\$790,081	\$3,818,186	21%
139	11,205	219,916	3	491	145,336	\$235,444	\$1,154,512	20%
130\$	18,694	324,914	4	675	199,800	\$323,676	\$1,608,281	20%
125 [3]	38,230	671,480	8	1,767	500,061	\$940,115	\$4,675,699	20%
117	37,282	517,601	7	2,339	661,937	\$840,660	\$4,208,741	20%
111	26,344	352,334	7	1,596	451,668	\$573,618	\$3,172,472	18%
107	18,023	196,904	5	1,092	297,024	\$377,220	\$2,108,707	18%
128 [2]	12,507	253,658	3	449	127,067	\$205,849	\$1,151,715	18%
118	9,810	131,549	2	569	154,768	\$196,555	\$1,115,786	18%
132	12,033	185,494	2	404	114,332	\$185,218	\$1,064,157	17%

SUBURBAN TRANSIT
Annual Route Performance Review – Based on FY 2015 ROR Report
SEPTA FY 2017 Annual Service Plan

STD Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Allocated Expenses	Operating Ratio
127 [2]	9,495	187,229	3	342	96,786	\$156,793	\$916,126	17%
115	21,522	318,595	4	1,127	318,941	\$405,055	\$2,463,143	16%
116	3,154	22,222	2	204	57,732	\$73,320	\$468,378	16%
133	2,692	44,049	1	95	26,885	\$43,554	\$284,284	15%
119	13,617	242,088	3	710	200,930	\$255,181	\$1,687,455	15%
91	970	4,933	0	0	5,250	\$8,505	\$57,161	15%
95	21,107	262,604	5	582	164,706	\$266,824	\$1,877,717	14%
206	4,682	68,345	2	164	41,820	\$67,748	\$500,789	14%
92	14,885	276,863	3	402	113,766	\$184,301	\$1,433,768	13%
150 [3]	3,681	108,124	1	46	13,018	\$39,054	\$438,927	9%

CITY AND SUBURBAN TRANSIT FOOTNOTES:

- [1] – Includes CTD portion of Route 108
- [2] – Externally subsidized by Bucks County
- [3] – Passenger revenue reflects premium fare
- [4] – Externally subsidized by private sector

CONTRACT OPERATIONS
Annual Route Performance Review – Based on FY 2015 ROR Report
SEPTA FY 2017 Annual Service Plan

Route	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Allocated Expenses	Operating Ratio
310	8,545	115,906	3	766	218,250	\$353,630	\$1,101,930	32%
204	8,868	135,801	3	223	65,220	\$105,676	\$596,910	18%
205	2,576	31,595	3	66	16,800	\$27,221	\$157,030	17%
LUCY	11,300	109,982	10	3,361	856,968	\$121,840	\$1,430,100	9%

ANNUAL STATION PERFORMANCE REVIEW

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

MARKET-FRANKFORD LINE	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Frankford Trans Ctr (Bridge St)	8,957		
Frankford Trans Ctr (Pratt St)	8,166		
Frankford Transportation Center	17,123	380	45.06
Arrott Transportation Center	4,628	380	12.18
Church	1,146	341	3.36
Erie-Torresdale	4,278	380	11.26
Tioga	1,669	341	4.89
Allegheny	5,353	380	14.09
Somerset	1,994	341	5.85
Huntingdon	2,337	341	6.85
York-Dauphin	1,502	341	4.40
Berks	2,110	341	6.19
Girard	4,191	380	11.03
Spring Garden	2,854	380	7.51
2nd Street (West)	2,318		
2nd Street (East)	849		
2nd Street	3,167	378	8.38
5th Street (West)	2,225		
5th Street (East)	993		
5th Street	3,218	378	8.51
8th Street (West)	7,019		
8th Street (East)	3,368		
8th Street	10,387	378	27.48
11th Street (West)	6,851		
11th Street (East)	2,780		
11th Street	9,631	378	25.48
13th Street (West)	4,202		
13th Street (East)	2,881		
13th Street	7,083	378	18.74
15th Street (Plaza)	7,300		
15th Street (Exp)	16,954		
16th (West)	815		
16th (East)	1,238		
15th Street	26,307	378	69.60
30th Street	6,524		
31st Street	651		
30th Street	7,175	377	19.03
34th Street	6,159	377	16.34

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

MARKET-FRANKFORD LINE	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
40th Street (West)	1,403		
40th Street (East)	4,400		
40th Street	5,803	377	15.39
46th Street	4,207	377	11.16
52nd Street	6,875	377	18.24
56th Street	5,413	377	14.36
60th Street	4,790	377	12.71
63rd Street	2,036	323	6.30
Millbourne	383	323	1.19
69th Street Transportation Center	15,249	378	40.34

NOTE: Ridership Totals Based on Turnstile Entry and Excludes Free Interchange Ridership

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

BROAD STREET LINE AND BROAD-RIDGE SPUR	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Fern Rock Trans Ctr (South)	512		
Fern Rock Trans Ctr	3,940		
Fern Rock Transportation Center	4,452	450	9.89
Olney Transportation Center	16,893	593	28.49
Logan (North)	446		
Logan (South)	2,116		
Logan	2,562	267	9.60
Wyoming (North)	472		
Wyoming (South)	1,743		
Wyoming	2,215	267	8.30
Hunting Park (North)	706		
Hunting Park (South)	2,162		
Hunting Park	2,868	267	10.74
Erie (North)	6,018		
Erie (South)	1,630		
Erie	7,648	593	12.90
Allegheny (North)	1,172		
Allegheny (South)	2,568		
Allegheny	3,740	267	14.01
North Philadelphia	4,298	433	9.93
Susquehanna-Dauphin (North)	1,059		
Susquehanna-Dauphin (South)	1,808		
Susquehanna-Dauphin	2,867	266	10.78
Cecil B. Moore (North)	2,181		
Cecil B. Moore (South)	5,207		
Cecil B. Moore	7,388	267	27.67
Girard (North)	3,363		
Girard (South)	259		
Girard	3,622	593	6.11
Fairmount (North)	719		
Fairmount (South)	978		
Fairmount	1,697	433	3.92
Spring Garden (North)	1,036		
Spring Garden (South)	4,986		
Spring Garden	6,022	427	14.10
Race-Vine (Convention Center)	2,310	427	5.41

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

BROAD STREET LINE AND BROAD-RIDGE SPUR	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
City Hall (North)	1,639		
City Hall (South)	911		
City Hall	2,550	428	5.96
Walnut-Locust	6,497	427	15.22
Lombard-South	2,645	267	9.91
Ellsworth-Federal	2,971	267	11.13
Tasker-Morris	4,239	267	15.88
Snyder	5,003	267	18.74
Oregon	3,155	267	11.82
AT & T	2,551	268	9.52
Chinatown	151	166	0.91
8th-Market	3,049	166	18.37

NOTE: Ridership Totals Based on Turnstile Entry and Excludes Free Interchange Ridership

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 10	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
63rd & Malvern Loop	823	448	1,271	264	4.81
Malvern Av & 63rd St	166	6	172	132	1.30
63rd St & Lebanon Av/Columbia Av	143	189	332	264	1.26
63rd St & Jefferson St	158	212	370	264	1.40
Lansdowne Av & 63rd St	301	366	667	264	2.53
Lansdowne Av & 62nd St	102	139	241	264	0.91
Lansdowne Av & 61st St	166	157	323	264	1.22
Lansdowne Av & 60th St	224	235	459	264	1.74
Lansdowne Av & 59th St	140	160	300	264	1.14
Lansdowne Av & 58th St	99	125	224	264	0.85
Lansdowne Av & 57th St	210	224	434	264	1.64
Lansdowne Av & 56th St	237	339	576	264	2.18
Lansdowne Av & 55th St	194	227	421	264	1.59
Lansdowne Av & 54th St	113	162	275	264	1.04
Lansdowne Av & Lancaster Av	131	289	420	132	3.18
Lancaster Av & Media St	230	95	325	132	2.46
Lancaster Av & 50th St	72	80	152	264	0.58
Lancaster Av & Thomson St	45	17	62	132	0.47
Lancaster Av & Girard Av	103	76	179	132	1.36
Lancaster Av & 47th St	184	212	396	264	1.50
Lancaster Av & Wyalusing Av	76	97	173	264	0.66
Lancaster Av & 45th St/Westminster Av	188	234	422	264	1.60
Lancaster Av & 44th St/Odgen St	110	138	248	264	0.94
Lancaster Av & 43rd St/Parrish St	251	297	548	264	2.08
Lancaster Av & 42nd St	174	174	348	264	1.32
Lancaster Av & 41st St	469	509	978	264	3.70
Lancaster Av & 40th St/Haverford Av	327	360	687	264	2.60
Lancaster Av & Spring Garden St	134	175	309	264	1.17
Lancaster Av & Saunders St	44	22	66	132	0.50
Lancaster Av & 38th St	106	125	231	264	0.88
Lancaster Av & 36th St	90	87	177	264	0.67
36th St & Market St	40	48	88	264	0.33
36th St & Trolley Portal	2,377	881	3,258	264	12.34
33rd St Station	916	340	1,256	264	4.76
30th St Station	712	755	1,467	264	5.56
22nd St Station	260	972	1,232	264	4.67
19th St Station	145	582	727	264	2.75
15th St Station	242	414	656	264	2.48
13th St Station	1,000	1,164	2,164	264	8.20

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 10	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Lancaster Av & Powelton Av	15	37	52	132	0.39
Lancaster Av & Hamilton St	18	53	71	132	0.54
Lancaster Av & Wallace St	54	137	191	132	1.45
Lancaster Av & 48th St	58	82	140	132	1.06
Lancaster Av & 49th St	59	94	153	132	1.16
Lancaster Av & 52nd St	268	351	619	132	4.69

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 11	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Darby Transportation Center	1,563	967	2,530	238	10.63
Main St & Mill St	42	6	48	119	0.40
Main St & Summit St	47	98	145	238	0.61
Main St & 6th St	105	172	277	238	1.16
Main St & 5th St	160	172	332	238	1.39
Main St & 4th St	149	179	328	238	1.38
Main St & 3rd St	134	161	295	238	1.24
Main St & 2nd St	73	72	145	238	0.61
Main St & Front St	70	89	159	238	0.67
Woodland Av & Island Av	170	178	348	238	1.46
Woodland Av & 72nd St	65	88	153	238	0.64
Woodland Av & 71st St	137	158	295	238	1.24
Woodland Av & 70th St	177	210	387	238	1.63
Woodland Av & 69th St	177	215	392	238	1.65
Woodland Av & 68th St	157	201	358	238	1.50
Woodland Av & 67th St	197	219	416	238	1.75
Woodland Av & 66th St	141	204	345	238	1.45
Woodland Av & 65th St	356	414	770	238	3.24
Woodland Av & 64th St	197	234	431	238	1.81
Woodland Av & 63rd St	173	182	355	238	1.49
Woodland Av & 62nd St	335	452	787	238	3.31
Woodland Av & 61st St	216	269	485	238	2.04
Woodland Av & 60th St	145	178	323	238	1.36
Woodland Av & 58th St	308	370	678	238	2.85
Woodland Av & 57th St	92	110	202	238	0.85
Woodland Av & 56th St	204	233	437	238	1.84
Woodland Av & 55th St	110	154	264	238	1.11
Woodland Av & 54th St	288	443	731	238	3.07
Woodland Av & 53rd St	102	150	252	238	1.06
Woodland Av & 52nd St	178	184	362	238	1.52
Woodland Av & 51st St	55	70	125	238	0.53
Woodland Av & 50th St	214	227	441	238	1.85
Woodland Av & 49th St	423	304	727	238	3.05
Woodland Av & 48th St	26	33	59	238	0.25
Woodland Av & 47th St	71	94	165	238	0.69
Woodland Av & 46th St	75	72	147	238	0.62
Woodland Av & 45th St	42	22	64	119	0.54
Woodland Av & 42nd St	72	72	144	238	0.61
Woodland Av & 41st St	10	4	14	119	0.12
Woodland Av & Chester Av	15	32	47	238	0.20

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 11	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
40th St & Trolley Portal	312	243	555	238	2.33
37th St Station	174	125	299	238	1.26
36th St Station	702	171	873	238	3.67
33rd St Station	223	210	433	238	1.82
30th St Station	239	519	758	238	3.18
22nd St Station	328	912	1,240	238	5.21
19th St Station	371	654	1,025	238	4.31
15th St Station	1,123	2,165	3,288	238	13.82
13th St Station	3,224	953	4,177	238	17.55
Woodland Av & 43rd St	20	57	77	119	0.65
Main St & Powell St	5	86	91	119	0.76

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 13	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Darby Transportation Center	49	5	54	56	0.96
9th St & Ridge Av	12	0	12	28	0.43
9th St & Summit Av	14	1	15	28	0.54
9th St & Summit Av (Mid-Block Stop)	1	0	1	28	0.04
9th St & Cedar Av	15	2	17	28	0.61
Chester Av & Alfred Av	18	26	44	56	0.79
Chester Av & Allen Dr/Yeadon Loop	383	54	437	274	1.59
Chester Av & Stetser Av	26	26	52	274	0.19
Chester Av & Duncan Av	68	94	162	274	0.59
Chester Av & Yeadon Av	5	55	60	274	0.22
Chester Av & Church LA	239	229	468	274	1.71
Chester Av & 65th St	67	90	157	274	0.57
65th St & Cobbs Creek Pkwy	5	3	8	274	0.03
65th St & Belmar Av	168	180	348	274	1.27
65th St & Chester Av	115	133	248	274	0.91
65th St & Kingsessing Av	246	264	510	274	1.86
Kingsessing Av & Cemetery Av/Mt. Moriah Loop	113	145	258	298	0.87
Kingsessing Av & 62nd St	16	10	26	298	0.09
Kingsessing Av & 61st St	72	88	160	298	0.54
Kingsessing Av & 60th St	149	181	330	298	1.11
60th St & Chester Av	202	218	420	298	1.41
Chester Av & 59th St	112	127	239	298	0.80
Chester Av & 56th St	341	378	719	298	2.41
Chester Av & 55th St	245	260	505	298	1.69
Chester Av & 54th St	440	500	940	298	3.15
Chester Av & 53rd St	147	144	291	298	0.98
Chester Av & 52nd St	248	243	491	298	1.65
Chester Av & 51st St	214	226	440	298	1.48
Chester Av & 49th St	240	290	530	298	1.78
Chester Av & 48th St	130	132	262	298	0.88
Chester Av & 47th St	206	221	427	298	1.43
Chester Av & 46th St	109	103	212	298	0.71
Chester Av & 45th St	59	83	142	298	0.48
Chester Av & 43rd St	97	113	210	298	0.70
Chester Av & 42nd St	67	88	155	298	0.52
Chester Av & 41st St	25	9	34	149	0.23
Chester Av & Woodland Av	16	28	44	298	0.15
40th St & Trolley Portal	410	311	721	298	2.42
37th St Station	256	217	473	298	1.59

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 13	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
36th St Station	346	264	610	298	2.05
33rd St Station	280	276	556	298	1.87
30th St Station	239	519	758	298	2.54
22nd St Station	318	987	1,305	298	4.38
19th St Station	413	689	1,102	298	3.70
15th St Station	1,061	2,419	3,480	298	11.68
13th St Station	3,248	1,057	4,305	298	14.45
Chester Av & 57th St	27	202	229	149	1.54
Chester Av & 58th St	91	301	392	149	2.63
65th St & Windsor St	5	56	61	137	0.45
Chester Av & Cedar Av	1	27	28	28	1.00
10th St & Mulberry Av	0	5	5	28	0.18
10th St & Wycombe Av	1	11	12	28	0.43
10th St & Summit St	1	12	13	28	0.46
10th St & Ridge Av	0	5	5	28	0.18
10th St & Main St	1	25	26	28	0.93

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 15	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Girard Av & 63rd St	407	211	618	168	3.68
Girard Av & 61st St	55	1	56	83	0.67
Girard Av & 60th St	208	235	443	168	2.64
Girard Av & 59th St	146	188	334	168	1.99
Girard Av & 57th St	245	184	429	168	2.55
Girard Av & 56th St	255	316	571	168	3.40
Girard Av & 54th St	172	170	342	168	2.04
Girard Av & 52nd St	696	669	1,365	168	8.13
Girard Av & 51st St	65	80	145	168	0.86
Girard Av & Lancaster Av	215	268	483	168	2.88
Girard Av & Belmont Av	318	281	599	168	3.57
Girard Av & 42nd St	222	203	425	168	2.53
Girard Av & 41st St	241	273	514	168	3.06
Girard Av & 40th St	399	345	744	168	4.43
Girard Av & 39th St	168	131	299	168	1.78
Girard Av & Philadelphia Zoo	153	136	289	168	1.72
Girard Av & 31st St	111	154	265	168	1.58
Girard Av & 29th St	500	525	1,025	168	6.10
Girard Av & 28th St	156	166	322	168	1.92
Girard Av & 27th St	165	145	310	168	1.85
Girard Av & 26th St	228	301	529	168	3.15
26th St & Poplar St	51	18	69	85	0.81
Poplar St & Stillman St	51	9	60	85	0.71
Poplar St/24th St & S College Av	30	25	55	85	0.65
Girard Av & Corinthian Av	105	121	226	168	1.35
Girard Av & 20th St	80	204	284	168	1.69
Girard Av & 19th St	337	153	490	168	2.92
Girard Av & Ridge Av	139	158	297	168	1.77
Girard Av & 17th St	168	140	308	168	1.83
Girard Av & 16th St	120	129	249	168	1.48
Girard Av & Broad St	1,838	1,865	3,703	168	22.04
Girard Av & 12th St	266	151	417	168	2.48
Girard Av & 11th St	215	258	473	168	2.82
Girard Av & 8th St	357	349	706	168	4.20
Girard Av & 7th St	343	432	775	168	4.61
Girard Av & 5th St	186	259	445	168	2.65
Girard Av & 3rd St	200	238	438	168	2.61
Girard Av & 2nd St	108	93	201	168	1.20
Girard Av & Front St	1,290	1,135	2,425	168	14.43
Girard Av & Frankford Av	178	118	296	168	1.76

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 15	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Girard Av & Columbia Av	95	90	185	168	1.10
Girard Av & Palmer Av	79	81	160	168	0.95
Girard Av & Berks St	175	155	330	168	1.96
Girard Av & Richmond St	28	12	40	168	0.24
Richmond St & Cumberland St	173	210	383	168	2.28
Richmond St & Huntingdon St	55	85	140	168	0.83
Richmond St & Lehigh Av	56	61	117	168	0.70
Richmond St & Somerset St	34	65	99	168	0.59
Richmond St & Cambria St	92	66	158	168	0.94
Richmond St & Ann St	57	59	116	168	0.69
Richmond St & Indiana St	76	74	150	168	0.89
Richmond St & Clearfield St	79	72	151	168	0.90
Richmond St & Allegheny Av	135	126	261	168	1.55
Richmond & Westmoreland Loop	266	311	577	168	3.43
Girard Av & 4th St	128	82	210	85	2.47
Poplar St & 25th St/N College Av	10	84	94	85	1.11
Girard Av & 33rd St	66	9	75	85	0.88
Haverford Av & 61st St	3	38	41	85	0.48
Haverford Av & 62nd St	4	41	45	85	0.53
Haverford Av & 63rd St	9	249	258	85	3.04

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 34	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
61st & Baltimore Loop	657	339	996	290	3.43
Baltimore Av & 60th St	115	136	251	290	0.87
Baltimore Av & 59th St	130	124	254	290	0.88
Baltimore Av & 58th St	306	406	712	290	2.46
Baltimore Av & 57th St	218	322	540	290	1.86
Baltimore Av & 56th St	144	138	282	290	0.97
Baltimore Av & 55th St	241	230	471	290	1.62
Baltimore Av & 54th St	102	131	233	290	0.80
Baltimore Av & 53rd St	180	227	407	290	1.40
Baltimore Av & 52nd St	329	388	717	290	2.47
Baltimore Av & 51st St	125	129	254	290	0.88
Baltimore Av & 50th St	235	277	512	290	1.77
Baltimore Av & 49th St	363	452	815	290	2.81
Baltimore Av & 48th St	338	289	627	290	2.16
Baltimore Av & 47th St	275	302	577	290	1.99
Baltimore Av & 46th St	181	190	371	290	1.28
Baltimore Av & 45th St	211	201	412	290	1.42
Baltimore Av & 44th St	108	91	199	290	0.69
Baltimore Av & 43th St	188	172	360	290	1.24
Baltimore Av & 42nd St	90	93	183	290	0.63
Baltimore Av & 41st St	34	42	76	290	0.26
40th St & Trolley Portal	537	472	1,009	290	3.48
37th St Station	273	239	512	290	1.77
36th St Station	345	330	675	290	2.33
33rd St Station	297	377	674	290	2.32
30th St Station	312	585	897	290	3.09
22nd St Station	405	1,011	1,416	290	4.88
19th St Station	427	747	1,174	290	4.05
15th St Station	1,167	2,655	3,822	290	13.18
13th St Station	3,575	2,038	5,613	290	19.36

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 36	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
80th & Eastwick Loop	346	184	530	243	2.18
Island Av & Lindbergh Blvd	440	494	934	243	3.84
Island Av & 76th St	142	133	275	243	1.13
Island Av & Tanager St	50	51	101	243	0.42
Island Av & Buist Av	216	178	394	243	1.62
Elmwood Av & Island Av	209	132	341	243	1.40
Elmwood Av & 73rd St	302	279	581	290	2.00
Elmwood Av & 72nd St	135	139	274	290	0.94
Elmwood Av & 71st St	211	202	413	290	1.42
Elmwood Av & 70th St	324	351	675	290	2.33
Elmwood Av & 69th St	175	170	345	290	1.19
Elmwood Av & 68th St	164	169	333	290	1.15
Elmwood Av & 67th St	259	233	492	290	1.70
Elmwood Av & 66th St	292	311	603	290	2.08
Elmwood Av & 65th St	292	291	583	290	2.01
Elmwood Av & 64th St	152	148	300	290	1.03
Elmwood Av & 63rd St	207	207	414	290	1.43
Elmwood Av & 62nd St	507	600	1,107	290	3.82
Elmwood Av & 61st St	235	258	493	290	1.70
Elmwood Av & Edgewood St	44	55	99	290	0.34
Elmwood Av & 59th St	68	77	145	290	0.50
Elmwood Av & 58th St	98	111	209	290	0.72
Elmwood Av & 57th St	159	152	311	290	1.07
Elmwood Av & 56th St	132	141	273	290	0.94
Elmwood Av & Wheeler St	155	63	218	145	1.50
Lindbergh Blvd & 54th St	186	348	534	290	1.84
Lindbergh Blvd & 53rd St/Grays Av	21	22	43	290	0.15
Grays Av & 52nd St	3	0	3	145	0.02
Grays Av & 51st St	4	7	11	290	0.04
Grays Av & 49th St	8	2	10	145	0.07
49th St & Paschall Av	63	122	185	290	0.64
49th St & Woodland Av	539	576	1,115	290	3.84
Woodland Av & 48th St	34	39	73	290	0.25
Woodland Av & 47th St	83	90	173	290	0.60
Woodland Av & 46th St	81	68	149	290	0.51
Woodland Av & 45th St	61	27	88	145	0.61
Woodland Av & 42nd St	78	76	154	290	0.53
Woodland Av & 41st St	8	6	14	145	0.10
Woodland Av & Chester Av	19	31	50	290	0.17
40th St & Trolley Portal	366	315	681	290	2.35

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 36	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
37th St Station	239	189	428	290	1.48
36th St Station	309	222	531	290	1.83
33rd St Station	248	340	588	290	2.03
30th St Station	225	527	752	290	2.59
22nd St Station	346	1,079	1,425	290	4.91
19th St Station	410	683	1,093	290	3.77
15th St Station	1,097	2,460	3,557	290	12.27
13th St Station	3,554	1,107	4,661	290	16.07
Woodland Av & 43rd St	24	53	77	145	0.53
Grays Av & Lindbergh Blvd	5	2	7	145	0.05
Island Av & Suffolk Av	5	112	117	128	0.91

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

NORRISTOWN HIGH SPEED LINE	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Norristown Transportation Center	1,406	1,678	3,084	137	22.51
Bridgeport	119	143	261	137	1.91
DeKalb St	243	161	404	137	2.95
Hughes Park	276	331	608	175	3.47
Gulph Mills	602	691	1,293	175	7.39
Matsonford	40	34	74	162	0.46
County Line	15	15	30	162	0.18
Radnor	409	368	777	175	4.44
Villanova	152	146	298	162	1.84
Ithan Av (Stadium)	134	118	252	162	1.55
Garrett Hill	106	99	205	162	1.27
Roberts Rd	101	97	198	162	1.22
Bryn Mawr	647	735	1,382	196	7.05
Haverford	150	158	309	196	1.57
Ardmore Av	98	103	201	162	1.24
Ardmore Junction	573	564	1,137	210	5.41
Wynnewood Rd	163	146	309	162	1.91
Beechwood-Brookline	183	166	349	162	2.16
Penfield	249	224	473	185	2.56
Township Line Rd	99	83	181	151	1.20
Parkview	49	42	91	151	0.60
69th Street Transportation Center	5,058	4,755	9,814	210	46.73

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 101	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Orange St, Media	131	115	246	102	2.41
Veterans Sq	45	66	111	102	1.08
Olive St	53	71	124	102	1.21
Jackson St	76	75	151	102	1.48
Monroe St	112	116	228	102	2.23
Edgmont St	30	37	67	102	0.65
Manchester Av	33	36	69	102	0.67
Providence Rd	157	102	259	102	2.53
Beatty Rd	22	31	52	102	0.51
Pine Ridge	17	16	33	102	0.32
Paper Mill Rd	9	12	20	102	0.20
Springfield Mall	149	155	303	102	2.97
Thomson Av	21	22	43	102	0.42
Woodland Av	78	69	147	142	1.03
Leamy Av	40	30	70	142	0.49
Saxer Av	73	84	157	142	1.10
Springfield Rd	92	91	182	142	1.28
Scenic Rd	91	86	177	142	1.24
Drexeline	118	124	242	142	1.70
Drexelbrook	112	109	221	142	1.56
Anderson Av	135	113	248	142	1.74
Aronimink	191	192	382	142	2.69
School La	66	57	123	142	0.86
Huey Av	46	64	110	142	0.77
Drexel Hill Junction	214	248	462	142	3.25
Irvington Rd	27	20	47	142	0.33
Drexel Park	26	28	54	142	0.38
Lansdowne Av - NS	178	85	263	142	1.85
Lansdowne Av - FS	97	279	376	142	2.64
Congress Av	70	41	111	142	0.78
Beverly Blvd	162	131	292	142	2.06
Hilltop Rd	92	121	213	142	1.50
Avon Rd	156	146	301	142	2.12
Walnut St	123	110	233	142	1.64
Fairfield Ave	58	78	136	142	0.95
69th Street Transportation Center	1,837	1,774	3,610	142	25.42

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTE 102	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Sharon Hill	510	493	1,002	114	8.79
MacDade Blvd	256	236	492	114	4.31
Andrews Av	39	43	82	114	0.72
Bartram Av	51	50	101	114	0.88
North St	110	114	223	116	1.92
Magnolia Av	25	30	55	116	0.47
Providence Rd	51	69	119	116	1.03
Clifton-Aldan	72	74	146	116	1.25
Springfield Rd	102	95	197	116	1.69
Penn St	40	53	92	116	0.79
Baltimore Av	261	269	529	116	4.56
Creek Rd	45	40	85	116	0.73
Marshall Rd	119	101	220	116	1.89
Drexel Manor	88	74	161	116	1.39
Garrettford	114	113	227	116	1.96
Drexel Hill Junction	180	179	359	116	3.09
Irvington Rd	21	21	42	116	0.36
Drexel Park	18	25	43	116	0.37
Lansdowne Av - NS	222	199	421	116	3.63
Lansdowne Av - FS	184	187	371	116	3.20
Congress Av	64	69	132	116	1.14
Beverly Blvd	200	170	370	116	3.19
Hilltop Rd	100	136	235	116	2.03
Avon Rd	132	158	290	116	2.50
Walnut St	94	124	218	116	1.88
Fairfield Ave	65	90	155	116	1.33
69th Street Transportation Center	1,632	1,583	3,215	116	27.71

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2015 Data
SEPTA FY 2017 Annual Service Plan

ROUTES 101 AND 102 TRUNK STATIONS	B	L	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Drexel Hill Junction	394	427	821	258	3.18
Irvington Rd	47	41	88	258	0.34
Drexel Park	44	53	97	258	0.38
Lansdowne Av - NS	400	284	684	258	2.65
Lansdowne Av - FS	281	466	747	258	2.89
Congress Av	134	110	243	258	0.94
Beverly Blvd	361	301	662	258	2.56
Hilltop Rd	192	256	448	258	1.73
Avon Rd	288	303	591	258	2.29
Walnut St	217	233	450	258	1.74
Fairfield Ave	123	167	290	258	1.12
69th Street Transportation Center	3,469	3,356	6,825	258	26.45

REGIONAL RAIL DIVISION
Annual Route Performance Review – Based on FY 2015 ROR Report
SEPTA FY 2017 Annual Service Plan

<u>Line</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Cars</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
NTN	46,305	1,037,724	23	11,128	3,203,895	\$12,046,645	\$19,545,769	62%
ELW	58,560	1,074,226	23	10,502	2,890,268	\$11,850,099	\$20,254,613	59%
WAR	60,033	1,247,292	20	8,591	2,505,068	\$10,972,198	\$19,019,664	58%
PAO	158,255	3,496,286	67	24,018	6,840,324	\$29,960,619	\$56,133,733	53%
WTN	95,333	2,304,573	36	12,769	3,549,670	\$16,257,489	\$33,797,230	48%
DOY	149,641	3,298,533	41	16,811	4,791,029	\$20,840,976	\$43,645,896	48%
FOX	33,633	587,098	14	5,316	1,433,093	\$4,972,833	\$10,903,483	46%
WIL	83,419	2,211,575	34	9,864	2,758,922	\$11,615,062	\$27,653,442	42%
TRN	103,057	2,956,152	37	12,797	3,675,433	\$16,355,677	\$39,463,568	41%
CHE	41,235	731,493	11	5,593	1,595,768	\$5,154,331	\$12,466,300	41%
AIR	46,405	825,946	10	7,161	2,457,743	\$6,021,470	\$15,632,614	39%
CHW	38,813	680,247	14	5,503	1,555,074	\$4,945,135	\$13,883,803	36%
CYN	1,950	36,030	2	615	156,713	\$501,482	\$1,466,225	34%

REGIONAL RAIL DIVISION ROUTE CODES:

AIR Airport
CHE Chestnut Hill East
CHW Chestnut Hill West
DOY Lansdale-Doylestown
ELW Media-Elwyn
FOX Fox Chase
NTN Manayunk-Norristown
WAR Warminster
WTN West Trenton
WIL Wilmington-Newark
PAO Paoli-Thorndale
CYN Cynwyd
TRN Trenton

REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 Annual Service Plan
Source: 2015 Ridership Census Data*

Station	Total Weekday		Route(s)
	Boardings	Alightings	
Suburban Station	24,775	24,775	All
Market East	13,365	13,365	All, except Cynwyd
30th Street	12,316	12,316	All
Temple	3,028	3,018	All, except Cynwyd
University City	3,091	2,950	AIR, ELW, NWK
Jenkintown	1,998	1,660	DOY, WAR, WTR
Cornwells Heights	1,328	1,585	Trenton
Lansdale	1,536	1,339	Lansdale-Doylestown
Fox Chase	1,529	1,254	Fox Chase
Paoli	1,248	1,278	Paoli-Thorndale
Trenton	1,103	1,330	Trenton
Warminster	1,258	1,026	Warminster
Glenside	1,064	1,197	DOY, WAR
Torresdale	1,160	1,095	Trenton
Bryn Mawr	1,051	1,151	Paoli-Thorndale
Ambler	1,240	932	Lansdale-Doylestown
Wilmington	1,089	946	Wilmington-Newark
Fort Washington	967	1,059	Lansdale-Doylestown
Overbrook	913	919	Paoli-Thorndale
Ardmore	884	919	Paoli-Thorndale
Malvern	893	908	Paoli-Thorndale
Norristown T.C.	862	919	Manayunk-Norristown
Strafford	926	709	Paoli-Thorndale
Fern Rock	825	792	DOY, WAR, WTR
North Wales	824	787	Lansdale-Doylestown
Swarthmore	772	803	Media-Elwyn
Narberth	808	764	Paoli-Thorndale
Exton	839	726	Paoli-Thorndale
Wynnewood	839	723	Paoli-Thorndale
Somerton	796	707	West Trenton
Philmont	685	763	West Trenton
Conshohocken	680	736	Manayunk-Norristown
Bethayres	680	708	West Trenton
East Falls	735	638	Manayunk-Norristown
Ivy Ridge	692	651	Manayunk-Norristown
Marcus Hook	681	602	Wilmington-Newark
Wayne	669	614	Paoli-Thorndale
Hatboro	571	691	Warminster
Elkins Park	632	599	DOY, WAR, WTR
Holmesburg Jct	668	561	Trenton
Levittown-Tullytown	567	644	Trenton
Woodbourne	572	634	West Trenton
Claymont	580	616	Wilmington-Newark
Radnor	584	600	Paoli-Thorndale
Langhorne	566	610	West Trenton

REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 Annual Service Plan
Source: 2015 Ridership Census Data*

Station	Total Weekday		Route(s)
	Boardings	Alightings	
Airport Terminal A	524	650	Airport
Manayunk	628	544	Manayunk-Norristown
Media	527	632	Media-Elwyn
Primos	529	626	Media-Elwyn
Queen Lane	598	541	Chestnut Hill West
Thorndale	563	558	Paoli-Thorndale
Morton-Rutledge	515	606	Media-Elwyn
Croydon	499	583	Trenton
Airport Terminal C D	609	465	Airport
Villanova	544	526	Paoli-Thorndale
Miquon	501	548	Manayunk-Norristown
Wayne Junction	527	521	DOY, WAR, WTR, CHE, FOX
Wissahickon	477	523	Manayunk-Norristown
Wyndmoor	507	493	Chestnut Hill East
Forest Hills	486	498	West Trenton
Chestnut Hill West	497	479	Chestnut Hill West
Airport Terminal B	443	516	Airport
Melrose Park	458	481	DOY, WAR, WTR
Yardley	499	439	West Trenton
Haverford	452	478	Paoli-Thorndale
Devon	481	448	Paoli-Thorndale
Stenton	461	460	Chestnut Hill East
Elwyn	422	481	Media-Elwyn
Willow Grove	451	429	Warminster
Cheltenham Avenue	433	443	Chestnut Hill West
Secane	393	467	Media-Elwyn
Colmar	451	390	Lansdale-Doylestown
Pennbrook	448	386	Lansdale-Doylestown
Carpenter	395	434	Chestnut Hill West
Spring Mill	416	404	Manayunk-Norristown
Whitford	420	383	Paoli-Thorndale
Downingtown	398	403	Paoli-Thorndale
Ryers	380	419	Fox Chase
Treose	382	405	West Trenton
Upsal	424	362	Chestnut Hill West
Airport Terminal E F	431	342	Airport
Eastwick	360	406	Airport
Rosemont	344	397	Paoli-Thorndale
Newark	406	333	Wilmington-Newark
Lansdowne	297	438	Media-Elwyn
Doylestown	369	350	Lansdale-Doylestown
Wallingford	340	355	Media-Elwyn
Bristol	304	382	Trenton
West Trenton	323	353	West Trenton
Allen Lane	335	332	Chestnut Hill West

REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 Annual Service Plan
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Station	Total Weekday		Route(s)
	Boardings	Alightings	
Cheltenham	302	360	Fox Chase
Elm Street	358	269	Manayunk-Norristown
Berwyn	333	288	Paoli-Thorndale
Oreland	294	317	Lansdale-Doylestown
Moylan-Rose Valley	319	291	Media-Elwyn
Sedgwick	294	300	Chestnut Hill East
Roslyn	332	255	Warminster
Chester	267	315	Wilmington-Newark
Merion	286	284	Paoli-Thorndale
Churchman's Crossing	280	286	Wilmington-Newark
Neshaminy Falls	261	297	West Trenton
Norwood	282	250	Wilmington-Newark
Mount Airy	276	253	Chestnut Hill East
St. Davids	269	252	Paoli-Thorndale
Chestnut Hill East	239	281	Chestnut Hill East
Daylesford	251	257	Paoli-Thorndale
Ridley Park	251	247	Wilmington-Newark
Gwynedd Valley	249	241	Lansdale-Doylestown
Prospect Park - Moore	240	249	Wilmington-Newark
Clifton-Aldan	226	260	Media-Elwyn
Noble	255	225	West Trenton
Ryers	380	419	Fox Chase
North Hills	253	215	Lansdale-Doylestown
Penllyn	215	225	Lansdale-Doylestown
Gladstone	178	252	Media-Elwyn
Lawndale	197	226	Fox Chase
North Philadelphia	208	214	Trenton
Bridesburg	221	198	Trenton
Washington Lane	186	223	Chestnut Hill East
Cheltenham	302	360	Fox Chase
Tacony	192	209	Trenton
Tulpehocken	189	207	Chestnut Hill West
Main Street	190	191	Manayunk-Norristown
Folcroft	178	192	Wilmington-Newark
Glenolden	168	193	Wilmington-Newark
Ardley	167	178	Warminster
St. Martins	191	154	Chestnut Hill West
Sharon Hill	194	136	Wilmington-Newark
Olney	174	148	Fox Chase
Gravers	139	166	Chestnut Hill East
Meadowbrook	168	128	West Trenton
Rydal	142	137	West Trenton
Chalfont	131	143	Lansdale-Doylestown
Lawndale	197	226	Fox Chase
Bala	126	121	Cynwyd

REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 Annual Service Plan
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Station	Total Weekday		Route(s)
	Boardings	Alightings	
Fortuna	130	113	Lansdale-Doylestown
Germantown	93	139	Chestnut Hill East
Darby	107	118	Wilmington-Newark
Fernwood-Yeadon	95	126	Media-Elwyn
North Broad	103	114	NTN, DOY
Cynwyd	119	95	Cynwyd
Crestmont	108	100	Warminster
Wister	96	100	Chestnut Hill East
Allegheny	98	96	Manayunk-Norristown
Highland Avenue	89	94	Wilmington-Newark
Crum Lynne	70	106	Wilmington-Newark
Curtis Park	82	92	Wilmington-Newark
Delaware Valley University	66	89	Lansdale-Doylestown
Wynnefield Avenue	76	79	Cynwyd
9th Street	NEW	NEW	Lansdale-Doylestown
MINIMUM PERFORMANCE STANDARD OF 75 BOARDINGS OR ALIGHTINGS			
49th Street	71	68	Media-Elwyn
Eddystone	64	63	Wilmington-Newark
Highland	56	61	Chestnut Hill West
New Britain	50	57	Lansdale-Doylestown
Eddington	31	68	Trenton
Link Belt	40	52	Lansdale-Doylestown
North Philadelphia	34	26	Chestnut Hill West
Angora	22	22	Media-Elwyn

Trunk station ridership is currently being processed (Glenside to University City).
Ridership from these stations reflects data from the 2013 ridership census.

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 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 56 boardings and 51 alightings. Ridership has remained constant from the 2013 Railroad Census (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.

North Philadelphia (Chestnut Hill West)

- This station 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 34 boardings and 26 alightings.

North Philadelphia falls below the economic threshold of 75 weekday boardings or 75 alightings.

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 Annual Service Plan**

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 71 boardings and 68 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 risen as 62 boardings and 52 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 64 boardings and 63 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 remained flat as 63 boardings and 65 alightings were noted in the 2013 Census.

REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 Annual Service Plan

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 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 57 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 remained constant from the 2013 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.

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 40 boardings and 52 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.

**REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2017 Annual Service Plan**

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.

Eddington Station

- This station is located on the Trenton Line 1.45 miles from Cornwells Heights and 1.65 miles from Croydon.
- Eddington has no off-street parking.
- The station area is served by Route 133 offering peak hour service to Frankford-Knights connecting with Route 66 service to Frankford Transportation Center.
- Current weekday ridership totals 31 boardings and 68 alightings.

Eddington falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined since the 2013 Railroad Census as 45 boardings and 81 alightings were noted. Eddington is located adjacent to the Expressway I-95 Industrial Park and is primarily used by reverse commuters. It is assumed that some employers have relocated or laid off workers who utilized the Trenton Line for employment access.

BUILDING THE FUTURE

