





CAPITAL AREA TRANSIT

Transit Agency Status

FY 2011-12

- Current Financial Position
- Current Operations
- Service Statistics/Trends
- Funding Statistics/Trends
- Other Information/Assumptions
- Capital Status Review



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CAPITAL AREA TRANSIT

Current Financial Position:

- Reserves
- Short Term Debt / Loans
- Accounts Payable / Receivable Past Due >90 Days



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Current Financial Position:

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- Accounts Payable / Receivable Past Due >90 Days



CAPITAL AREA TRANSIT

Current Financial Position:

- Reserves

| Source | Balance |
|--------------|-----------|
| PTAF - STATE | \$408,120 |
| PTAF – LOCAL | \$95,432 |
| ASG | \$0 |
| BSG | \$0 |
| Section 1513 | \$0 |
| Local | \$640,872 |
| Other | \$476,951 |



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Current Financial Position:

- Short-Term Debt/Loans

| Name of Financial Institution | Amount of Available Credit | Interest Rate | Current Credit in Use |
|-------------------------------------|----------------------------|---------------|-----------------------|
| M&T Bank (Grant Anticipation) | \$1,500,000 | 3.7572% | \$300,449 |
| M&T Bank (Operating Line of Credit) | \$3,000,000 | 3.8125% | \$1,230,074 |

Approx. \$692,650 Capital Expenditures Have Not Been Invoiced



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CAPITAL AREA TRANSIT

Current Financial Position:

- Accounts Payable – Past due 90 days and over

| Vendor | Amount Past Due | Estimated Pay Date |
|--------|-----------------|--------------------|
| | \$0 | |



CAPITAL AREA TRANSIT

Current Financial Position:

- Accounts Receivable – Past due 90 days and over

| Program/Agency | Amount Past Due | Date Requisitioned | Estimated Pay Date |
|-------------------------------------|-----------------|--------------------------|--------------------|
| Waiver Billed Through State Promise | \$3,435 | Re-billed until approved | |
| Waiver Billed Through State Promise | \$65 | Re-billed until approved | |
| MATP Waiver 65+ | \$233 | Re-billed until approved | |
| Harrisburg. Parking Authority | \$2,247 | 01/03/2012 | 01/13/2012 |
| Modern Transit Partnership | \$41,386 | * | * |

* MTP historically permitted to run 1 year in arrears based upon unfunded financial position.



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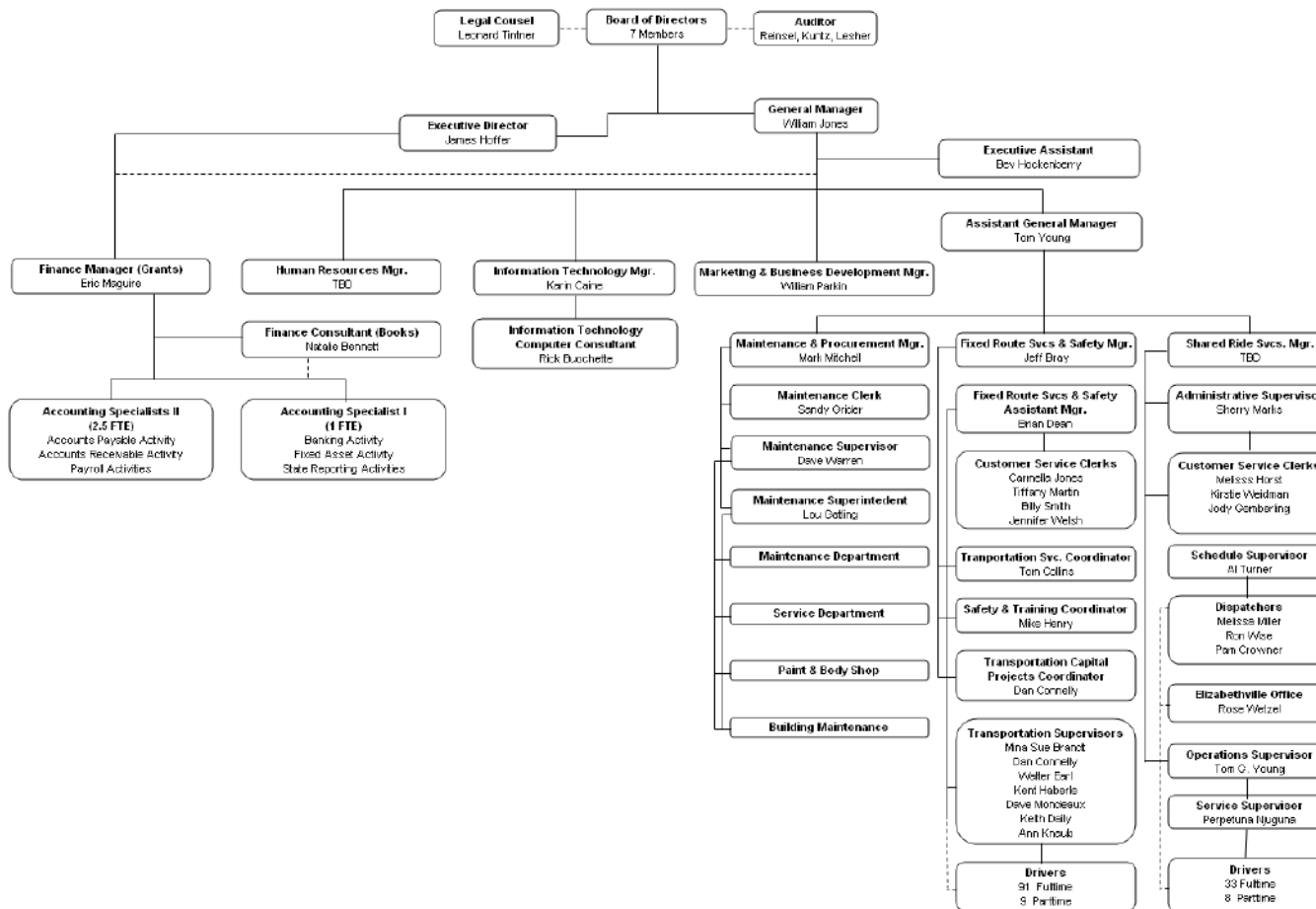
CAPITAL AREA TRANSIT

Staffing Level/Org. Chart

CAPITAL AREA TRANSIT ORGANIZATION CHART

FIXED ROUTE AND SHARED RIDE DIVISIONS

Proposed as of 08/25/2011





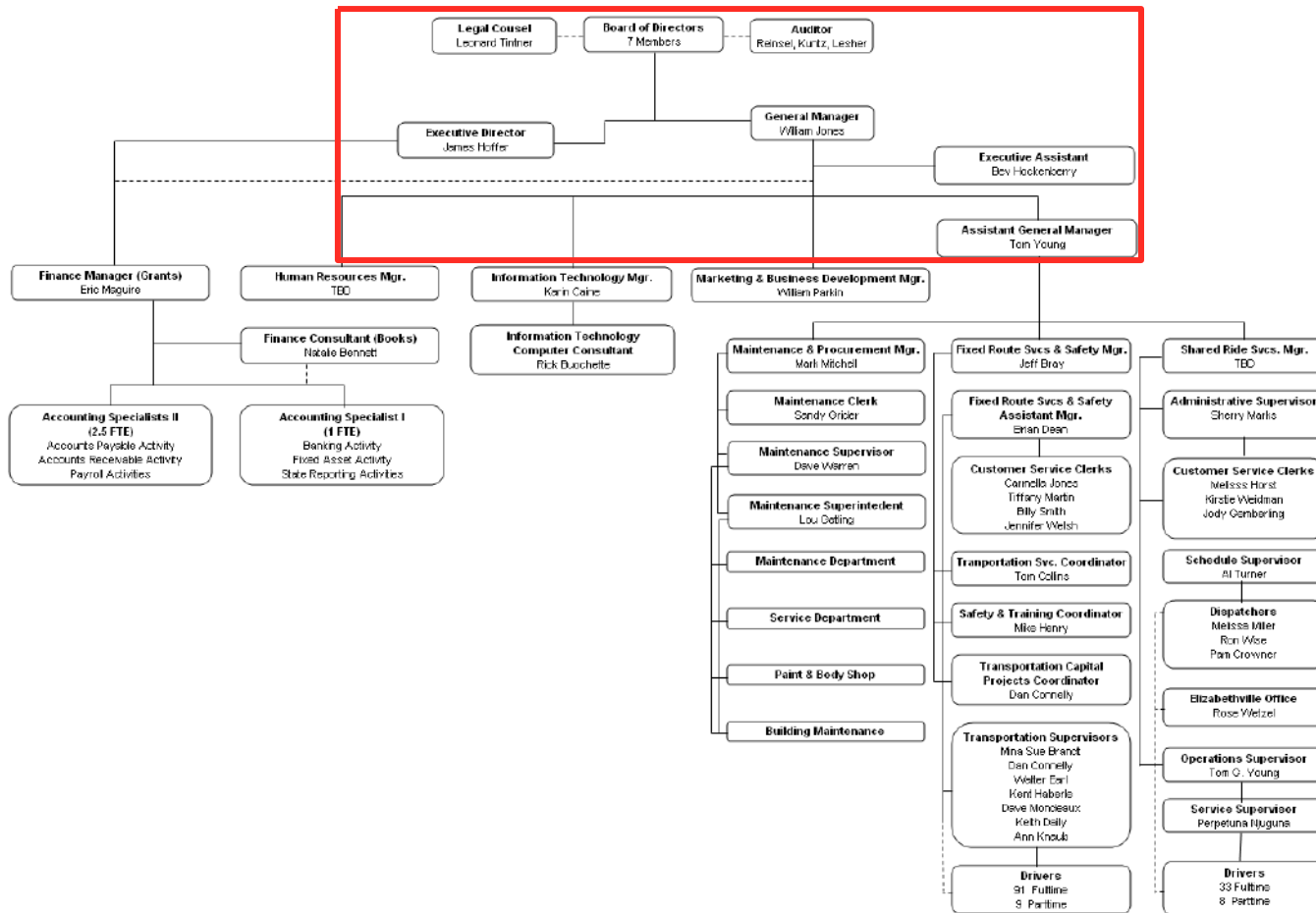
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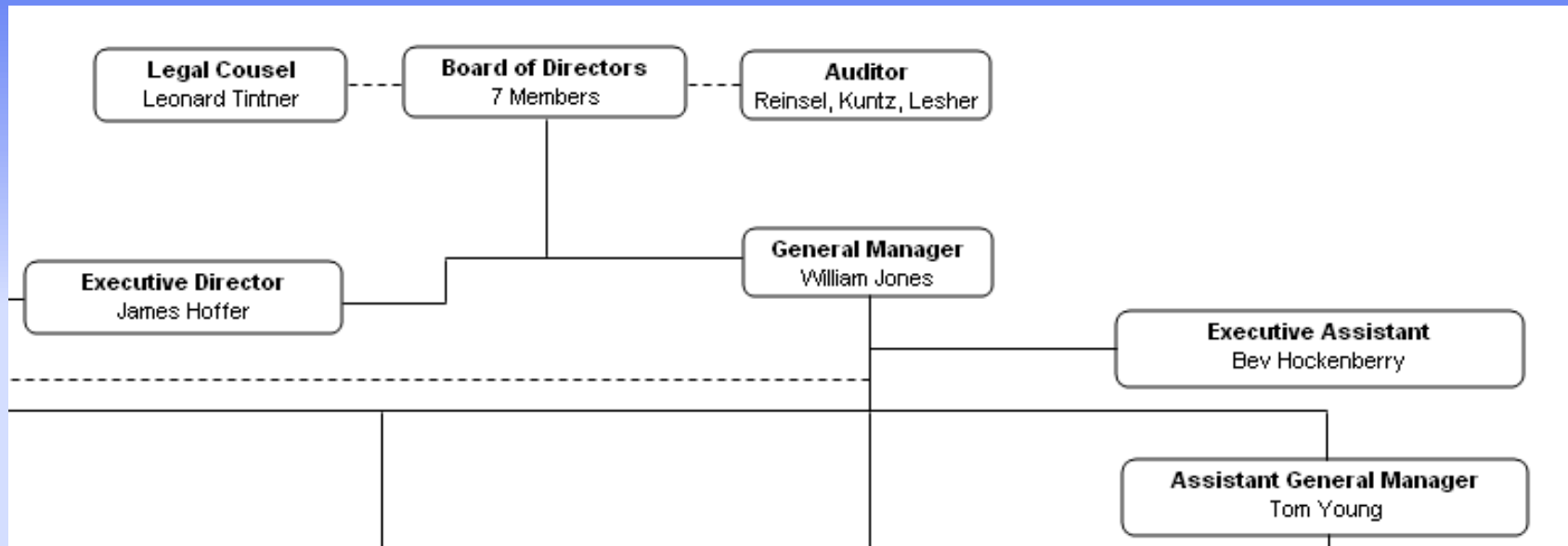
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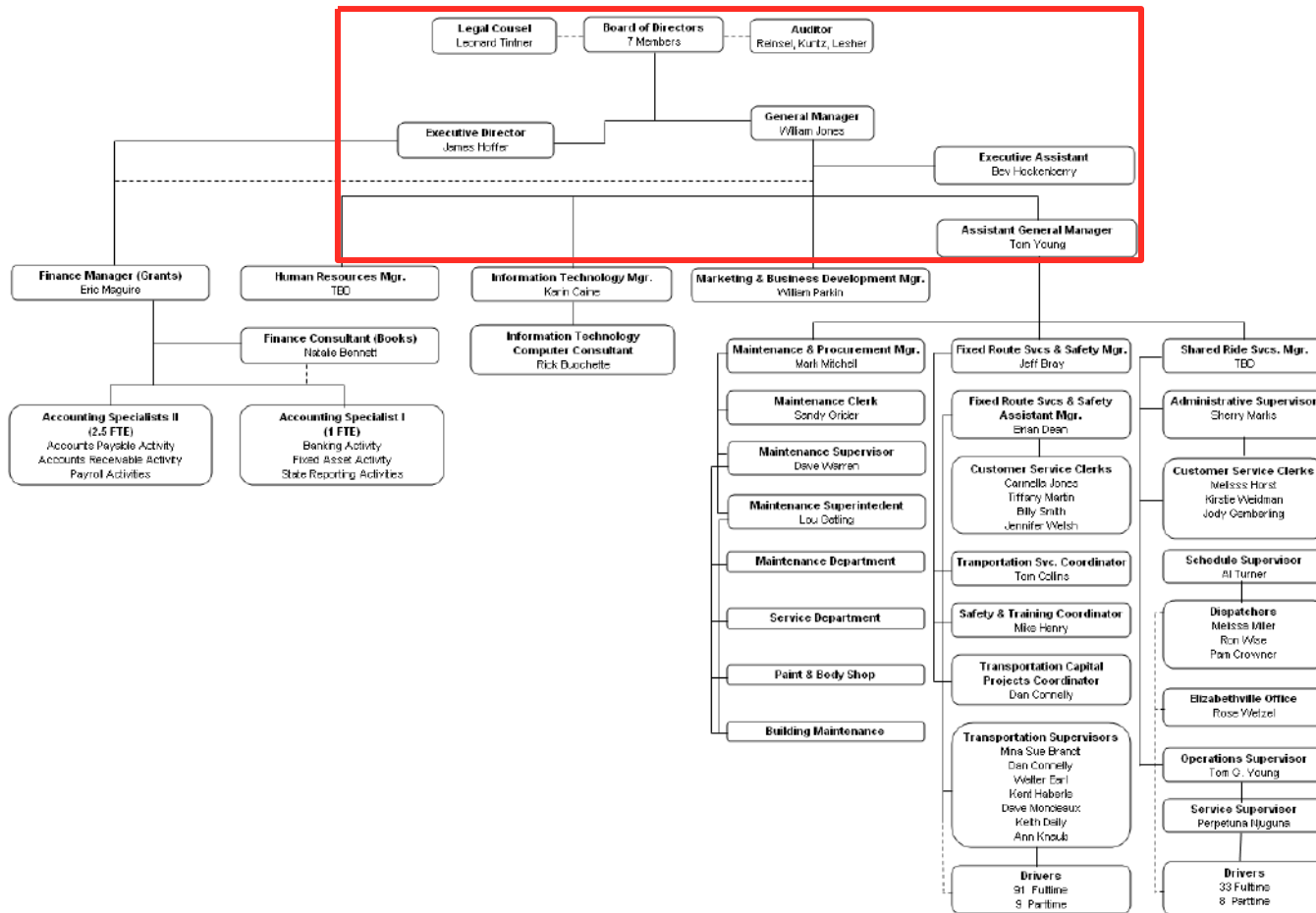
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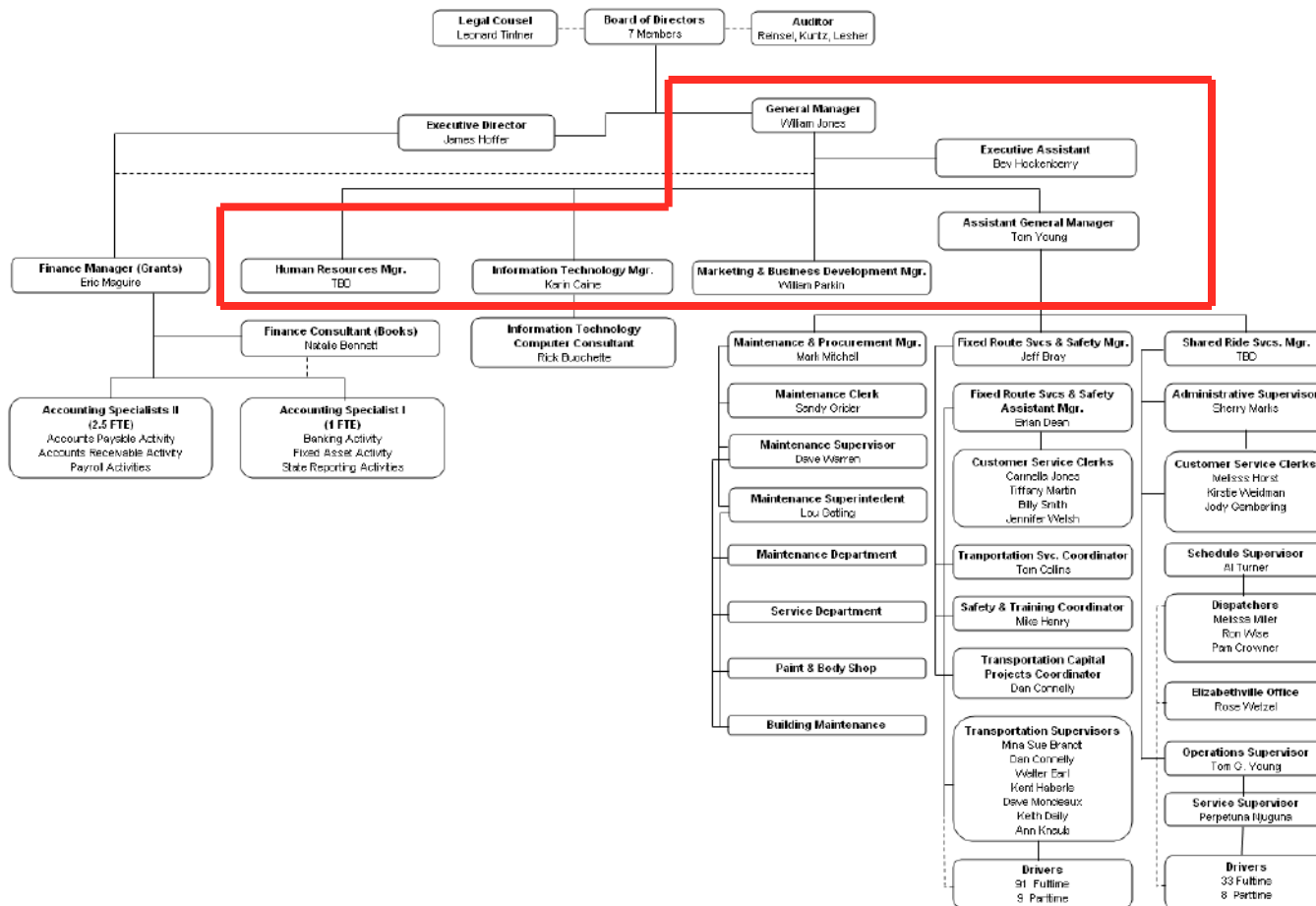
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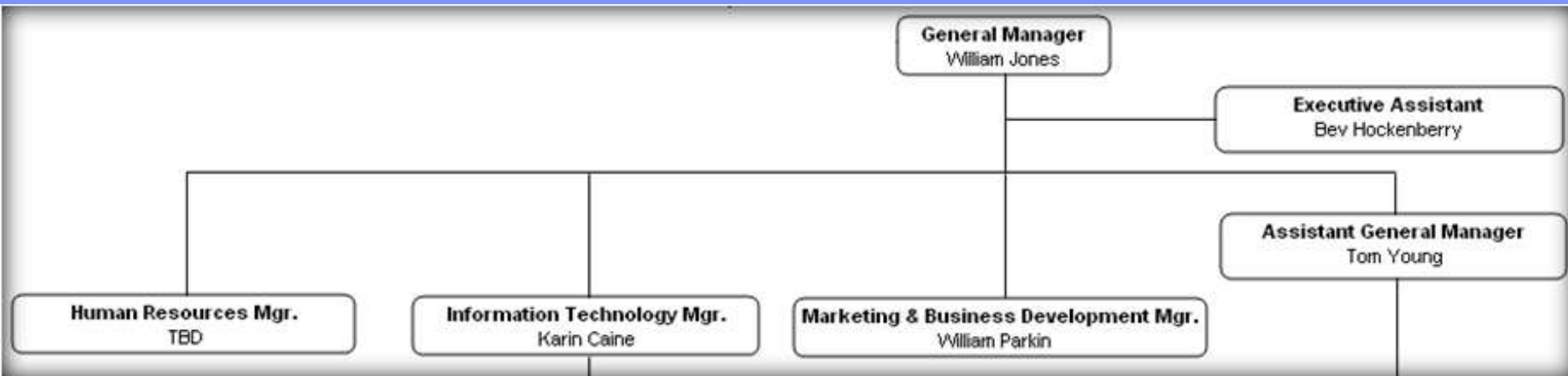
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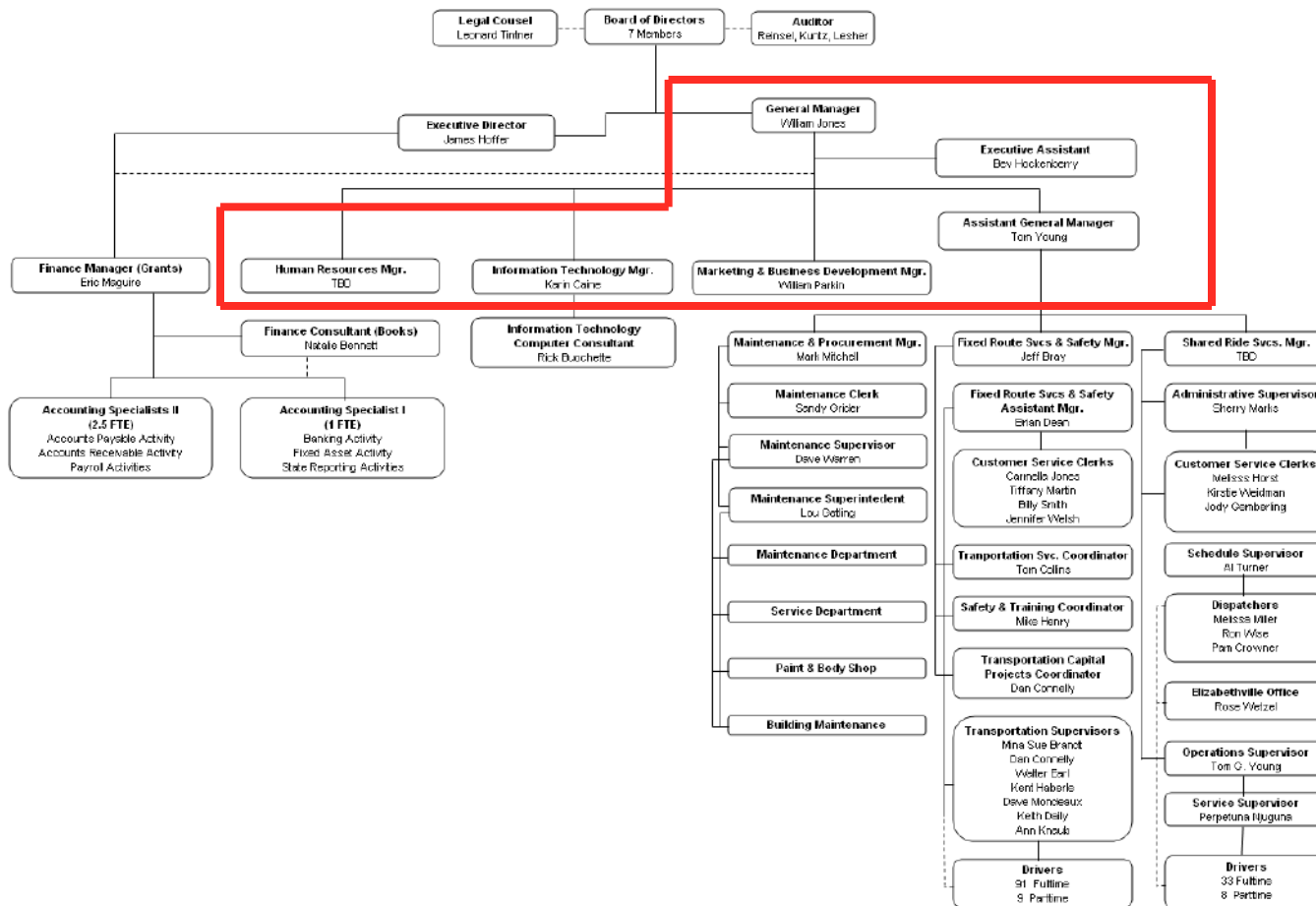
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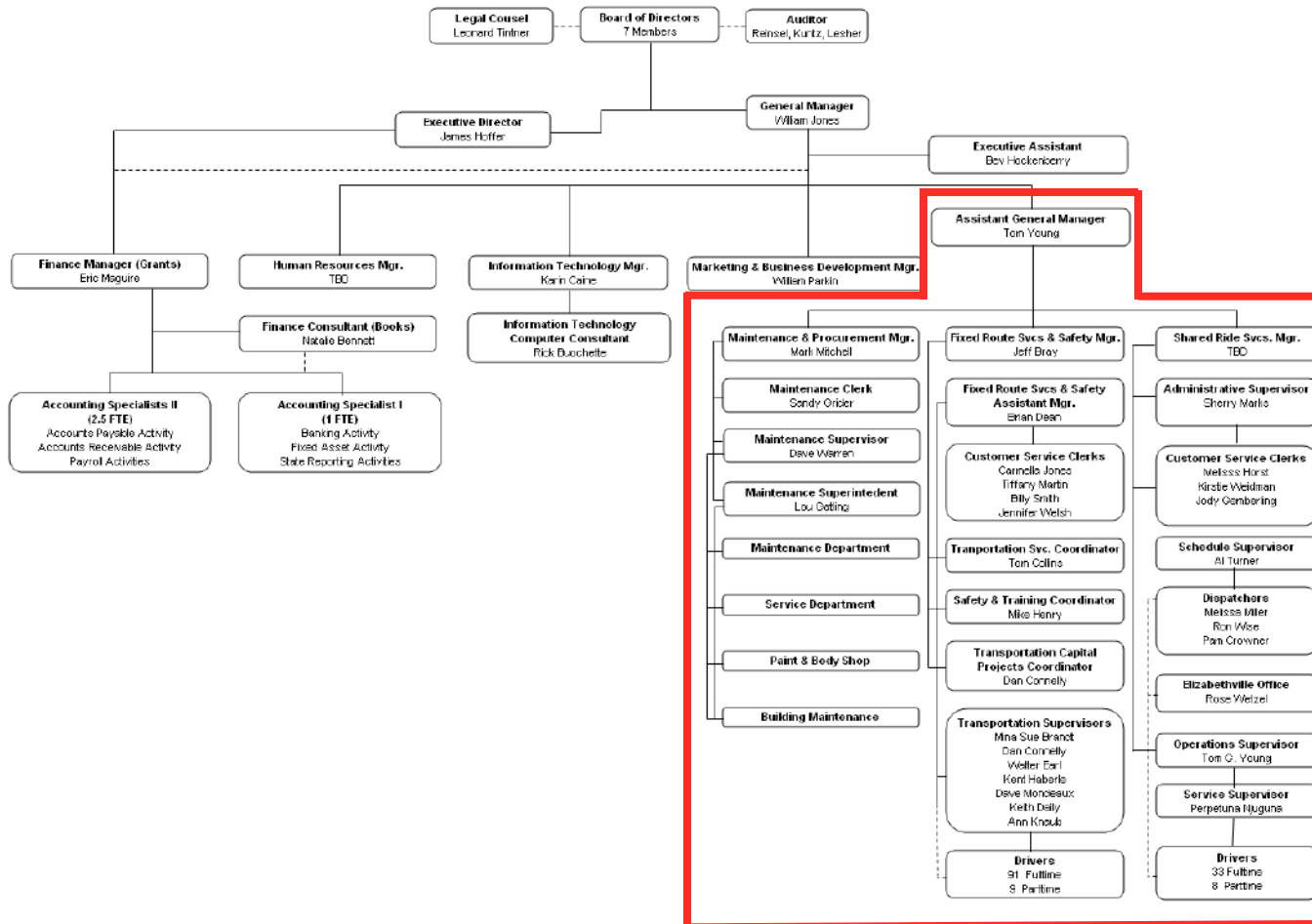
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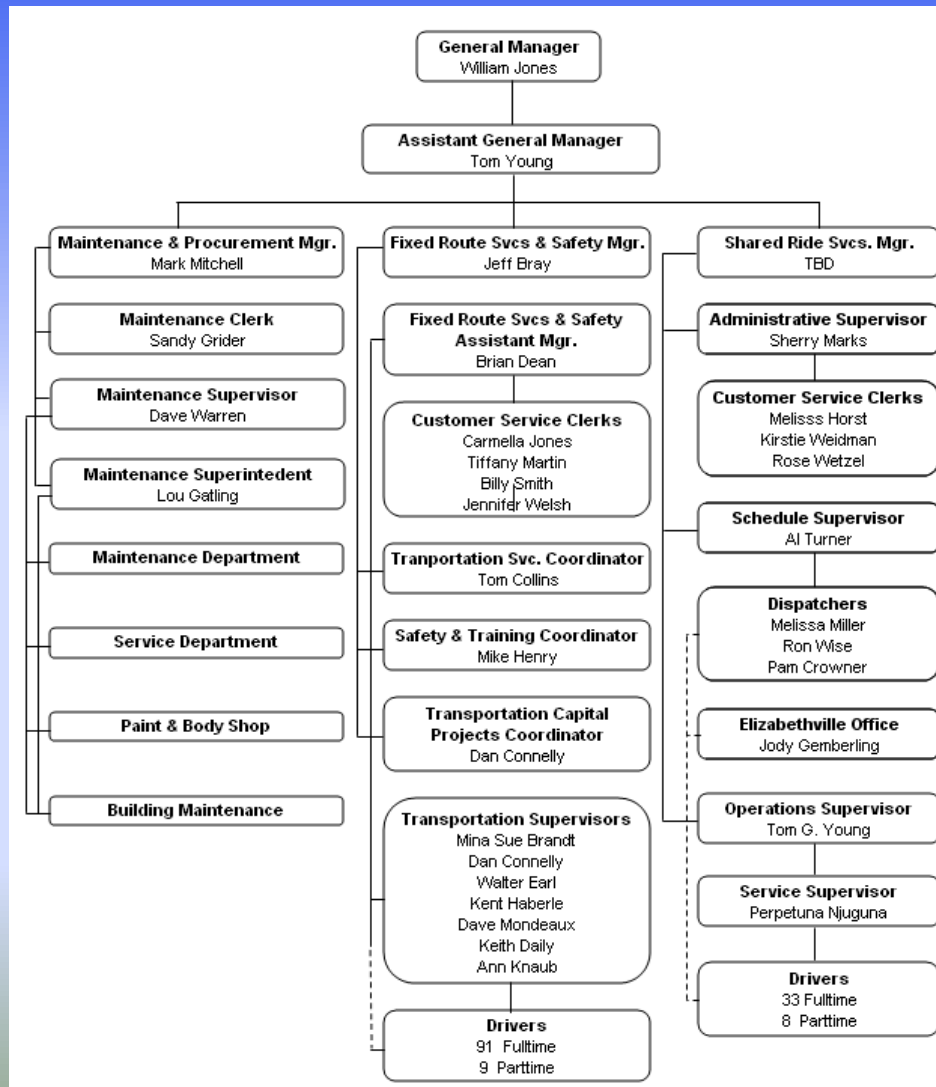
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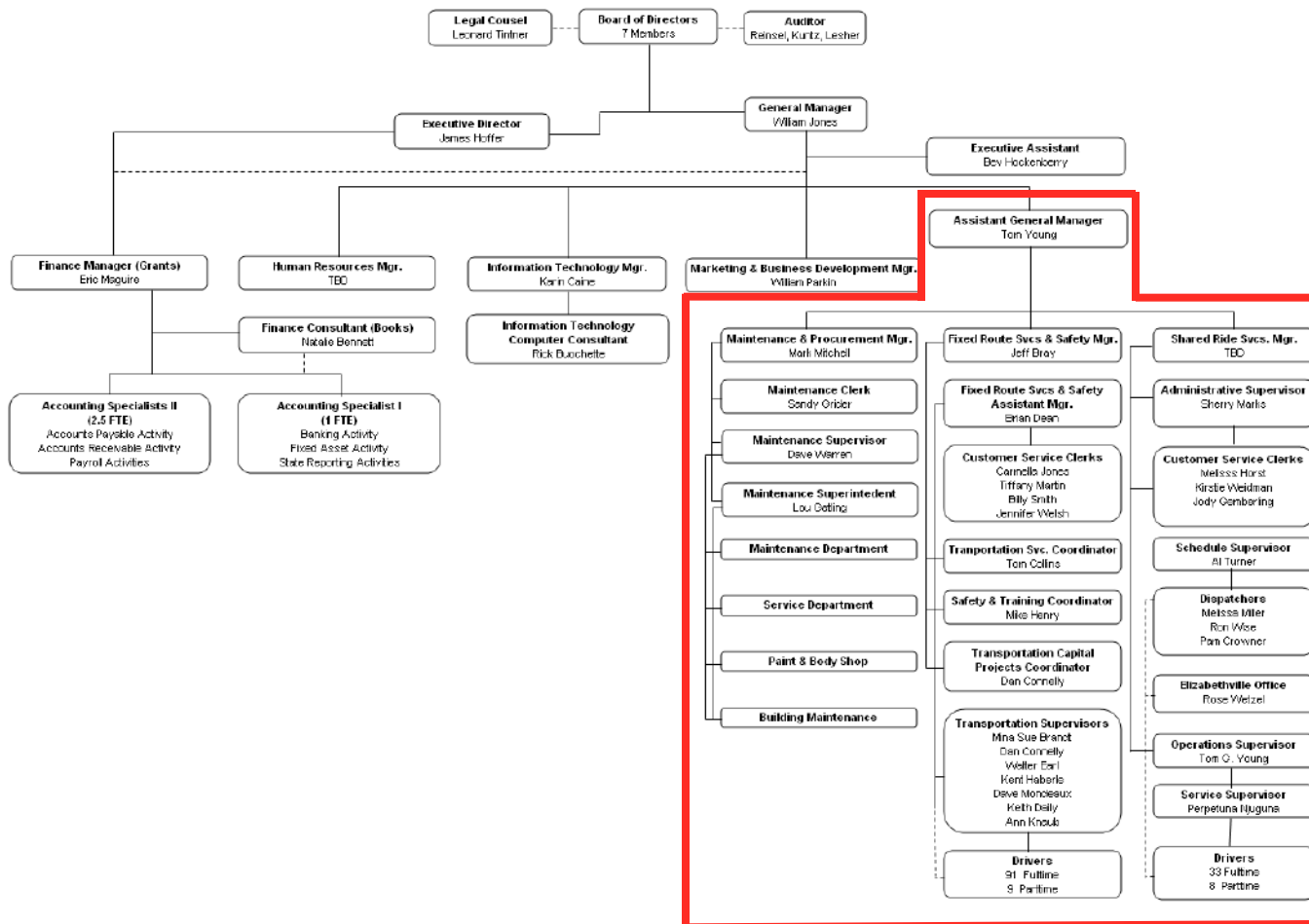
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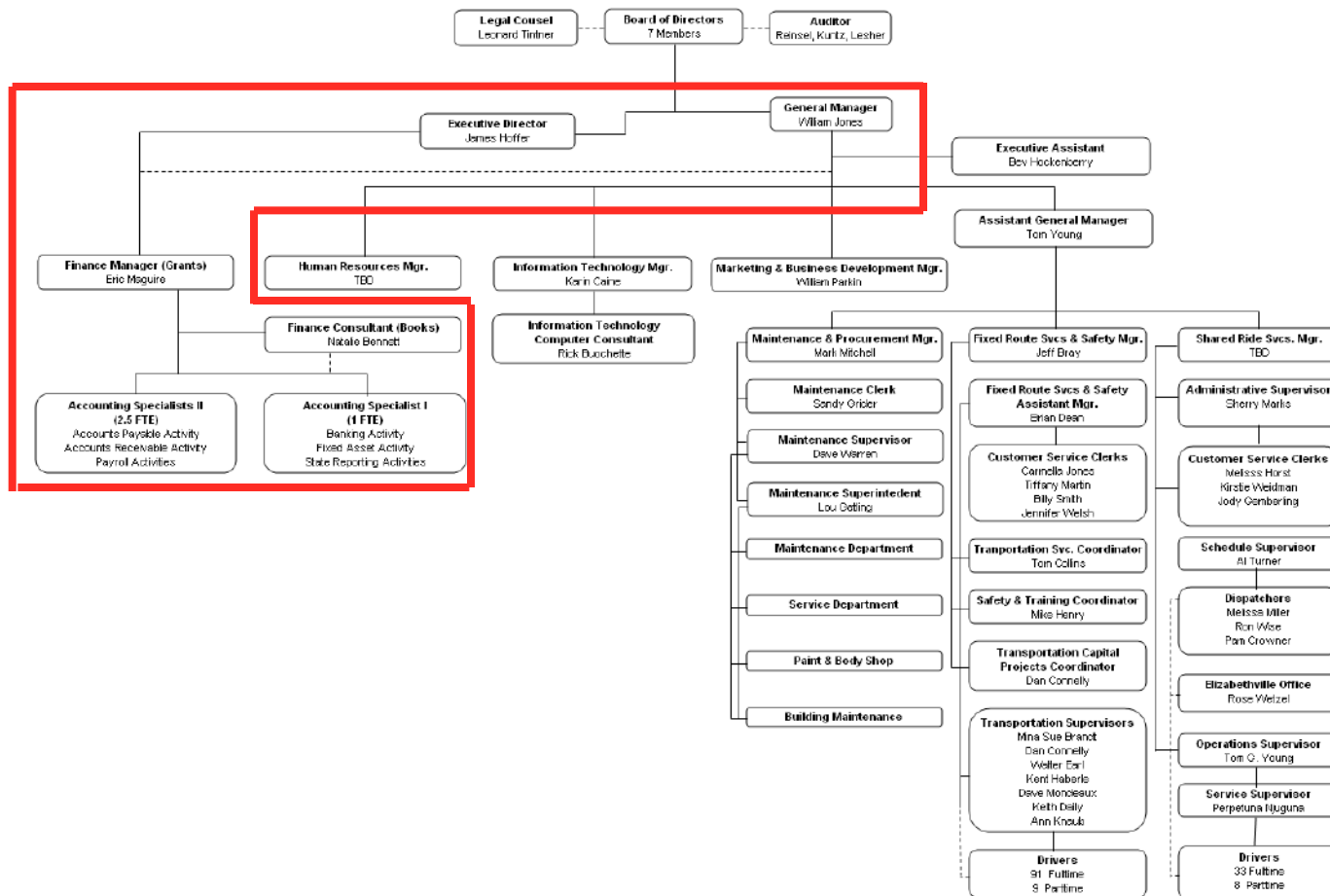
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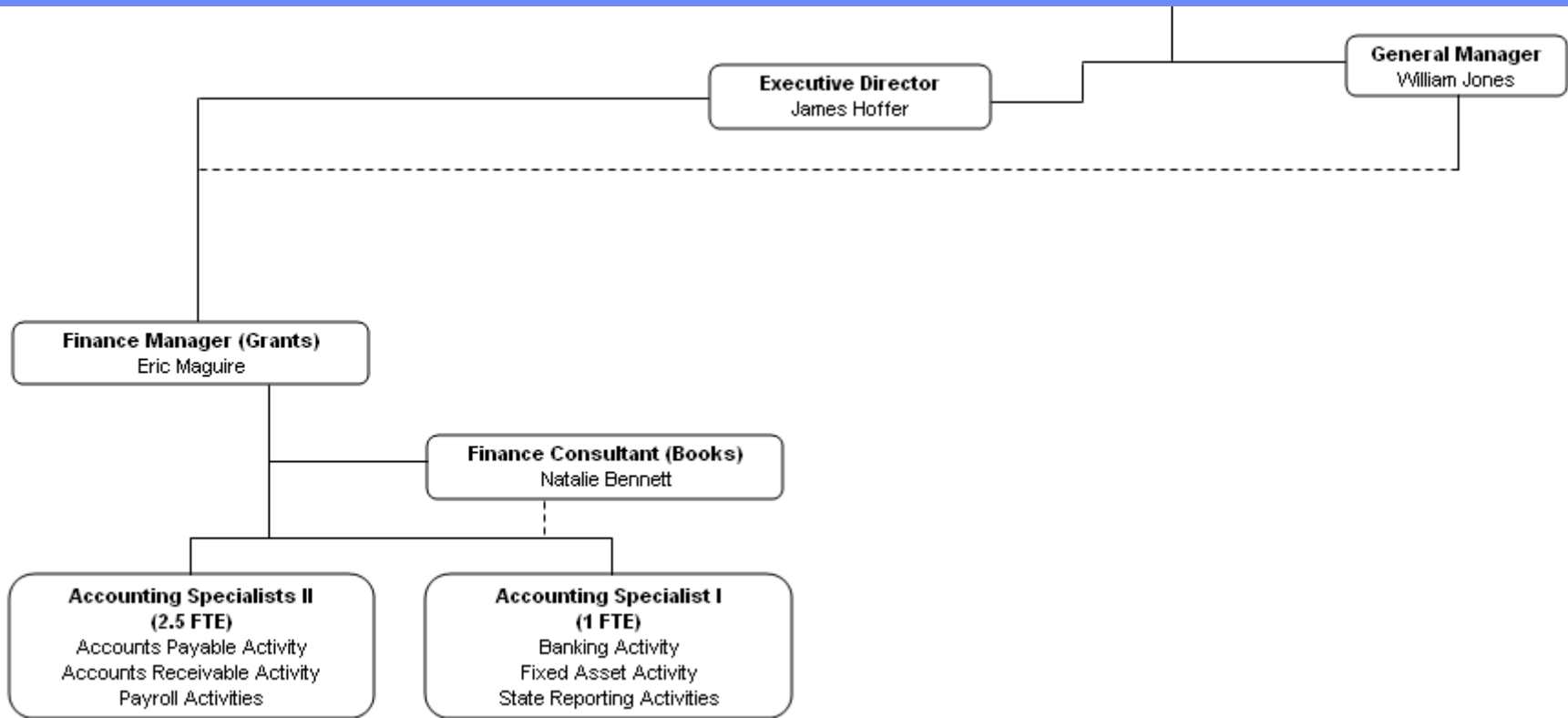
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Contract Provisions

- Single Contract Covering:
 - Fixed Route Drivers
 - Paratransit Drivers
 - Maintenance
 - Fixed Route Information Specialists
- Term July 1, 2010 Through June 30, 2013



CAPITAL AREA TRANSIT

Contract Provisions

| Drivers | Current | | 2012-13 |
|----------------------------------|---|---|--|
| Contract Wage Increase | FY 2010-11 3.25% | FY 2011-12 3.25% | FY 2012-13 3.00% |
| Starting Wage (Training Wage) | FR \$7.25 / 70% of Max. SR \$7.25 / 80% of Max | FR \$7.25 / 70% of Max SR \$7.25 / 80% of Max | FR \$7.25 / 70% of Max SR \$7.25 / 80% of Max |
| Top Wage | FR \$24.08 SR W/CDL \$14.80 SR WO/CDL \$13.46 | FR \$24.80 SR W/CDL \$15.24 SR WO/CDL \$13.86 | |
| Average Wage | FR \$22.54 SR W/CDL \$13.48 SR WO/CDL \$11.49 | | |



CAPITAL AREA TRANSIT

Contract Provisions

| Job Classification | Full Time | Part Time |
|----------------------------|-----------|-----------|
| Drivers | | |
| Fixed Route | 91 | 9 |
| Shared Ride | 33 | 8 |
| Mechanics | 19 | 0 |
| Maintenance | 11 | 1 |
| FR Information Specialists | 4 | 0 |



CAPITAL AREA TRANSIT

Contract Provisions

- **Use of part-time employees**
 - Fixed Route
 - Not to exceed 15 % of the number of Full-Time Operators
 - Not to exceed 25 hours per week
 - Cannot work if a full-time Operator is on lay-off
 - Shared Ride
 - Not to exceed 50% of the number of Full-Time Operators
- **Percent Straight / Split Runs**
 - Fixed Route
 - 50% Straight / 50% Split
 - If 24 or more straight runs operated, can go to 55% split runs
 - Current Bid = 27 Straight Runs, 38 Split Runs
 - Shared Ride
 - No Limit (Potential Issues)
- **Overtime**
 - Fixed Route
 - Regular Operators 8 Hours Per Day
 - Fixed Route Extra Board Operators 40 Hours Per Week
 - Shared Ride
 - 40 Hours Per Week
- **Outsourcing**
 - No Provision for FR or SR Service
 - Union Notification For Fleet Maintenance



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Healthcare

- Flex Choice PPO 52120, is a High-Deductible Plan I
- Includes the use of a Health Savings Account (HSA)
 - Paid 100% by the Authority at the annual funding rate of
 - A minimum of \$1,250.00 for single subscribers
 - A minimum of \$2,500.00 for all other subscriptions types
 - Employer will fulfill the funding to amounts mandated by the applicable IRS regulations.
- No Planned Changes For FY 2012-13



CAPITAL AREA TRANSIT

Healthcare

| | | Union | Non-Union |
|------------------------|------------|---|-----------|
| Basic Coverage | Current | Health America Flex Choice PPO | Same |
| | FY 2012-13 | Same | Same |
| Employee Contributions | Current | Employee Only 0%, Family 15%, All Others 10% | Same |
| | FY 2012-13 | Same | |
| Co-Payment | Current | Prescription Drug Generic \$10.00 - 30 day supply over the counter. Brand \$20.00 - 30 day supply over the counter. Generic \$20.00 - 90 day supply mail-in. Brand \$40.00 - 90 day supply mail-in. | Same |
| | FY 2012-13 | Same | Same |



CAPITAL AREA TRANSIT

Healthcare

Insurance Cost Savings

“CAT management have reported a 25% savings in employee insurance benefit costs due to an innovative set of programs intended to provide comparable coverage and a range of benefits.

The innovative approach to insurance has saved the agency approximately \$1.8 million from its inception in 2005 through CAT FY 2008.

The program was implemented with little to no resistance from employees or management staff.”

Excerpt from Best Practices Portion of 2010 Act 44 Performance Review



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Pension

- No Changes Planned
- Disability & Retirement Allowance Plan 72% Funded (07/01/2009)
- Pension Plan 96% Funded (07/01/2009)

| | | Union | Non-Union |
|---|------------|--|-----------|
| Employee Contributions | Current | 4.523% of Annual Earnings or \$900, whichever is greater | Same |
| | FY 2012-13 | Same | Same |
| Minimum Age to Qualify for Retirement | Current | 55 | Same |
| | FY 2012-13 | Same | Same |
| Minimum Number of Years to Qualify for Retirement | Current | 20 | Same |
| | FY 2012-13 | Same | Same |
| Minimum Number of Years to be Vested | Current | 10 | Same |
| | FY 2012-13 | 10 | Same |



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Fuel:

- **Current Cost per Gallon**
 - Member Central Pennsylvania Energy Consortium
 - Diesel \$3.2566 @ 540,000 gals – July 2012
 - Supplier - *Petroleum Traders*
 - Gas \$3.1905 @ 115,000 gals – June 2012
 - Supplier - *ISObunkers*
- **Projected Cost per Gallon and Basis for Projection**
 - Contract Renewal @ PPG Rate Set By Supplier
 - Anticipate PPG > \$3.00, < \$4.00
 - Bulk Purchase Contract or Market
 - Benefit / Cost Decision



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Fixed Route Fares:

- Last Fare Increase 10/01/2010
- Four Zones Consolidated Into Three
- 25 Ride Ticket Eliminated
- Advanced Fare Collection / SEPTA
- Anticipated Fare Increase – 2012
- Anticipated Zone Restructure – 2012
- Current SET Service (ADA Paratransit Fare)
 - 2 X Fixed Route Regular Fare (\$1.75)
 - Base = \$3.50



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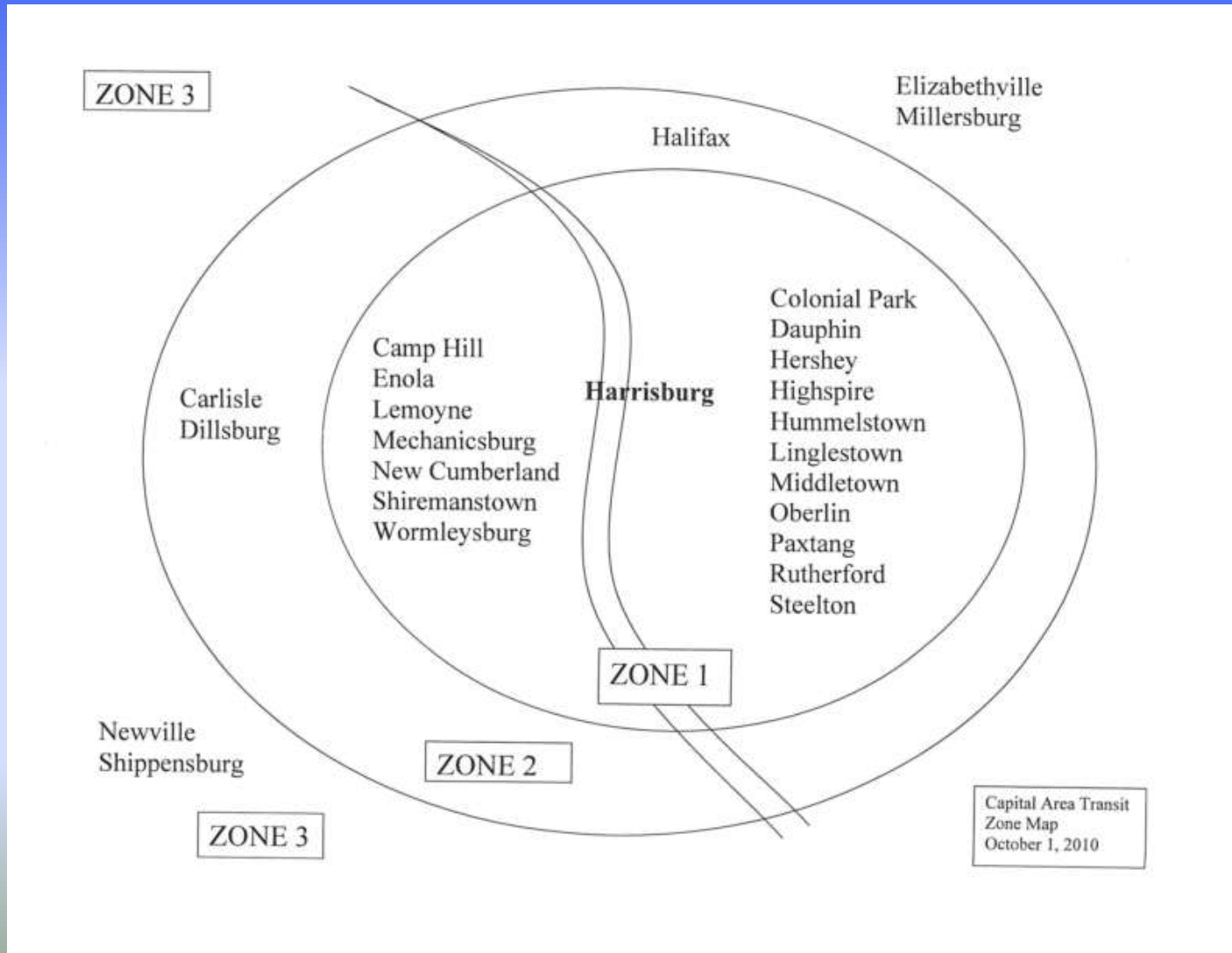
Fixed Route Fares:

| Fare Type | Current Fare |
|----------------------------|---------------------|
| Base Fare | \$1.75 |
| Zone Fares | 60¢ |
| Transfer Fee | 25¢ |
| Monthly Pass (Zone 1) | \$49.00 |
| Monthly Pass (Zone 2) | \$70.00 |
| Monthly Pass (Zone 3) | \$87.00 |
| 11 Ride Ticket (Zone 1) | \$16.50 |
| 11 Ride Ticket (Zone 2) | \$22.00 |
| 11 Ride Ticket (Zone 3) | \$28.00 |
| 20 Ride Disability Ticket | \$17.50 |
| Student (K-12) Fare | \$1.25 |
| Market- Walnut Street-Loop | 75¢ |
| City Island | 75¢ |



CAPITAL AREA TRANSIT

Fixed Route Fares:





CAPITAL AREA TRANSIT

Shared Ride Fares:

- Last Fare Increase 02/01/2011
- Anticipated Fare Increase – 2012
- Anticipated Fare Amounts TBD
- Current SET Service (ADA Paratransit Fare)
 - 2 X Fixed Route Regular Fare (\$1.75)
 - Base = \$3.50

| Trip Mileage | General Public Fare | Senior Citizen Fare | PwD Fare |
|------------------|---------------------|---------------------|----------|
| 0 to 3.9 Miles | \$15.00 | \$2.25 | \$3.50 |
| 4 to 6.9 Miles | \$20.00 | \$3.00 | \$3.60 |
| 7 to 10.9 Miles | \$25.00 | \$3.75 | \$4.00 |
| 11 to 14.9 Miles | \$30.00 | \$4.50 | \$4.50 |
| 15 to 18.9 Miles | \$35.00 | \$5.25 | \$5.25 |
| 19+ Miles | \$40.00 | \$6.00 | \$6.00 |



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CAPITAL AREA TRANSIT

Other Major Factors Producing Cost Increases Beyond Inflation:

- Based on a Recent Audit, we discovered 80% of our Pizza-Discount coupons expired more than three years ago.
- CAT was compelled to hire a full time Counterfeit Screening Specialist (CSS)
 - Responsible for reading each one dollar bill, to ensure it says *"In God We Trust"*
 - Without this phrase, CAT considers the bill to be **counterfeit**
 - All "Non-In-God-We-Trust" bills are placed into the trash
- For some unknown reason we have to keep putting fuel (and other assorted fluids) into our Fixed Route buses and Paratransit vans
 - We have a team looking into what appears to be an Extreme Evaporation Issue (EEI) to determine the root cause of this puzzling and very costly phenomenon.
- In spite of a very successful pie & cookie pilot campaign, all of our employees continue to insist upon receiving actual money as compensation for employment.



CAPITAL AREA TRANSIT

Other Major Factors Producing Cost Increases Beyond Inflation:

- Fuel
- Workers Compensation
- Contract Renewal
- Employee Retention
 - Drivers at Top Wage
 - Fixed Route 81%
 - SR CDL 68%
 - SR Non-CDL 31%



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CAPITAL AREA TRANSIT

Cost Savings Initiatives:

- Business Process Management Consultant
 - Agency Wide Culture Change
 - Continuous Process Improvement
 - Customer Centric
 - Efficient Use of Resources
 - Highest Quality Output
 - Challenge The: *“Because we’ve always done it that way”* Mindset
- Use of Hybrid Buses
 - Fuel Mileage Improvement of 25%
 - 11 Hybrids in Fleet



CAPITAL AREA TRANSIT

Cost Savings Initiatives:

- In-Bus Video
 - Litigation Cost Reduction
 - Passenger Miles Data Collection
 - Part Time Checker Position Eliminated (\$8K)
- Advanced Fare Collection
 - Revenue Integrity Improvements
 - Automation Savings
 - Paper Fare Media Cost Reduction
 - Increased Ridership
- Organizational Structure / Salary Review



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Shared Ride Statistics/Trends

| Shared-Ride | FY 2010-11 | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 |
|-------------------|------------|------------|------------|------------|------------|
| Total Veh. Miles | 986,484 | 1,071,813 | 1,082,531 | 1,057,619 | 1,104,290 |
| Cost per Mile | \$4.66 | \$4.47 | \$4.51 | \$4.55 | \$4.59 |
| Total Veh. Hours | 98,012 | 97,055 | 97,016 | 96,977 | 96.939 |
| Cost per Hour | \$46.94 | \$49.36 | \$50.31 | \$51.28 | \$52.32 |
| Total Pass. Trips | 196,651 | 200,547 | 203,422 | 206,340 | 209,299 |
| Cost per Trip | \$23.40 | \$23.89 | \$23.99 | \$24.10 | \$24.23 |
| Rev. per Trip | \$4.88 | \$5.10 | \$5.10 | \$5.10 | \$5.10 |
| Trips per Hour | 2.01 | 2.07 | 2.10 | 2.13 | 2.16 |



CAPITAL AREA TRANSIT

Fixed Route Statistics/Trends:

| Fixed Route | FY 2010-11 | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 |
|------------------------------------|------------|------------|------------|------------|------------|
| Rev. Veh. Miles | 1,904,070 | 1,905,726 | 1,905,726 | 1,905,726 | 1,905,726 |
| Rev. Veh. Hours | 140,445 | 141,522 | 141,522 | 141,522 | 141,522 |
| Passenger Trips | 2,682,644 | 2,886,766 | 2,893,983 | 2,901,481 | 2,909,001 |
| ACT 44 PERFORMANCE MEASURES | | | | | |
| Pass. Trips/Hour | 19.10 | 20.40 | 20.45 | 20.50 | 20.56 |
| Op. Cost/Hour | \$102.38 | \$102.20 | \$100.82 | \$103.12 | \$105.27 |
| Op. Rev./Hour | \$22.77 | \$23.64 | \$23.70 | \$23.77 | \$23.83 |
| Op. Cost/Trip | \$5.36 | \$5.01 | \$4.93 | \$5.03 | \$5.12 |



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Shared Ride Funding

| | FY 2010-11 | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 |
|-------------------|---------------|---------------|---------------|---------------|---------------|
| Operating Expense | (\$4,600,986) | (\$4,790,970) | (\$4,880,804) | (\$4,973,073) | (\$5,071,802) |
| Passenger Revenue | \$1,284,519 | \$1,391,056 | \$1,407,770 | \$1,424,711 | \$1,441,884 |
| Lottery | \$605,774 | \$657,258 | \$660,544 | \$663,847 | \$667,166 |
| MATP | \$1,531,755 | \$1,651,530 | \$1,659,788 | \$1,668,087 | \$1,676,427 |
| Other | \$175,132 | \$157,233 | \$158,019 | \$158,809 | \$159,603 |
| Balance | (\$1,003,806) | (\$933,893) | (\$994,683) | (\$1,057,619) | (\$1,126,722) |



CAPITAL AREA TRANSIT

Fixed Route Funding

| | FY 2010-11 | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 |
|--------------------------|----------------|----------------|----------------|----------------|----------------|
| Total Operating Expenses | (\$14,370,449) | (\$14,463,814) | (\$14,274,047) | (\$14,604,690) | (\$14,900,813) |
| Total Operating Revenue | \$3,429,883 | \$3,597,800 | \$3,601,765 | \$3,610,978 | \$3,620,222 |
| Total Operating Deficit | (\$10,940,566) | (\$10,866,014) | (\$10,672,282) | (\$10,993,712) | (\$11,280,591) |
| SUBSIDIES | | | | | |
| Federal | \$3,089,238 | \$3,464,996 | \$3,349,161 | \$3,378,461 | \$3,404,283 |
| State | \$6,899,238 | \$6,369,512 | \$6,419,545 | \$6,417,000 | \$6,417,000 |
| Local | \$952,029 | \$1,031,506 | \$758,924 | \$795,430 | \$833,760 |
| Total Funding | \$10,940,566 | \$10,866,014 | \$10,527,630 | \$10,590,891 | \$10,655,043 |



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Other Information/Assumptions:

- AGENCY WIDE
 - Culture Change
 - Outdated & Manually Intensive Processes
 - Accounting Software
 - Scheduling Software
 - Shared Ride MDTs
 - Real Time Passenger Information System
 - Automatic Passenger Counters
 - Advanced Fare Collection



CAPITAL AREA TRANSIT

Transit Agency Status

FY 2011-12

- ✓ Current Financial Position
- ✓ Current Operations
- ✓ Service Statistics/Trends
- ✓ Funding Statistics/Trends
- ✓ Other Information/Assumptions
- Capital Status Review



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CAPITAL AREA TRANSIT

Capital Status Review

AGENCY

- Facility
 - Goes Unsaid
 - Estimated Replacement Cost \$50M
- Radio System
 - Exceeded Useful Life in 2008
 - Does Not Cover Expanded Service Area
- Shop Equipment
 - Approx. \$350,000 Beyond Useful Life
- Computer Workstations
 - 11 Exceeded Useful Life in 2011
 - 11 Will Exceed Useful Life in 2012



CAPITAL AREA TRANSIT

Capital Status Review

FIXED ROUTE

- Fleet
 - 21 Vehicles Exceed Useful Life
 - 7 On Order Delivery anticipated this Month
 - 7 Additional Vehicles to be Ordered within next 2 Months
 - Delivery anticipated for FY 2012-13
 - 4 Additional Vehicles ordered & Funded in FY 2013-14
 - 3 Remaining Vehicles Orderd & Funded in FY 2014-15



CAPITAL AREA TRANSIT

Capital Status Review

SHARED RIDE

- Fleet
 - 15 Vehicles Exceed Useful Life
 - Funding available to replace 7
 - Anticipate Funding for 2 Vehicles within Next Month
 - FY 2012-13 Ten Vehicles Will Exceed Useful Life
 - Seeking Funding to Replace 6 Each
 - FY 2013-14 Five Vehicles Will Exceed Useful Life (total of 9)
 - CMAQ Funding Available for Replacement
 - FY 2014-15 Seven Vehicles Will Exceed Useful Life
 - CMAQ Funding Available for Replacement



CAPITAL AREA TRANSIT

Capital Status Review

SUMMARY

- CMAQ Balance of \$493,479
 - FY 2013-14 = \$493,479
 - FY 2014-15 = \$1,288,989
- FY 2015-16 Equipment to Exceed Useful Life
 - Fixed Route – Four 40' Transit Coaches
 - Shared Ride – 23 Paratransit Vans
- Emphasis on Technology Acquisition & Deployment
 - FY 2012-13, FY 2013-14, FY 2014-15
- Anticipate Balance of Past Capital Program
 - End of January
 - Capital Plan Firmed up at That Time



CAPITAL AREA TRANSIT

THANK YOU

