

# Suburban Transit Network, Inc. (TransNet) FY 2011-12

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

# Current Financial Position:

- Reserves/Retained Earnings

Source	Balance
Lottery	
MATP	
MH/MR	
Area Agency on Aging	
Other State \$	
Other Local \$	

# Current Financial Position:

- Level of Short-Term Debt/Loans—Identify each line of credit (excludes long-term bond financing)

Name of Financial Institution	Amount of Available Credit	Interest Rate	Current Credit in Use
TD Bank	\$700,000	.5% above prime	-0-

# Current Financial Position:

- Accounts Payable – Past due 90 days and over

Vendor	Amount Past Due	Estimated Pay Date
None		

- Accounts Receivable – Past due 90 days and over

Program/Agency	Amount Past Due	Date Requisitioned	Estimated Pay Date
Ken Crest Services	\$2,254	10/23/11	03/31/12
PA ODP	\$900	09/25/11	Never

# Current Operations:

- Staffing Level
- Contract Provisions
- Healthcare
- Pension
- Fuel
- Fares
- Other major factors producing cost increases above inflation
- Cost Savings Initiatives

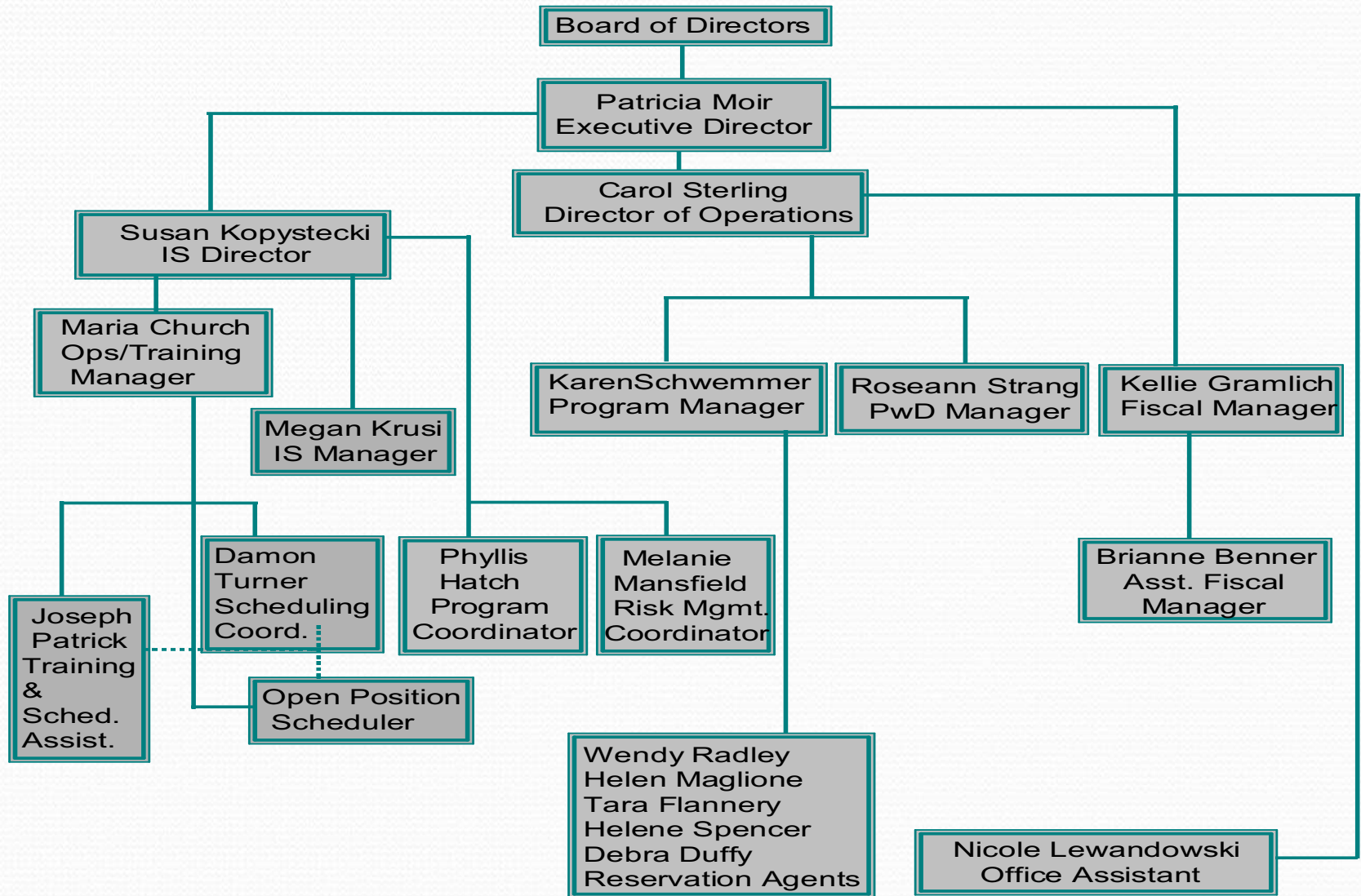
# Staffing Level/Org Chart

- Provide a current organization chart with vacant and new positions. Include a justification for new planned positions.

New positions include 2 FT schedulers, 1FT Scheduler/Trainer and 3 Reservation Agents. This is necessary due to the centralizing of scheduling and reservations.

# Suburban Transit Network, Inc.

## Organization Chart



# Labor Provisions

- Term of current union contract – no union

Drivers	Current	2012-13
Starting wage	\$9.50-\$10/\$10.50 WC	same
Top wage	\$14.50	same
Average wage	\$11	same
Contract wage increase	N/A	

Job Classification	Number- Full Time	Number-Part Time
Drivers	163	133
Mechanics	12	4
Dispatchers	9	3
Clerical	18	6
Other Positions-aides		38



# Important Labor Provisions

- Use of part-time employees

Average 35%

- Number/percent of “split shift” drivers

Average 50%

- Overtime

Average 10% of total hours

- Outsourcing

Some mechanical work

- Other

# Healthcare

		Union	Non-Union
Basic Coverage	Current		\$533/mo-ee only
	FY 2012-13		\$540/mo-ee only
Employee Contributions	Current		-0-
	FY 2012-13		-0-
Co-Payment	Current		
	FY 2012-13		

**financial impacts.** We adjust our plan each year to avoid large premium increases.

# Pension

		Union	Non-Union
Employee Contributions	Current		Salary deferrals- 2%-25%
	FY 2012-13		same
Minimum Age to Qualify for Retirement	Current		59 1/2
	FY 2012-13		59 1/2
Minimum Number of Years to Qualify for Retirement	Current		n/a
	FY 2012-13		
	Current		2 yrs – 20% 3 yrs – 50% 4yrs - 75% 5 yrs – 100%
	FY 2012-13		same

# Pension:

- Describe any proposed changes and the estimated financial impacts.

Board has discretionary contribution option at end of FY.

- Provide a status of the degree to which the pension funding is funded. If not fully funded please provide your strategy to fully fund pension.

Not applicable

# Fuel:

- Current Cost per Gallon - \$3.60 wholesale/  
\$3.80 retail
- Contract rate or market rate? Market rate
  - Terms of contract (if applicable)  
Two subcontractors purchase fuel wholesale.
  - Projected Cost per Gallon and Basis for Projection
- Contract rate or market rate? – Market rate – who knows?
  - Terms of contract (if applicable)  
See above

# Shared Ride Fares:

- Date of Last Fare Increase

March 2007 – PUC

March 2012 – PaDOT Zone mileage rate - pending

- Current

- Average fare - \$21.90

- Sponsorship arrangements

OAAS – 15% for sponsored programs, 25% for 60-64

Other 3<sup>rd</sup> party sponsors – 15% for their programs only (100% for 60-64)

- Planned Changes

- Date of planned increase - June 1, 2012

- Estimated average fare – \$22.00

- Sponsorship arrangements – no change

- Describe Fare Policy

Passengers pay 15% cash to driver. TN invoices 15% to 3<sup>rd</sup> party sponsors.

Cash will be deducted from carrier payments. MATP – possible \$2 copay.

60-64 trips – 25% cash unless sponsored by OAAS

# Other Major Factors Producing Cost Increases Beyond Inflation:

Factors	Current Amount	Projected Future Amount	Explanation
Employee Retention	30%	25%	Efforts in place to reduce employee turnover
Fuel	\$3.60- \$3.80/gal	\$4.25/gal	
Workers Comp	\$15.90/driver	Depends on claims	
Health Insurance		10-20% increase	

# Cost Savings Initiatives:

Initiative	Current Cost	Planned Action and Implementation Date	Projected Savings
Centralization of Scheduling/Reservations		6/1/12	\$80,000
New Transportation Software		6/1/12	



# Shared Ride Funding

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Operating Expense	\$7,630,342	\$7,773,736	\$7,975,935	\$8,135,453	\$8,298,162
Passenger Revenue	\$ 535,305	\$ 530,576	\$ 541,188	\$ 552,011	\$ 563,051
Lottery	\$4,281,912	\$4,320,000	\$4,500,000	\$4,590,000	\$4,861,800
MATP	\$1,848,413	\$1,930,890	\$2,003,326	\$2,023,269	\$2,046,150
Other	\$ 909,416	\$ 848,139	\$ 823,319	\$ 841,832	\$ 869,974
Balance	(\$ 55,296)	(\$ 144,131)	(\$ 108,192)	(\$128,341)	(\$137,187)

# Shared Ride Statistics/Trends

Shared-Ride	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15
Total Veh. Miles	2,209,661	2,237,083	2,281,825	2,327,462	2,374,011
Cost per Mile	\$3.45	\$3.48	\$3.50	\$3.30	\$3.21
Total Veh. Hours	231,658	236,291	241,017	245,837	250,754
Cost per Hour	\$32.94	\$32.90	\$33.10	\$33.10	\$33.10
Total Pass. Trips	356,397	355,000	362,100	369,342	376,729
Cost per Trip	\$21.41	\$21.90	\$22.03	\$22.03	\$22.03
Rev. per Trip	\$21.25	\$21.50	\$21.73	\$21.68	\$21.67
Trips per Hour	1.54	1.49	1.5	1.5	1.5

# Other Information:

- Quality Assurance Procedures
- Risk Management
- Driver Training
- Performance Measures
  - Accidents/Incidents
  - Complaints/Compliments
  - Maintenance Violations
  - Driver Turnover
  - Billing/Reporting
  - On Time Performance (future)
  - On Board Travel Time (future)



# Capital Status Review