http://www.pottstown.org/ 100 East High Street Pottstown, PA 19464-9525

Borough of Pottstown - Pottstown Area Rapid Transit 2017 Annual Agency Profile

| General Information | | | | | | | | | Financial Information | | | | | | |
|--|-------------|--|-----------------------|---|--|---|-------------------------------------|---|--|--|---|--------------------------------|---------------|--|--|
| Urbanized Area Statistics - 2010 Census Pottstown, PA 79 Square Miles 107,682 Population 287 Pop. Rank out of 498 UZAs | | Service Consumption | | | | Database I | Sources of Operating Funds Expended | | | | | Operating Funding Source | | | |
| | | 287,859 Annual Passenger Miles (PMT) 244,059 Annual Unlinked Trips (UPT) 792 Average Weekday Unlinked Trips 733 Average Saturday Unlinked Trips | | | NTDID: 30077 Reporter Type: Full Reporter | | | Fare Revenues Local Funds State Funds Federal Assistance | | \$313,581 14.8% | | | | | |
| | | | | | | | | | | \$81,443 | 3.9% | | | | |
| | | | | | | | | | | \$1,046,328 49.5% \$667,922 31.6% | | 31.6% | 6 0.2% | | |
| | | | | | | | | | | | | | | | |
| - | | 0 | Average Sunday U | nlinked Trips | | | | | (| Other Funds | \$4,812 | 0.2% | | | |
| | | | | | | | | Total (| Operating | Funds Expended | \$2,114,086 | 100.0% | | 14.8% | |
| | | | | | | | | | | | +=,, | | | | |
| Service Area Statistics | | Service | Supplied | | | | | | S | ources of Capital | Funds Expended | | | 3. | |
| 34 Square Miles | | | Annual Vehicle Rev | enue Miles (VRM) | | | | | | e Revenues | \$0 | 0.0% | 49.5% | 0. | |
| 54,000 Population | | 21,912 Annual Vehicle Revenue Hours (VRH) | | | | | | | | Local Funds | \$0 \$0 | 0.0% | | | |
| | | 6 Vehicles Operated in Maximum Service (VOMS) | | | | | | | | State Funds | \$34,812 | 25.8% | | | |
| | | | | for Maximum Service | | | | | | Assistance | \$100,000 | 74.2% | | | |
| | | 9 | venicies Available | | e (VANIS) | | | | | Other Funds | \$100,000 | 0.0% | Capital Fundi | | |
| | | | Modal Chara | cteristics | | | | Tot | | Funds Expended | \$0 \$134.812 | 100.0% | Capital Fullu | ng Sources | |
| | Vehicles O | perated | modul onure | loteristics | | | | 100 | ai capitai | Tunus Expended | \$154,012 | | | | |
| Modal Overview | in Maximum | | | Uses of Capital Fu | | | nds | | | mary of Operation | ng Expenses (OE) | | | | |
| | Directly | Purchased | Revenue | Systems and | Facilities and | | | | - an | , or opside | | | | | |
| Mode | Operated | Transportation | Vehicles | Guideways | Stations | Other | Total | Sa | alary Wag | es, Benefits | \$164,614 | 8.2% | 74.2% | | |
| Demand Response | | 1 | \$0 | \$0 | \$0 | \$0 | \$0 | | | ind Supplies | \$151,167 | 7.5% | 74.270 | 25.8% | |
| Bus | - | 5 | \$0 | \$0 | \$0 | \$134,812 | \$134,812 | | | ansportation | \$1,661,861 | 82.4% | | 25.6% | |
| Total | | 6 | \$0 | \$0 | \$0 | \$134,812 | \$134,812 | | | g Expenses | \$38,310 | 1.9% | | | |
| lotar | | Ŭ | φu | φu | ψŪ | <i><i><i>w</i>104,012</i></i> | \$104,012 | Ouro | | erating Expenses | \$2.015.952 | 100.0% | | | |
| | | | | | | | | Reconcilina (| | | \$98,134 | 100.078 | | | |
| | | | | | | | | | | ansportation | ψ30,13 4 | | | | |
| | | | | | | | | | | Separately) | \$0 | | | | |
| | | | | | | | | | (ivepolied | Geparately) | ψυ | | | | |
| Operation Characteristics | 3 | | | | | | | Fixed Gu | ideway V | Vehicles Available | | | | Average | |
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | | ctional | for Maximum | Vehicles Operated | | Percent | Fleet Age in | |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | | e Miles | | in Maximum Service | Sn | are Vehicles | Yearsa | |
| Demand Response | \$187,718 | \$24,237 | \$0 | 15,379 | 6.136 | 13,549 | 2.798 | | 0.0 | 2 | 1 | 99 | 50.0% | 13.0 | |
| Bus | \$1,828,234 | \$289,344 | \$134,812 | 272,480 | 237,923 | 261,232 | 19,114 | | 0.0 | 7 | 5 | | 28.6% | 14.2 | |
| Total | \$2,015,952 | \$313,581 | \$134,812 | 287.859 | 244.059 | 274,781 | 21.912 | | 0.0 | 9 | 6 | | 33.3% | 14.2 | |
| Total | ψ2,013,352 | \$515,501 | φ13 4 ,012 | 201,000 | 244,033 | 214,101 | 21,312 | | 0.0 | 3 | v | | 55.576 | | |
| | | | | | | | | | | | | | | | |
| Performance Measures | | Se | rvice Efficiency | | | | | | | Service Effe | ectiveness | | | | |
| Performance Measures | Opera | Se ting Expenses per | | ting Expenses per | | | Operating Ex | penses per | Operat | Service Effe ting Expenses per | ectiveness Unlinked | Trips per | Unlinke | ed Trips per | |
| | | | Opera | iting Expenses per icle Revenue Hour | | Mode | | penses per senger Mile | | | | | | ed Trips per venue Hour | |
| Mode | | ting Expenses per | Opera | | | Mode Demand Response | | | | ting Expenses per | Unlinked | | | | |
| Mode Demand Response | | ting Expenses per hicle Revenue Mile | Opera | icle Revenue Hour | | | | senger Mile | | ting Expenses per ed Passenger Trip | Unlinked | nue Mile | | venue Hour | |
| Performance Measures Mode Demand Response Bus Total | | ting Expenses per hicle Revenue Mile \$13.85 | Opera | icle Revenue Hour \$67.09 | | Demand Response | | senger Mile \$12.21 | | ting Expenses per ed Passenger Trip \$30.59 | Unlinked | nue Mile 0.5 | | venue Hour 2.2 | |
| Mode Demand Response Bus Total | Vel | ting Expenses per hicle Revenue Mile \$13.85 \$7.00 \$7.34 | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 | ļ | Demand Response Bus Total | Pas | senger Mile \$12.21 \$6.71 \$7.00 | Unlinke | ting Expenses per ed Passenger Trip \$30.59 \$7.68 \$8.26 | Unlinked Vehicle Reve | enue Mile 0.5 0.9 0.9 | Vehicle Re | venue Hour 2.2 12.4 11.1 | |
| Mode Demand Response Bus | Vel | ting Expenses per hicle Revenue Mile \$13.85 \$7.00 | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 Unlinked Passe | | Demand Response Bus Total e O | Pase | senger Mile \$12.21 \$6.71 \$7.00 | Unlinke | ting Expenses per ad Passenger Trip \$30.59 \$7.68 \$8.26 Operating Expense p | Unlinked Vehicle Reve er Passenger | Unlinked Pa | Vehicle Re | venue Hour 2.2 12.4 11.1 Vehicle | |
| Mode Demand Response Bus Total Operating Expense per Ve Revenue Mile: Bus | Vel | hicle Revenue Mile \$13.85 \$7.00 \$7.34 | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 Unlinked Passe | nger Trip per Vehicl | Demand Response Bus Total e O | Pas | senger Mile \$12.21 \$6.71 \$7.00 | Unlinke | ting Expenses per ed Passenger Trip \$30.59 \$7.68 \$8.26 | Unlinked Vehicle Reve er Passenger | Unlinked Pa | Vehicle Re | venue Hour 2.2 12.4 11.1 Vehicle | |
| Mode Demand Response Bus Total Operating Expense per Vé | Vel | hicle Revenue Mile \$13.85 \$7.00 \$7.34 | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 Unlinked Passe Reven | nger Trip per Vehicl | Demand Response Bus Total e O Rev | Pase | senger Mile \$12.21 \$6.71 \$7.00 | Unlinke | ting Expenses per ad Passenger Trip \$30.59 \$7.68 \$8.26 Operating Expense p | Unlinked Vehicle Reve er Passenger esponse | Unlinked Pa | Vehicle Re | venue Hour 2.2 12.4 11.1 Vehicle | |
| Mode Demand Response Bus Total Operating Expense per Ve Revenue Mile: Bus | Vel | hicle Revenue Mile \$13.85 \$7.00 \$7.34 | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 Unlinked Passe | nger Trip per Vehicl | Demand Response Bus Total e O Rev \$20.00 | Pase | senger Mile \$12.21 \$6.71 \$7.00 | Unlinke | ting Expenses per ad Passenger Trip \$30.59 \$7.68 \$8.26 Operating Expense p | Unlinked Vehicle Reve | Unlinked Pa | Vehicle Re | venue Hour 2.2 12.4 11.1 Vehicle | |
| Mode Demand Response Bus Total Operating Expense per Ve Revenue Mile: Bus | Vel | hicle Revenue Mile \$13.85 \$7.00 \$7.34 | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 Unlinked Passe Reven | nger Trip per Vehicl | Demand Response Bus Total e O \$20.00 \$15.00 \$10.00 | Pase | senger Mile \$12.21 \$6.71 \$7.00 | Unlinke | ting Expenses per ad Passenger Trip \$30.59 \$7.68 \$8.26 Operating Expense p | Unlinked Vehicle Reve er Passenger esponse | Unlinked Pa | Vehicle Re | venue Hour 2.2 12.4 11.1 Vehicle | |
| Mode Demand Response Bus Total Operating Expense per Ve Revenue Mile: Bus | Vel | hicle Revenue Mile \$13.85 \$7.00 \$7.34 | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 Unlinked Passe Reven | nger Trip per Vehicl | Demand Response Bus Total e O \$20.00 \$10.00 \$10.00 \$5.00 | Pase | senger Mile \$12.21 \$6.71 \$7.00 | Unlinke - \$15.00 - \$10.00 | ting Expenses per ad Passenger Trip \$30.59 \$7.68 \$8.26 Operating Expense p | Unlinked Vehicle Reve | Unlinked Pa | Vehicle Re | venue Hour 2.2 12.4 11.1 Vehicle | |
| Mode Demand Response Bus Total Operating Expense per Ve Revenue Mile: Bus | Vel | titing Expenses per hicle Revenue Mile \$13.85 \$7.00 \$7.34 Operating Expense Mile: Bu | Opera Veh | icle Revenue Hour \$67.09 \$95.65 \$92.00 Unlinked Passe Reven | nger Trip per Vehicl | Demand Response Bus Total e O \$20.00 \$15.00 \$10.00 | Pass | senger Mile \$12.21 \$6.71 \$7.00 | \$15.00 \$10.00 \$5.00 \$0.00 | ting Expenses per dd Passenger Trip \$30.59 \$7.68 \$8.26 Operating Expense p Mile: Demand R | Unlinked Vehicle Reve er Passenger esponse | Unlinked Parker | Vehicle Re | venue Hour 2.2 12.4 11.1 Vehicle | |