

**General Information**

**Urbanized Area Statistics - 2010 Census**

York, PA  
 132 Square Miles  
 232,045 Population  
 158 Pop. Rank out of 498 UZAs

**Other UZAs Served**

91 Lancaster, PA, 86 Harrisburg, PA, 416 Hanover, PA, 0 Pennsylvania  
 Non-UZA, 474 Bloomsburg-Berwick, PA, 19 Baltimore, MD

**Service Area Statistics**

5,060 Square Miles  
 1,232,111 Population

**Service Consumption**

7,516,224 Annual Passenger Miles (PMT)  
 1,231,579 Annual Unlinked Trips (UPT)  
 4,195 Average Weekday Unlinked Trips  
 2,052 Average Saturday Unlinked Trips  
 968 Average Sunday Unlinked Trips

**Database Information**

NTDID: 30027  
 Reporter Type: Full Reporter  
 Asset Type: Tier I (Non-Fixed Route VOMS)  
 Sponsor NTDID:

**Assets**

Revenue Vehicles 338  
 Service Vehicles 23  
 Facilities 7  
 Track Miles  
 Lane Miles

**Service Supplied**

5,878,779 Annual Vehicle Revenue Miles (VRM)  
 334,716 Annual Vehicle Revenue Hours (VRH)  
 214 Vehicles Operated in Maximum Service (VOMS)  
 303 Vehicles Available for Maximum Service (VAMS)

**Financial Information**

**Sources of Operating Funds Expended**

Fares and Directly Generated \$12,670,582 47.3%  
 Local Funds \$649,327 2.4%  
 State Funds \$4,170,237 15.6%  
 Federal Assistance \$9,280,068 34.7%

Total Operating Funds Expended \$26,770,214 100.0%

**Sources of Capital Funds Expended**

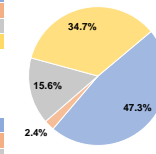
Fares and Directly Generated \$3,982 0.1%  
 Local Funds \$27,874 0.5%  
 State Funds \$3,293,002 55.7%  
 Federal Assistance \$2,587,246 43.8%

Total Capital Funds Expended \$5,912,104 100.0%

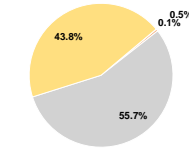
**Summary of Operating Expenses (OE)**

Labor \$18,827,610 76.1%  
 Materials and Supplies \$2,760,249 11.2%  
 Purchased Transportation \$151,628 0.6%  
 Other Operating Expenses \$3,000,220 12.1%  
 Total Operating Expenses \$24,739,707 100.0%  
 Reconciling OE Cash Expenditures  
 Purchased Transportation (Reported Separately) \$0

**Operating Funding Sources**



**Capital Funding Sources**



**Performance Measure Targets - 2022**

Performance Measure - Asset Type - Target % not in State of Good Repair  
 Equipment - Automobiles - 25%  
 Equipment - Trucks and other Rubber Tire Vehicles - 25%  
 Facility - Administrative / Maintenance Facilities - 0%  
 Facility - Passenger / Parking Facilities - 0%  
 Rolling Stock - BR - Over-the-road Bus - 10%  
 Rolling Stock - BU - Bus - 10%  
 Rolling Stock - CU - Cutaway - 10%  
 Rolling Stock - MV - Minivan - 10%  
 Rolling Stock - VN - Van - 10%

**Modal Characteristics**

Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds					Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other		
Commuter Bus	9	-	\$0	\$0	\$30,808	\$0	\$30,808	
Demand Response	163 <sup>1</sup>	12 <sup>1</sup>	\$4,139,197	\$49,297	\$348,479	\$59,704	\$4,596,677	
Bus	30	-	\$0	\$128,025	\$1,085,637	\$70,957	\$1,284,619	
<b>Total</b>	<b>202</b>	<b>12</b>	<b>\$4,139,197</b>	<b>\$177,322</b>	<b>\$1,464,924</b>	<b>\$130,661</b>	<b>\$5,912,104</b>	

**Operation Characteristics**

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years <sup>a</sup>
Commuter Bus	\$1,339,850	\$47,581	\$30,808	279,328	13,630	356,366	12,295	0.0	14	9	55.6%	5.8
Demand Response	\$12,785,037 <sup>1</sup>	\$10,888,341 <sup>1</sup>	\$4,596,677	4,170,564	373,530	4,317,964	223,005	0.0	249	175 <sup>1</sup>	42.3%	4.3
Bus	\$10,614,820	\$993,287	\$1,284,619	3,066,332	844,419	1,204,449	99,416	0.0	40	30	33.3%	4.6
<b>Total</b>	<b>\$24,739,707</b>	<b>\$11,929,209</b>	<b>\$5,912,104</b>	<b>7,516,224</b>	<b>1,231,579</b>	<b>5,878,779</b>	<b>334,716</b>	<b>0.0</b>	<b>303</b>	<b>214</b>	<b>29.4%</b>	

**Performance Measures**

Mode	Service Efficiency		Service Effectiveness			
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	\$3.76	\$108.98	\$4.80	\$98.30	0.0	1.1
Demand Response	\$2.96	\$57.33	\$3.07	\$34.23	0.1	1.7
Bus	\$8.81	\$106.77	\$3.46	\$12.57	0.7	8.5
<b>Total</b>	<b>\$4.21</b>	<b>\$73.91</b>	<b>\$3.29</b>	<b>\$20.09</b>	<b>0.2</b>	<b>3.7</b>



**Notes:**

- <sup>1</sup>Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.
- <sup>1</sup>Includes data for a contract with another reporter.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Perry County DAV (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Perry Apex Services (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from York Medical Supply, Inc (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from STEP (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Shamokin Cab (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/TX.