

**FISCAL**

 **YEAR**

**2021**

**SERVICE**

**UPDATE**

**Service Planning Department**

**June 2020**

##### Introduction

#####  The Southeastern Pennsylvania Transportation Authority presents this service update for Fiscal Year 2021. Normally the Authority would prepare an Annual Service Plan that describes service proposals suggested by the public, government agencies, elected officials and Authority staff, and presents the technical and financial analyses that determine whether the proposals merit implementation. Because of the COVID-19 emergency and the pending Comprehensive Bus Network Redesign (CBNR), the Annual Service Plan is being suspended for this fiscal year. Instead, the supporting information normally included with the plan will be shared for reference.

#### Route and Station Performance Review

Interested parties should refer to the current *Route Performance Evaluation Report* for an evaluation of two metrics commonly used within the industry, Passengers per Revenue Hour and Cost per Passenger. The former metric is a productivity measure that shows the average number of passengers who board a transit vehicle for every hour of revenue service. Routes with higher per-hour numbers are more productive. The latter metric is a cost effectiveness measure that indicates the per-passenger cost of operating a route, minus passenger revenue. Routes with lower per-passenger costs recover a larger portion of costs via fares.

In the *Route Performance Evaluation Report*, SEPTA Surface Transportation has been broken down into route classifications, as different routes serve different purposes and should be judged by different standards. The route operating contexts are defined as City Routes, Suburban Routes, Arterial Routes, Expressway Routes, Fixed and High Speed Routes and Special Purpose Routes. The results of Passengers per Revenue Hour and Cost per Passenger are charted collectively and, for comparison, by route in the *Route Performance Evaluation Report*.

In this document, the historically used *Route Economic Performance Guideline Standard* is reported, as provided in SEPTA’s *Route Operating Ratio (ROR)* Report. Fourteen bus routes fall below the operating performance standards. For City Transit, eight routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, six routes fall below this *Standard.* In the Regional Rail Division, the Airport Line falls below the *Route Economic Performance Guideline Standard.* Regarding Regional Rail Stations, 10 stations presently fall below the guideline of 75 boards or alights per weekday. Regional Rail station counts used in this analysis were taken during 2017.

**Comparative Evaluation Process**

The *SEPTA Service Standards and Process* document outlines a Service Development process that reflects the overarching goals of the Service Planning Department. These goals are:

* Using the best available data to make decisions that benefit our customers and use agency resources as efficiently as possible;
* Collaboration and coordination with other SEPTA departments and agency partners; and
* Robust and transparent public outreach.

Data Resources used include Automatic Passenger Count (APC), Automatic Vehicle Location (AVL), General Transit Feed Specification (GTFS), SEPTA Key, Route Operating Ratio (ROR) Report. Software resources include ArcGIS, Trapeze and Remix. The *Annual Route Performance Evaluation Report* for all Surface Transportation lines provides comparative evaluation of routes. Interested parties should refer to the current *Service Standards and Process* document for more details about the Service Development process.

**Regional Rail Evaluation Process**

The 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.

**Post-Implementation Evaluation of Previous Route Changes**

#####  The Post Implementation Review section of this document discusses items which were initiated through a prior year’s Annual Service Plan process and have been operating for at least one year. These routes have not been previously reviewed in full.

**BOULEVARD DIRECT**

SEPTA and the City of Philadelphia introduced the Boulevard Direct service in October 2017 in the hopes of providing more efficient and reliable service along the Roosevelt Boulevard

Corridor between Frankford Transportation Center and the Neshaminy Mall in Bensalem, Bucks County. The service features enhanced station areas, limited stops, frequent service, and distinct branding. The route itself was modeled after Route 14, which travels the same corridor, making approximately 90 stops. The Boulevard Direct, when implemented, had eight stops (now nine).

Since implementation, the Boulevard Direct has seen slow and steady growth, averaging about 3,000 boards a day. This total is close to that anticipated in the DVRPC study *Alternatives Development for Roosevelt Boulevard Transit Enhancements.* Ridership has grown at each station, with the increases being higher at locations further north on Roosevelt Boulevard.

Time savings of the Boulevard Direct versus similar trips on Route 14 are significant, with

end-to-end trips taking about 14 fewer minutes, or 29%, on average. This does, to some degree, explain why a larger increase in ridership at stations located further north on the Boulevard has occurred, as those customers are most able to take advantage of the route’s time-savings benefits.

SEPTA and the City plan on extending the service south along Roosevelt Boulevard and Hunting Park Avenue to the new Wissahickon Transportation Center. This service will also include similar service patterns and amenities, and will be modeled after the current Route R.

**ROUTE 49**

Launched in February 2019, Route 49 was created to serve communities that are geographically proximate to University City, but previously did not have direct transit access to the growing area. The route connects 29th and Snyder with 33rd and Dauphin, also serving Brewerytown, Fairmount, Grays Ferry and Strawberry Mansion.

Route 49 has reduced travel times by 30 to 50 percent from nearby neighborhoods, by providing a one-seat ride to University City. During the first month of operation, on-time performance registered at 70 percent, dropping as low as 65 percent during the summer. As a result of continuous monitoring, solicitation of customer and operator input, and schedule adjustments, on-time performance registered at 80 percent in February 2020; the highest monthly rate since service began.

Weekday ridership was estimated to reach 3,150 passenger boards after one year in service. As of February 2020, actual weekday ridership attained 96 percent of projected ridership with 3,024 boards. Weekend ridership was 84 percent of that projected on Saturday and 90 percent of that projected on Sunday. An onboard passenger survey conducted during the fall of 2019 indicated that approximately 25 percent of Route 49 passengers reported being new riders to the system. Ridership will continue to be monitored.

**ROUTE 88**

Route 88 connects Bethayres and Pennypack Woods with the Frankford Transportation Center through different route patterns.

In August 2018, service through Pennypack Woods was simplified by changing a counterclockwise loop to two-way operation. Route 88 was also extended to the Gregg Street Loop, in order to provide connections with Routes 66 and 70. The new terminus also provides an off-street recovery area for buses and bus operators. Weekday ridership along the extension totals 54 passenger boards, which exceeds the projections of 46 boards. Weekend ridership has netted 95 percent and 79 percent of projected ridership for Saturday and Sunday, respectively. Ridership will continue to be monitored.

**ROUTES 204, 205 and 206**

 These routes all start or started at Paoli Regional Rail Station on the Paoli/Thorndale Regional Rail line, providing last mile connections. The terminus of Route 204 is Eagleville Corporate Center. The terminus of Route 206 is the Commons at Great Valley. The Route 205 ended at Chesterbrook Corporate Center.

 This series of changes was included in the FY 2019 Annual Service Plan, but there were delays in implementation. Route 204 is operated as a contracted route and Route 205 was also contracted to the same vendor. The change needed to be coordinated with vendor contract timing and provisions. In addition, it had to be coordinated with a schedule change at Frontier District for Route 206.

 The changes implemented on September 3, 2019 were as follows:

* + Route 204: Uptown Worthington served on all trips as part of the base route, rather than off-peak and weekends only
	+ Route 205: Discontinued in its entirety, due to low ridership
	+ Route 206:
		- Portions of the former Route 205 between Paoli Hospital and Swedesford Road added
		- Discontinued the peak-only service to Uptown Worthington
		- Realignment in Great Valley Corporate Center, with service discontinued on Valley Stream Parkway in favor of service on Liberty Boulevard

SEPTA undertook a series of steps to ensure a smooth transition for customers. Staff passed out flyers on every trip two weeks prior to the change. Staff was present at Paoli Station on the day of the service change to make sure customers were getting on the correct bus. As a result of customer conversations, Service Planning made the decision to adjust the 206 schedule during the next Regional Rail schedule change to connect with a morning peak express train rather than a local train. This decision was driven by customer feedback.

Due to COVID-19, neither Spring nor Fall 2020 ridership data will be reflective of actual ridership patterns. For the purposes of this evaluation, Service Planning has opted to compare Spring 2019, which is pre-implementation data to the first schedule period post-implementation, Fall 2019. Ridership decreased from 546 to 474, or by 13 percent in the first schedule period. Ridership typically takes one full year to normalize after a major service change. SEPTA will continue to monitor these routes over time.

**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.

 The changes to the *Service Standards and Process* implemented in June 2019 allow for continued annual reporting of Operating Ratio. The basis for determining underperforming routes come from two calculations: Cost per Passenger and Passengers per Revenue Hour. Routes falling below 15% of the average of their route category are subject to further evaluation. Please refer to the proposed *Service Standards and Process* document for additional details.

**City Transit**

For Fiscal Year 2021, the minimum acceptable operating ratio for City Transit Division (CTD) is 17% **(60% of average City Transit operating ratio of 29%)**. The minimum acceptable operating ratio for City Transit routes with suburban characteristics is 14% **(60% of combined City and Suburban Transit average of 27%)**.

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For this update, the following routes fall below the minimum operating ratio standard.

**Routes That Rank Below the Minimum Acceptable Operating Ratio for City Transit**

**(17% CTD / 14% CTD Routes with Suburban Characteristics)**

 **Route Operating Ratio**

|  |  |
| --- | --- |
| 89 | 16% |
| 27\* | 14% |
| 77\* | 13% |
| 78 | 12% |
| 49 | 11% |
| 80 | 6% |
| 35\* | 5% |
| 62\* | 4% |

*\* Routes with suburban characteristics*

**Suburban Transit**

For this update, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 14% **(60% of average STD operating ratio of 24%)**.

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 this update, the following routes fall below the acceptable operating ratio level:

**Routes That Rank Below the Minimum Acceptable Operating Ratio for**

**Suburban Transit**

|  |  |
| --- | --- |
| **Route** | **Operating Ratio** |
| 128 | 13% |
| 95 | 12% |
| 91 | 12% |
| 92 | 10% |
| 206 | 10% |
| 150\*\*\* | 2% |

*\*\*\* Out of Service Routing in Revenue Service*

**Regional Rail Division**

For FY 2021, the minimum acceptable operating ratio for RRD routes is 23% (**60% of the average operating ratio of 38%**). The Chestnut Hill East Line is below the standard by six percentage points (17%). The Airport Line is below the standard by eight percentage points (15%). Both will be reviewed to determine if there are ways to improve its operation and ridership.

The minimum economic performance standard for a railroad station is *75 daily boarding or alighting passengers.* Based on 2017 station counts (the latest currently available), the following railroad stations fall below the standard:

|  |  |  |  |
| --- | --- | --- | --- |
| **Station** | **Line** | **Weekday Boarding** | **Weekday Alighting** |
| Highland | Chestnut Hill West | 70 | 55 |
| Crestmont | Warminster | 66 | 74 |
| Wister | Chestnut Hill East | 64 | 49 |
| Wynnefield Avenue | Cynwyd | 58 | 49 |
| New Britain | Lansdale/Doylestown | 50 | 44 |
| North Philadelphia | Chestnut Hill West | 45 | 24 |
| Eddystone | Wilmington/Newark | 43 | 43 |
| 49th Street | Media/Elwyn | 42 | 49 |
| Angora | Media/Elwyn | 26 | 28 |
| Link Belt | Lansdale/Doylestown | 23 | 20 |

**APPENDICES**

##

**Cost Methodology Explanation**

**City and Suburban Transit Divisions**

 The costing of service for City and Suburban Transit Divisions utilize the factors listed in the Annual Route Performance Review section. It is based on an 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 ($48,080) represent 23.1% of the CTD fully allocated bus peak vehicle rate of $208,100.

 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 service for the Regional Rail Division utilizes the cost factors listed in the Annual Route and Station Performance Review Section.

## 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 2021 Annual Service Plan Operating Costs** **and Average Fares*****Based on the Route Operating Ratio (ROR) Report for FY 2019 Results*** |
| **DIVISION** | **UNIT COSTS** |
| **Hours** | **Miles** | **Peak Vehicle Cost** | **Average Fare** |
| **Incremental**  | **Fully Allocated**  |
| **CITY TRANSIT** |
| Bus | $63.75 | $3.09 | $48,080 | $208,100 | $1.20 |
| Trolley | $63.75 | $6.29 | $68,890 | $424,900 | $1.20 |
| Trackless | $63.75 | $2.91 | $38,060 | $216,800 | $1.20 |
| High Speed | $22.32 | $2.92 | $104,530 | $622,000 | $1.20 |
|  |
| **SUBURBAN TRANSIT – VICTORY DISTRICT** |
| Bus | $69.45 | $1.96 | $35,560 | $110,500 | $1.35 |
| Trolley | $69.45 | $4.97 | $45,580 | $326,600 | $1.35 |
| NHSL | $69.45 | $3.40 | $48,140 | $390,200 | $1.35 |
|  |
| **SUBURBAN TRANSIT – FRONTIER DISTRICT** |
| Bus | $52.61 | $1.64 | $28,500 | $94,300 | $1.55 |
|  |
| **REGIONAL RAIL** | $96.10 | $3.44 | $70,510 | $612,500 | $4.13 |

**CITY TRANSIT**

**Annual Route Performance Review – Based on FY 2019 ROR Report**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **CTD Route** | **Vehicle Hours** | **Vehicle Miles** | **Peak Vehicles** | **Weekday Passengers** | **Annual Passengers** | **Passenger Revenue** | **Fully Allocated Expenses** | **Operating Ratio** |
| 60 | 51,300 | 383,960 | 11 | 10,378 | 2,968,097 | $3,573,589  | $6,746,325  | 53% |
| 59 | 16,540 | 144,460 | 7 | 4,068 | 1,182,018 | $1,423,150  | $2,992,439  | 48% |
| 54 | 43,636 | 270,770 | 9 | 7,178 | 2,153,400 | $2,592,694  | $5,491,720  | 47% |
| 66 | 40,573 | 384,734 | 14 | 8,950 | 2,607,562 | $3,139,505  | $6,741,502  | 47% |
| 6 | 36,717 | 266,560 | 8 | 5,944 | 1,783,200 | $2,146,973  | $4,829,478  | 45% |
| 46 | 30,506 | 210,820 | 8 | 4,987 | 1,496,100 | $1,801,304  | $4,261,266  | 42% |
| 79 | 33,166 | 201,450 | 8 | 5,066 | 1,519,800 | $1,829,839  | $4,401,898  | 42% |
| R | 58,020 | 565,130 | 12 | 8,964 | 2,689,200 | $3,237,797  | $7,942,687  | 41% |
| 17 | 69,114 | 464,650 | 14 | 9,359 | 2,807,700 | $3,380,471  | $8,755,729  | 39% |
| 33 | 78,488 | 539,740 | 17 | 11,550 | 3,319,697 | $3,996,915  | $10,581,756  | 38% |
| 21 \* | 72,830 | 527,697 | 16 | 10,428 | 2,983,097 | $3,591,649  | $9,603,692  | 37% |
| 47 | 111,253 | 946,560 | 28 | 16,382 | 4,771,111 | $5,744,418  | $15,845,026  | 36% |
| 3 | 57,207 | 451,590 | 14 | 7,909 | 2,372,700 | $2,856,731  | $7,956,254  | 36% |
| 8 | 13,744 | 119,750 | 4 | 2,431 | 619,905 | $746,366  | $2,078,739  | 36% |
| 11 | 53,602 | 475,239 | 18 | 13,480 | 4,108,005 | $5,025,663  | $14,055,886  | 36% |
| 56 | 67,030 | 586,330 | 20 | 10,912 | 3,008,278 | $3,621,967  | $10,247,571  | 35% |
| 34 | 53,043 | 434,752 | 16 | 12,413 | 3,782,570 | $4,554,214  | $12,915,713  | 35% |
| 26 | 68,612 | 582,170 | 18 | 10,068 | 2,900,381 | $3,492,059  | $9,919,336  | 35% |
| 65 | 53,788 | 586,950 | 13 | 7,635 | 2,290,500 | $2,757,762  | $7,948,423  | 35% |
| 18 | 110,073 | 1,082,340 | 28 | 15,700 | 4,566,511 | $5,498,079  | $16,189,357  | 34% |
| 13 | 56,072 | 501,370 | 19 | 13,364 | 4,072,625 | $4,903,441  | $14,802,682  | 33% |
| 52 | 88,909 | 707,650 | 24 | 12,038 | 3,493,195 | $4,205,807  | $12,849,799  | 33% |
| 29 | 32,297 | 225,480 | 10 | 4,325 | 1,297,500 | $1,562,190  | $4,836,986  | 32% |
| K | 63,133 | 588,160 | 16 | 8,116 | 2,434,800 | $2,931,499  | $9,172,299  | 32% |
| 10 | 51,466 | 441,558 | 17 | 11,589 | 3,531,250 | $4,251,625  | $13,282,864  | 32% |
| 48 | 61,577 | 434,370 | 15 | 7,656 | 2,296,800 | $2,765,347  | $8,761,783  | 32% |
| XH | 38,502 | 366,486 | 10 | 4,834 | 1,482,444 | $1,784,863  | $5,668,289  | 32% |
| 70\* | 59,454 | 604,930 | 15 | 7,533 | 2,259,900 | $2,720,920  | $8,781,449  | 31% |
| 4 | 58,053 | 541,912 | 14 | 7,007 | 2,102,100 | $2,530,928  | $8,289,285  | 31% |
| 75 | 14,132 | 126,263 | 8 | 2,616 | 758,034 | $912,673  | $3,002,723  | 30% |
| G | 106,652 | 1,115,920 | 31 | 14,400 | 4,204,089 | $5,061,723  | $16,699,374  | 30% |
| 16 | 54,545 | 421,768 | 10 | 5,629 | 1,688,700 | $2,033,195  | $6,861,915  | 30% |
| 31 | 34,791 | 294,070 | 9 | 4,098 | 1,229,400 | $1,480,198  | $4,999,812  | 30% |
| 15 | 54,590 | 379,910 | 13 | 9,032 | 2,751,365 | $3,312,643  | $11,394,599  | 29% |
| 23 | 116,931 | 1,007,060 | 25 | 13,117 | 3,791,611 | $4,565,100  | $15,769,609  | 29% |
| 73 | 22,429 | 197,520 | 4 | 2,226 | 667,800 | $804,031  | $2,872,751  | 28% |
| 40 | 60,268 | 541,750 | 15 | 6,616 | 1,984,800 | $2,389,699  | $8,638,119  | 28% |
| 36 | 62,087 | 579,485 | 22 | 12,737 | 3,881,389 | $4,673,192  | $16,952,383  | 28% |

**CITY TRANSIT**

**Annual Route Performance Review – Based on FY 2019 ROR Report**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **CTD Route** | **Vehicle Hours** | **Vehicle Miles** | **Peak Vehicles** | **Weekday Passengers** | **Annual Passengers** | **Passenger Revenue** | **Fully Allocated Expenses** | **Operating Ratio** |
| 64 | 47,391 | 425,600 | 13 | 5,247 | 1,574,100 | $1,895,216  | $7,042,017  | 27% |
| 57 | 90,402 | 861,710 | 24 | 9,765 | 2,929,500 | $3,527,118  | $13,421,029  | 26% |
| 58\* | 74,649 | 832,660 | 18 | 8,062 | 2,418,600 | $2,911,994  | $11,078,233  | 26% |
| 45 | 54,026 | 352,880 | 12 | 5,048 | 1,514,400 | $1,823,338  | $7,032,201  | 26% |
| 7 | 51,214 | 463,670 | 11 | 4,895 | 1,468,500 | $1,768,074  | $6,987,146  | 25% |
| 53 | 27,764 | 240,210 | 6 | 2,555 | 766,500 | $922,866  | $3,761,029  | 25% |
| 5 | 34,864 | 295,840 | 9 | 3,386 | 1,015,800 | $1,223,023  | $5,009,936  | 24% |
| 42\* | 86,501 | 644,963 | 17 | 7,379 | 2,213,700 | $2,665,295  | $11,045,744  | 24% |
| 25 | 40,336 | 397,300 | 11 | 4,030 | 1,209,000 | $1,455,636  | $6,088,547  | 24% |
| 43 | 34,682 | 294,870 | 8 | 3,170 | 951,000 | $1,145,004  | $4,787,216  | 24% |
| 2 | 52,231 | 397,600 | 14 | 4,881 | 1,464,300 | $1,763,017  | $7,472,185  | 24% |
| 39 | 24,715 | 195,150 | 6 | 2,210 | 663,000 | $798,252  | $3,427,408  | 23% |
| 14\* | 75,839 | 965,240 | 16 | 7,149 | 2,144,700 | $2,582,219  | $11,147,536  | 23% |
| 50 | 25,165 | 291,332 | 4 | 1,672 | 643,720 | $775,039  | $3,337,061  | 23% |
| H | 45,200 | 429,684 | 14 | 4,644 | 1,360,956 | $1,638,591  | $7,123,071  | 23% |
| 12 | 32,417 | 220,250 | 5 | 2,393 | 717,900 | $864,352  | $3,787,881  | 23% |
| J | 28,646 | 261,980 | 6 | 2,448 | 734,400 | $884,218  | $3,884,529  | 23% |
| L | 67,529 | 698,740 | 20 | 6,641 | 1,992,300 | $2,398,729  | $10,626,731  | 23% |
| 67 | 47,708 | 586,800 | 12 | 4,556 | 1,366,800 | $1,645,627  | $7,352,216  | 22% |
| 22\* | 47,534 | 562,780 | 10 | 4,226 | 1,267,800 | $1,526,431  | $6,850,663  | 22% |
| "400" | 18,323 | 260,669 | 42 | 10,750 | 1,934,996 | $2,329,735  | $10,714,630  | 22% |
| 9\* | 48,805 | 568,490 | 12 | 4,540 | 1,362,000 | $1,639,848  | $7,737,588  | 21% |
| 20 | 59,399 | 761,048 | 13 | 5,136 | 1,540,800 | $1,855,123  | $8,844,109  | 21% |
| 55 | 62,501 | 739,220 | 14 | 5,264 | 1,579,200 | $1,901,357  | $9,182,545  | 21% |
| 32 | 51,895 | 504,040 | 14 | 4,344 | 1,303,200 | $1,569,053  | $7,779,664  | 20% |
| 61 | 46,000 | 412,532 | 11 | 3,589 | 1,076,700 | $1,296,347  | $6,496,717  | 20% |
| 84 | 38,145 | 464,270 | 10 | 3,288 | 986,400 | $1,187,626  | $5,947,680  | 20% |
| 19\* | 15,887 | 189,900 | 5 | 1,402 | 420,600 | $506,402  | $2,640,246  | 19% |
| 24\* | 27,743 | 285,420 | 7 | 2,167 | 650,100 | $782,720  | $4,107,508  | 19% |
| 28\* | 22,421 | 256,470 | 6 | 1,810 | 543,000 | $653,772  | $3,470,634  | 19% |
| 30 | 16,279 | 153,380 | 4 | 1,181 | 354,300 | $426,577  | $2,344,271  | 18% |
| 68\* | 25,240 | 416,610 | 4 | 1,875 | 562,500 | $677,250  | $3,728,952  | 18% |
| Boulevard Direct\* | 48,006 | 682,740 | 10 | 3,340 | 1,002,000 | $1,206,408  | $6,627,075  | 18% |
| 1 | 31,138 | 417,450 | 9 | 2,631 | 755,097 | $909,137  | $5,148,164  | 18% |

\* Route with suburban characteristics

**CITY TRANSIT**

**Annual Route Performance Review – Based on FY 2019 ROR Report**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **CTD Route** | **Vehicle Hours** | **Vehicle Miles** | **Peak Vehicles** | **Weekday Passengers** | **Annual Passengers** | **Passenger Revenue** | **Fully Allocated Expenses** | **Operating Ratio** |

***Minimum Acceptable Operating Ratio 17% (60% of City Transit Average of 29%)***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 38 | 36,705 | 381,350 | 9 | 2,602 | 780,600 | $939,842  | $5,391,534  | 17% |
| 47M | 10,760 | 64,020 | 4 | 824 | 247,200 | $297,629  | $1,716,291  | 17% |
| 37\* | 48,733 | 651,250 | 9 | 3,303 | 990,900 | $1,193,044  | $6,992,358  | 17% |
| 44\* | 44,796 | 547,170 | 13 | 3,414 | 1,024,200 | $1,233,137  | $7,252,226  | 17% |
| 88\* | 31,525 | 292,740 | 7 | 1,996 | 598,800 | $720,955  | $4,371,245  | 17% |
| 89 | 27,993 | 277,800 | 6 | 1,704 | 511,200 | $615,485  | $3,891,782  | 16% |

***Minimum Acceptable Operating Ratio 14% (for Routes with Suburban Characteristics)***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 27\* | 60,763 | 785,900 | 17 | 3,953 | 1,185,900 | $1,427,824  | $10,212,350  | 14% |
| 77\* | 15,790 | 167,980 | 2 | 723 | 216,900 | $261,148  | $1,941,972  | 13% |
| 78 | 2,117 | 40,760 | 0 | 103 | 26,265 | $31,623  | $260,915  | 12% |
| 49\*\* | 15,013 | 101,990 | 11 | 1,602 | 166,608 | $200,596  | $1,869,905  | 11% |
| 80 | 4,694 | 62,370 | 1 | 140 | 35,700 | $42,983  | $700,103  | 6% |
| 35\* | 5,762 | 53,270 | 1 | 111 | 33,300 | $40,093  | $740,074  | 5% |
| 62\* | 4,000 | 31,738 | 4 | 171 | 43,605 | $52,500  | $1,185,562  | 4% |

\* Route with suburban characteristics

\*\* New route, February 2019

**SUBURBAN TRANSIT**

**Annual Route Performance Review – Based on FY 2019 ROR Report**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Suburban Route**  | **Vehicle Hours** | **Vehicle Miles** | **Peak Vehicles** | **Weekday Passengers** | **Annual Passengers** | **Passenger Revenue** | **Fully Allocated Expenses** | **Operating Ratio** |
| 109 | 42,509 | 474,074 | 9 | 4474 | 1,404,836 | $1,893,719 | $4,876,883 | 39% |
| 113 | 64,285 | 760,260 | 15 | 6787 | 2,131,118 | $2,872,747 | $7,613,723 | 38% |
| 108 | 55,542 | 557,794 | 11 | 5274 | 1,656,036 | $2,232,337 | $6,167,284 | 36% |
| 102 | 22,176 | 193,160 | 6 | 3888 | 1,144,979 | $1,533,669 | $4,460,308 | 34% |
| 103 | 15,360 | 139,662 | 4 | 1362 | 428,432 | $577,526 | $1,782,769 | 32% |
| 98 | 15,997 | 180,518 | 4 | 961 | 288,300 | $442,541 | $1,514,851 | 29% |
| 131 | 12,209 | 96,990 | 3 | 669 | 191,560 | $314,045 | $1,084,279 | 29% |
| 105 | 15,218 | 149,382 | 4 | 1147 | 360,922 | $486,523 | $1,791,978 | 27% |
| 106 | 15,988 | 177,901 | 5 | 1251 | 373,559 | $503,558 | $2,011,908 | 25% |
| 104 | 42,431 | 630,795 | 10 | 3088 | 969,632 | $1,307,064 | $5,289,453 | 25% |
| 114 | 27,029 | 375,513 | 6 | 1898 | 596,733 | $804,396 | $3,276,921 | 25% |
| 101 | 29,948 | 312,438 | 9 | 3844 | 1,131,999 | $1,526,246 | $6,569,922 | 23% |
| 94 | 11,431 | 199,324 | 1 | 514 | 154,200 | $236,697 | $1,022,577 | 23% |
| 110 | 28,269 | 315,697 | 8 | 1880 | 591,081 | $796,777 | $3,466,680 | 23% |
| 93 | 26,571 | 467,920 | 6 | 1306 | 391,800 | $621,413 | $2,731,089 | 23% |
| 96 | 29,168 | 373,510 | 6 | 1339 | 399,250 | $612,849 | $2,712,885 | 23% |
| 97 | 15,879 | 177,795 | 3 | 656 | 196,800 | $301,381 | $1,409,878 | 21% |
| 124 | 40,722 | 753,009 | 8 | 1892 | 565,154 | $880,559 | $4,140,483 | 21% |
| 112 | 16,570 | 168,908 | 5 | 1015 | 319,471 | $430,647 | $2,034,684 | 21% |
| 126 | 10,715 | 116,162 | 3 | 638 | 201,122 | $271,112 | $1,303,567 | 21% |
| 129 | 21,607 | 426,680 | 3 | 946 | 283,800 | $435,633 | $2,119,399 | 21% |
| 99 | 29,174 | 439,285 | 7 | 1301 | 387,850 | $595,350 | $2,915,371 | 20% |
| 120 | 8,832 | 143,399 | 2 | 531 | 167,495 | $225,783 | $1,115,731 | 20% |
| 117 | 36,854 | 525,832 | 6 | 1984 | 623,737 | $840,797 | $4,254,193 | 20% |
| 107 | 18,478 | 207,485 | 5 | 1042 | 311,277 | $419,601 | $2,242,883 | 19% |
| 115 | 23,018 | 316,828 | 4 | 1174 | 369,397 | $497,947 | $2,662,217 | 19% |
| 111 | 28,647 | 381,975 | 6 | 1473 | 463,283 | $624,505 | $3,401,969 | 18% |
| 201 | 3,472 | 40,400 | 1 | 160 | 40,800 | $62,628 | $343,219 | 18% |
| 125 | 41,677 | 717,887 | 9 | 2219 | 697,527 | $940,266 | $5,297,462 | 18% |
| 90 | 11,471 | 137,801 | 3 | 439 | 127,310 | $195,421 | $1,112,383 | 18% |
| 123 | 16,886 | 354,141 | 4 | 893 | 281,163 | $379,008 | $2,309,557 | 16% |
| 118 | 10,890 | 142,973 | 2 | 511 | 153,039 | $206,297 | $1,257,824 | 16% |
| 130 | 18,537 | 325,446 | 4 | 627 | 188,100 | $288,734 | $1,886,163 | 15% |
| 132 | 11,840 | 191,482 | 2 | 383 | 111,070 | $170,492 | $1,125,533 | 15% |
| 133 | 2,391 | 37,613 | 1 | 93 | 26,970 | $41,399 | $281,776 | 15% |
| 119 | 16,807 | 257,798 | 3 | 687 | 216,479 | $291,814 | $2,004,546 | 15% |

**SUBURBAN TRANSIT**

**Annual Route Performance Review – Based on FY 2019 ROR Report**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Suburban Route** | **Vehicle Hours** | **Vehicle Miles** | **Peak Vehicles** | **Weekday Passengers** | **Annual Passengers** | **Passenger Revenue** | **Fully Allocated Expenses** | **Operating Ratio** |

***Minimum Acceptable Operating Ratio 14% (60% of Suburban Average of 25%)***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 127 | 9,712 | 207,057 | 2 | 326 | 94,340 | $144,812 | $1,039,122 | 14% |
| 139 | 13,021 | 218,841 | 3 | 409 | 118,610 | $182,066 | $1,326,834 | 14% |
| 128 | 12,818 | 232,573 | 4 | 407 | 118,030 | $181,176 | $1,432,975 | 13% |
| 95 | 19,712 | 253,136 | 5 | 524 | 151,960 | $233,259 | $1,923,691 | 12% |
| 91 | 937 | 4,956 | 0 | - | 4,400 | $6,754 | $57,423 | 12% |
| 92 | 14,041 | 270,538 | 3 | 327 | 94,830 | $145,564 | $1,465,280 | 10% |
| 206 | 4,506 | 72,312 | 2 | 135 | 34,425 | $52,842 | $544,253 | 10% |
| 150\* | 4,378 | 100,397 | 1 | 22 | 6,380 | $9,793 | $489,277 | 2% |

\* Out of Service Routing in Revenue Service

**CONTRACT OPERATIONS**

**Annual Route Performance Review – Based on FY 2019 ROR Report**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Route** | **Vehicle Hours** | **Vehicle Miles** | **Peak Vehicles** | **Weekday Passengers** | **Annual Passengers** | **Passenger Revenue** | **Fully Allocated Expenses** | **Operating Ratio** |
|  |  |  |  |  |  |  |  |  |
| 310(Horsham Breeze Red) |  6,149  |  89,320 | 4 | 319 | 89.320 | $138,267 | $543,295 | 25% |
|  |  |  |  |  |  |  |  |  |
| 311(Horsham Breeze Blue) |  5,578  | 64,952 | 4 |  179  | 50,120 | $77,586 | $492,845 | 16% |
|  |  |  |  |  |  |  |  |  |
| 316 (LUCY)\*\*\*\* | 13,184 |  98,584  | 12 | 2,784 | 709,845 | $187,540 | $1,525,597 | 12% |
|  |  |  |  |  |  |  |  |  |
| 204 |  8,741  |  132,613 | 3 |  123  | 36,654 | $56,740 | $654,815 | 9% |
|  |  |  |  |  |  |  |  |  |
| 205 |  2,769  | 32,747 | 3 |  38  | 9,690 | $15,000 | $274,420 | 5% |

\*\*\*\* LUCY operating expense is fully funded by the University City District (UCD)

NOTE: Route 205 operated during the entirety of FY 2019 but was discontinued on September 1, 2019.

## Annual Station Performance Review

**CITY TRANSIT DIVISION**

**Annual Station Performance Review – Based on FY 2019 Data**

|  |  |  |  |
| --- | --- | --- | --- |
| **MARKET-FRANKFORD LINE STATION** | **AVERAGE WEEKDAY** | **SCHEDULED TRIPS** | **STATION ECONOMIC PERFORMANCE** |
| Frankford Transportation Center | 15,944 | 380 | 41.96 |
| Arrott Transportation Center | 3,589 | 379 | 9.47 |
| Church | 1,112 | 339 | 3.28 |
| Erie-Torresdale | 3,734 | 379 | 9.85 |
| Tioga | 1,572 | 339 | 4.64 |
| Allegheny | 5,351 | 379 | 14.12 |
| Somerton | 1,900 | 339 | 5.60 |
| Huntingdon | 2,341 | 339 | 6.91 |
| York-Dauphin | 1,523 | 339 | 4.49 |
| Berks | 2,526 | 339 | 7.45 |
| Girard | 4,898 | 379 | 12.92 |
| Spring Garden | 3,073 | 379 | 8.11 |
| 2nd Street | 3,650 | 378 | 9.66 |
| 5th Street - Independence Hall | 3,430 | 378 | 9.07 |
| 8th Street | 10,369 | 378 | 27.43 |
| 11th Street | 7,210 | 378 | 19.07 |
| 13th Street | 7,219 | 378 | 19.10 |
| 15th Street | 29,896 | 379 | 78.88 |
| 30th Street | 7,140 | 378 | 18.89 |
| 34th Street | 7,101 | 378 | 18.79 |
| 40th Street | 6,318 | 378 | 16.71 |
| 46th Street | 4,594 | 378 | 12.15 |
| 52nd Street | 6,501 | 378 | 17.20 |
| 56th Street | 5,317 | 378 | 14.07 |
| 60th Street | 4,397 | 378 | 11.63 |
| 63rd Street | 2,033 | 338 | 6.01 |
| Millbourne | 458 | 338 | 1.36 |
| 69th Street Transportation Center | 14,931 | 379 | 39.40 |

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

**CITY TRANSIT DIVISION**

**Annual Station Performance Review – Based on FY 2018 Data**

|  |  |  |  |
| --- | --- | --- | --- |
| **BROAD STREET LINE AND BROAD-RIDGE SPUR STATIONS** | **AVERAGE WEEKDAY** | **SCHEDULED TRIPS** | **STATION ECONOMIC PERFORMANCE** |
| Fern Rock Transportation Center | 4,220 | 524 | 8.05 |
| Olney Transportation Center | 15,109 | 596 | 25.35 |
| Logan | 2,325 | 270 | 8.61 |
| Wyoming | 1,890 | 270 | 7.00 |
| Hunting Park | 2,787 | 270 | 10.32 |
| Erie | 7,318 | 596 | 12.28 |
| Allegheny | 3,769 | 270 | 13.96 |
| North Philadelphia | 3,830 | 436 | 8.78 |
| Susquehanna-Dauphin | 3,157 | 270 | 11.69 |
| Cecil B. Moore/Temple University | 7,074 | 270 | 26.20 |
| Girard | 3,716 | 596 | 6.23 |
| Fairmount | 5,541 | 218 | 25.42 |
| Spring Garden | 5,555 | 430 | 12.92 |
| Race-Vine/Convention Center | 2,700 | 430 | 6.28 |
| City Hall | 2,265 | 430 | 5.27 |
| Walnut-Locust | 7,159 | 430 | 16.65 |
| Lombard-South | 2,740 | 270 | 10.15 |
| Ellsworth-Federal | 3,499 | 270 | 12.96 |
| Tasker-Morris | 4,705 | 270 | 17.43 |
| Snyder | 5,421 | 270 | 20.08 |
| Oregon | 3,791 | 270 | 14.04 |
| NRG (formerly AT&T) | 4,295 | 270 | 15.91 |
|   |
| Chinatown | 343 | 436 | 0.79 |
| 8th-Market | 2,612 | 436 | 5.99 |

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

|  |
| --- |
| **SUBURBAN TRANSIT DIVISION** |
| **Annual Station Performance Review - Based on FY 2018 Data** |
|  |  |  |  |  |  |
| **NORRISTOWN HIGH SPEED LINE** | **BOARDS** | **LEAVES** | **TOTAL** | **SCHEDULED TRIPS** | **STATION ECONOMIC PERFORMANCE** |
| Norristown Transportation Center | 1,441 | 1,419 | 2,860 | 188 | 15.21 |
| Bridgeport | 106 | 113 | 219 | 188 | 1.16 |
| DeKalb Street | 314 | 207 | 521 | 188 | 2.77 |
| Hughes Park | 339 | 314 | 653 | 260 | 2.51 |
| Gulph Mills | 577 | 580 | 1,157 | 260 | 4.45 |
| Matsonford | 32 | 34 | 66 | 248 | 0.27 |
| County Line | 14 | 14 | 28 | 248 | 0.11 |
| Radnor | 462 | 427 | 889 | 260 | 3.42 |
| Villanova | 357 | 391 | 748 | 248 | 3.02 |
| Stadium\* | \* | \* | \* | \* | N/A |
| Garrett Hill | 113 | 144 | 257 | 248 | 1.04 |
| Roberts Road | 65 | 76 | 141 | 248 | 0.57 |
| Bryn Mawr | 562 | 593 | 1,155 | 261 | 4.43 |
| Haverford | 145 | 147 | 292 | 257 | 1.14 |
| Ardmore Avenue | 116 | 121 | 237 | 257 | 0.92 |
| Ardmore Junction | 500 | 464 | 964 | 273 | 3.53 |
| Wynnewood Road | 140 | 157 | 297 | 257 | 1.16 |
| Beechwood-Brookline | 210 | 207 | 417 | 257 | 1.62 |
| Penfield | 288 | 243 | 531 | 261 | 2.03 |
| Township Line Road | 83 | 126 | 209 | 257 | 0.81 |
| Parkview | 66 | 85 | 151 | 257 | 0.59 |
| 69th Street Transportation Center | 4,965 | 5,011 | 9,976 | 273 | 36.54 |

\* Stadium Station was closed for construction, but has been reopened subsequently

|  |
| --- |
| **SUBURBAN TRANSIT DIVISION** |
| **Annual Station Performance Review - Based on FY 2018 Data** |
|  |  |  |  |  |  |
| **ROUTE 101** | **BOARDS** | **LEAVES** | **TOTAL** | **SCHEDULED TRIPS** | **STATION ECONOMIC PERFORMANCE** |
| Orange Street | 129 | 124 | 253 | 102 | 2.48 |
| Veterans Square | 39 | 66 | 105 | 102 | 1.03 |
| Olive Street | 49 | 67 | 116 | 102 | 1.14 |
| Jackson Street | 69 | 80 | 149 | 102 | 1.46 |
| Monroe Street | 45 | 51 | 96 | 102 | 0.94 |
| Edgmont Street | 22 | 21 | 43 | 102 | 0.42 |
| Manchester Avenue | 31 | 43 | 74 | 102 | 0.73 |
| Providence Road | 172 | 125 | 297 | 106 | 2.80 |
| Beatty Road | 23 | 18 | 41 | 106 | 0.39 |
| Pine Ridge | 17 | 16 | 33 | 106 | 0.31 |
| Paper Mill Road | 6 | 9 | 15 | 106 | 0.14 |
| Springfield Mall | 102 | 97 | 199 | 106 | 1.88 |
| Thomson Avenue | 26 | 29 | 55 | 106 | 0.52 |
| Woodland Avenue | 55 | 54 | 109 | 138 | 0.79 |
| Leamy Avenue | 30 | 27 | 57 | 138 | 0.41 |
| Saxer Avenue | 68 | 57 | 125 | 138 | 0.91 |
| Springfield Road | 87 | 72 | 159 | 138 | 1.15 |
| Scenic Road | 89 | 84 | 173 | 138 | 1.25 |
| Drexeline | 109 | 110 | 219 | 138 | 1.59 |
| Drexelbrook | 103 | 96 | 199 | 138 | 1.44 |
| Anderson Avenue | 112 | 82 | 194 | 138 | 1.41 |
| Aronimink | 155 | 166 | 321 | 138 | 2.33 |
| School Lane | 49 | 62 | 111 | 138 | 0.80 |
| Huey Avenue | 48 | 49 | 97 | 138 | 0.70 |
| Drexel Hill Junction | 130 | 164 | 294 | 138 | 2.13 |
| Irvington Road | 24 | 38 | 62 | 138 | 0.45 |
| Drexel Park | 24 | 24 | 48 | 138 | 0.35 |
| Lansdowne Avenue | 226 | 295 | 521 | 138 | 3.78 |
| Congress Avenue | 52 | 39 | 91 | 138 | 0.66 |
| Beverly Boulevard | 131 | 119 | 250 | 138 | 1.81 |
| Hilltop Road | 101 | 112 | 213 | 138 | 1.54 |
| Avon Road | 120 | 116 | 236 | 138 | 1.71 |
| Walnut Street | 80 | 88 | 168 | 138 | 1.22 |
| Fairfield Avenue | 54 | 59 | 113 | 138 | 0.82 |
| 69th Street Transportation Center | 1,599 | 1,517 | 3,116 | 138 | 22.58 |

|  |
| --- |
| **SUBURBAN TRANSIT DIVISION** |
| **Annual Station Performance Review - Based on FY 2018 Data** |
|  |  |  |  |  |  |
| **ROUTE 102** | **BOARDS** | **LEAVES** | **TOTAL** | **SCHEDULED TRIPS** | **STATION ECONOMIC PERFORMANCE** |
| Sharon Hill | 443 | 475 | 918 | 124 | 7.40 |
| MacDade Boulevard | 183 | 163 | 346 | 124 | 2.79 |
| Andrews Avenue | 56 | 48 | 104 | 124 | 0.84 |
| Bartram Avenue | 42 | 48 | 90 | 124 | 0.73 |
| North Street | 129 | 130 | 259 | 126 | 2.06 |
| Magnolia Avenue | 33 | 42 | 75 | 126 | 0.60 |
| Providence Road | 64 | 78 | 142 | 126 | 1.13 |
| Clifton-Aldan | 80 | 68 | 148 | 126 | 1.17 |
| Springfield Road | 93 | 72 | 165 | 126 | 1.31 |
| Penn Street | 40 | 34 | 74 | 126 | 0.59 |
| Baltimore Avenue | 192 | 224 | 416 | 126 | 3.30 |
| Creek Road | 21 | 19 | 40 | 126 | 0.32 |
| Marshall Road | 97 | 84 | 181 | 126 | 1.44 |
| Drexel Manor | 67 | 75 | 142 | 126 | 1.13 |
| Garrettford | 99 | 120 | 219 | 126 | 1.74 |
| Drexel Hill Junction | 157 | 139 | 296 | 126 | 2.35 |
| Irvington Road | 41 | 23 | 64 | 126 | 0.51 |
| Drexel Park | 28 | 38 | 66 | 126 | 0.52 |
| Lansdowne Avenue | 337 | 296 | 633 | 126 | 5.02 |
| Congress Avenue | 54 | 64 | 118 | 126 | 0.94 |
| Beverly Boulevard | 150 | 128 | 278 | 126 | 2.21 |
| Hilltop Road | 53 | 109 | 162 | 126 | 1.29 |
| Avon Road | 129 | 113 | 242 | 126 | 1.92 |
| Walnut Street | 71 | 98 | 169 | 126 | 1.34 |
| Fairfield Avenue | 55 | 51 | 106 | 126 | 0.84 |
| 69th Street Transportation Center | 1,586 | 1,561 | 3,147 | 126 | 24.98 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **ROUTES 101 AND 102 TRUNK STATIONS** | **BOARDS** | **LEAVES** | **TOTAL** | **SCHEDULED TRIPS** | **STATION ECONOMIC PERFORMANCE** |
| Drexel Hill Junction | 287 | 303 | 590 | 264 | 2.23 |
| Irvington Road | 65 | 61 | 126 | 264 | 0.48 |
| Drexel Park | 52 | 62 | 114 | 264 | 0.43 |
| Lansdowne Avenue | 563 | 591 | 1,154 | 264 | 4.37 |
| Congress Avenue | 106 | 103 | 209 | 264 | 0.79 |
| Beverly Boulevard | 281 | 247 | 528 | 264 | 2.00 |
| Hilltop Road | 154 | 221 | 375 | 264 | 1.42 |
| Avon Road | 249 | 229 | 478 | 264 | 1.81 |
| Walnut Street | 151 | 186 | 337 | 264 | 1.28 |
| Fairfield Avenue | 109 | 110 | 219 | 264 | 0.83 |
| 69th Street Transportation Center | 3,185 | 3,078 | 6,263 | 264 | 23.72 |

|  |
| --- |
| **REGIONAL RAIL DIVISION** |
|  **Annual Performance Review - Based on FY 2019 Results**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Branch** | **Vehicle Hours** | **Vehicle Miles** | **Peak Cars** | **Daily Passengers** | **Annual Passengers** | **Annual Revenue** | **Operating Ratio** |
| Manayunk/Norristown | 53,684  | 1,396,776  |  22  |  11,486  |  3,289,470  | $13,448,647  | 58% |
| Lansdale/Doylestown | 167,672  | 3,191,948  |  41  |  17,306  |  4,970,220  | $23,458,247 | 48% |
| Media/Elwyn | 64,484  | 1,099,643  |  28  |  11,202  |  3,016,230  | $10,990,425  | 45% |
| West Trenton | 108,452  | 2,521,616  |  40  |  12,031  |  3,394,380  | $17,312,192  | 43% |
| Paoli/Thorndale | 177,724  | 3,508,674  | 62  |  21,284  |  6,170,950  | $28,114,114  | 40% |
| Warminster | 67,350  | 1,353,217 | 18  | 7,667 |  2,294,350  |  $7,451,702  | 35% |
| Trenton | 119,885 | 3,019,233  |  39  |  11,132  |  3,253,550  | $17,699,312  | 34% |
| Fox Chase | 37,090  | 634,788  | 12  |  4,560  |  1,247,750  |  $3,805,638  | 34% |
| Chestnut Hill West | 42,857  | 736,601  |  12  |  4,463  |  1,282,680  | $54,596,264  | 30% |
| Cynwyd |  2,147  | 34,836  | 2  |  505  |  130,410  |  $417,312  | 26% |
| Wilmington/Newark | 94,682  | 1,363,217 | 30 | 8,917 |  2,498,350  | $8,870,172 | 25% |

***Minimum Acceptable Operating Ratio 23% (60% of RRD Average of 38%)***

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |
| Chestnut Hill East | 45,515  | 782,465  | 13  |  3,874  |  1,124,380  |  $2,529,855  | 17% |
| Airport | 51,788  | 1,051,021 | 15 | 4,686 |  1,518,250 | $2,672,120 | 15% |

 |

|  |
| --- |
| **REGIONAL RAIL DIVISION****Annual Station Performance Review Based on 2017 Data** |
|  | **TOTAL WEEKDAY** |  |
| **STATION** | **BOARDS** | **LEAVES** | **LINE** |
| Suburban Station | 25,062 | 25,062 | All |
| Jefferson Station | 12,122 | 12,122 | All except Cynwyd |
| 30th Street Station | 9,920 | 9,920 | All |
| Temple University | 3,191 | 2,682 | All except Cynwyd |
| University City | 2,605 | 2,518 | Airport, Media/Elwyn, Wilmington/Newark |
| Cornwells Heights | 1,505 | 1,394 | Trenton |
| Fox Chase | 1,446 | 1,091 | Fox Chase |
| Lansdale | 1,424 | 1,153 | Lansdale/Doylestown |
| Jenkintown-Wyncote | 1,246 | 1,702 | Lansdale/Doylestown, Warminster,West Trenton |
| Trenton | 1,241 | 1,176 | Trenton |
| Torresdale | 1,227 | 833 | Trenton |
| Glenside | 1,213 | 942 | Lansdale/Doylestown, Warminster |
| Ambler | 1,138 | 881 | Lansdale/Doylestown |
| Fort Washington | 1,125 | 875 | Lansdale/Doylestown |
| Paoli | 1,114 | 1,136 | Paoli/Thorndale |
| Warminster | 1,058 | 1,110 | Warminster |
| North Wales | 974 | 855 | Lansdale/Doylestown |
| Bryn Mawr | 937 | 930 | Paoli/Thorndale |
| Wilmington | 878 | 632 | Wilmington/Newark |
| Norristown Transportation Center | 856 | 781 | Manayunk/Norristown |
| East Falls | 835 | 752 | Manayunk/Norristown |
| Ardmore | 821 | 749 | Paoli/Thorndale |
| Malvern | 811 | 825 | Paoli/Thorndale |
| Swarthmore | 790 | 670 | Media/Elwyn |
| Strafford | 780 | 621 | Paoli/Thorndale |
| Overbrook | 774 | 717 | Paoli/Thorndale |
| Conshohocken | 771 | 747 | Manayunk/Norristown |
| Wynnewood | 765 | 561 | Paoli/Thorndale |
| Somerton | 724 | 627 | West Trenton |
| Manayunk | 723 | 571 | Manayunk/Norristown |
| Narberth | 714 | 713 | Paoli/Thorndale |
| Ivy Ridge | 703 | 782 | Manayunk/Norristown |
| Primos | 652 | 703 | Media/Elwyn |
| Fern Rock | 650 | 779 | Lansdale/Doylestown, Warminster,West Trenton |
| Bethayres | 636 | 630 | West Trenton |
| Exton | 627 | 522 | Paoli/Thorndale |
| Pennbrook | 615 | 568 | Lansdale/Doylestown |
| Morton | 612 | 693 | Media/Elwyn |
| Philmont | 595 | 614 | West Trenton |
| Woodbourne | 592 | 558 | West Trenton |

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

|  |  |  |
| --- | --- | --- |
|   | **TOTAL WEEKDAY** |  |
| **STATION** | **BOARDS** | **LEAVES** | **LINE** |
| Radnor | 586 | 749 | Paoli/Thorndale |
| Secane | 564 | 499 | Media/Elwyn |
| Levittown | 548 | 573 | Trenton |
| Marcus Hook | 545 | 587 | Wilmington/Newark |
| Claymont | 534 | 608 | Wilmington/Newark |
| Wayne | 526 | 571 | Paoli/Thorndale |
| Wissahickon | 520 | 557 | Manayunk/Norristown |
| Media | 512 | 492 | Media/Elwyn |
| Spring Mill | 509 | 521 | Manayunk/Norristown |
| Melrose Park | 507 | 301 | Lansdale/Doylestown, Warminster, West Trenton |
| Hatboro | 500 | 530 | Warminster |
| Colmar | 494 | 328 | Lansdale/Doylestown |
| Croydon | 486 | 248 | Trenton |
| Holmesburg Junction | 471 | 441 | Trenton |
| Villanova | 466 | 447 | Paoli/Thorndale |
| Devon | 455 | 364 | Paoli/Thorndale |
| Miquon | 444 | 442 | Manayunk/Norristown |
| Queen Lane | 427 | 352 | Chestnut Hill West |
| Thorndale | 427 | 374 | Paoli/Thorndale |
| Airport Terminal B | 425 | 387 | Airport |
| Elwyn | 425 | 369 | Media/Elwyn |
| Airport Terminal C & D | 418 | 359 | Airport |
| Trevose | 412 | 377 | West Trenton |
| Whitford | 408 | 420 | Paoli/Thorndale |
| Langhorne | 404 | 426 | West Trenton |
| Haverford | 404 | 328 | Paoli/Thorndale |
| Airport Terminal A | 400 | 486 | Airport |
| Willow Grove | 388 | 349 | Warminster |
| Airport Terminal E & F | 388 | 289 | Airport |
| Stenton | 382 | 393 | Chestnut Hill East |
| Bristol | 375 | 384 | Trenton |
| Wayne Junction | 375 | 291 | Lansdale/Doylestown, Warminster, West Trenton, Fox Chase,Chestnut Hill East |
| Forest Hills | 367 | 378 | West Trenton |
| Berwyn | 363 | 329 | Paoli/Thorndale |
| Chelten Avenue | 359 | 307 | Chestnut Hill West |
| Ryers | 357 | 330 | Fox Chase |
| Upsal | 356 | 305 | Chestnut Hill West |
| Eastwick | 354 | 400 | Airport |
| Yardley | 349 | 328 | Trenton |
| Carpenter | 342 | 342 | Chestnut Hill West |
| Rosemont | 323 | 321 | Paoli/Thorndale |

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

|  |  |  |
| --- | --- | --- |
|   | **TOTAL WEEKDAY** |  |
| **STATION** | **BOARDS** | **LEAVES** | **LINE** |
| Lansdowne | 321 | 337 | Media/Elwyn |
| Churchmans Crossing | 321 | 330 | Wilmington/Newark |
| Neshaminy Falls | 319 | 292 | West Trenton |
| Newark | 318 | 238 | Wilmington/Newark |
| Doylestown | 317 | 241 | Lansdale/Doylestown |
| Allen Lane | 310 | 307 | Chestnut Hill West |
| Chestnut Hill West | 308 | 370 | Chestnut Hill West |
| Elkins Park | 302 | 406 | Lansdale/Doylestown, Warminster, West Trenton |
| Elm Street | 300 | 254 | Manayunk/Norristown |
| Cheltenham | 293 | 251 | Fox Chase |
| Downingtown | 291 | 312 | Paoli/Thorndale |
| Roslyn | 285 | 238 | Warminster |
| Wallingford | 280 | 287 | Media/Elwyn |
| Clifton-Aldan | 269 | 276 | Media/Elwyn |
| Norwood | 267 | 238 | Wilmington/Newark |
| Sedgwick | 258 | 246 | Chestnut Hill East |
| Daylesford | 258 | 232 | Paoli/Thorndale |
| Oreland | 243 | 239 | Lansdale/Doylestown |
| St. Davids | 242 | 278 | Paoli/Thorndale |
| Chestnut Hill East | 224 | 208 | Chestnut Hill East |
| Chester Transportation Center | 222 | 243 | Wilmington/Newark |
| Moylan-Rose Valley | 221 | 265 | Media/Elwyn |
| Ridley Park | 217 | 227 | Wilmington/Newark |
| Gwynedd Valley | 214 | 219 | Lansdale/Doylestown |
| Mount Airy | 208 | 216 | Chestnut Hill East |
| North Hills | 208 | 198 | Lansdale/Doylestown |
| St. Martins | 201 | 161 | Chestnut Hill West |
| Penllyn | 200 | 221 | Lansdale/Doylestown |
| Noble | 197 | 229 | West Trenton |
| North Philadelphia | 195 | 259 | Trenton |
| Gladstone | 195 | 217 | Media/Elwyn |
| Tulpehocken | 194 | 197 | Chestnut Hill West |
| Tacony | 192 | 200 | Trenton |
| Main Street | 185 | 190 | Manayunk/Norristown |
| Prospect Park | 182 | 176 | Wilmington/Newark |
| Glenolden | 170 | 200 | Wilmington/Newark |
| Olney | 170 | 153 | Fox Chase |
| Lawndale | 168 | 181 | Fox Chase |
| Folcroft | 167 | 153 | Wilmington/Newark |
| Bridesburg | 164 | 164 | Trenton |
| Washington Lane | 162 | 177 | Chestnut Hill East |
| Ardsley | 146 | 157 | Warminster |

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

|  |  |  |
| --- | --- | --- |
|   | **TOTAL WEEKDAY** |  |
| **STATION** | **BOARDS** | **LEAVES** | **LINE** |
| North Broad | 142 | 136 | Manayunk/Norristown, Lansdale/Doylestown |
| Meadowbrook | 122 | 110 | West Trenton |
| Rydal | 121 | 124 | West Trenton |
| Wyndmoor | 109 | 613 | Chestnut Hill East |
| Chalfont | 108 | 115 | Lansdale/Doylestown |
| Germantown | 102 | 120 | Chestnut Hill East |
| Highland Avenue | 99 | 105 | Wilmington/Newark |
| Sharon Hill | 98 | 95 | Wilmington/Newark |
| Delaware Valley University | 77 | 83 | Lansdale/Doylestown |
| Fernwood-Yeadon | 72 | 113 | Media/Elwyn |
| Highland | 70 | 55 | Chestnut Hill West |
| Curtis Park | 68 | 87 | Wilmington/Newark |
| Crestmont | 66 | 74 | Warminster |
| Wister | 64 | 49 | Chestnut Hill East |
| Crum Lynne | 62 | 82 | Wilmington/Newark |
| Wynnefield Avenue | 58 | 49 | Cynwyd |
| Eddington | 53 | 83 | Trenton |
| New Britain | 50 | 44 | Lansdale/Doylestown |
| North Philadelphia | 45 | 24 | Chestnut Hill West |
| Eddystone | 43 | 43 | Wilmington/Newark |
| 49th Street | 42 | 49 | Media/Elwyn |
| Angora | 26 | 28 | Media/Elwyn |
| Link Belt | 23 | 20 | Lansdale/Doylestown |
| **SYSTEM TOTAL** | **115,630** | **111,626** |  |

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

**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 70 boardings and 55 alightings. Ridership is slightly higher from the 2015 Railroad Census (56 boardings and 61 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.**

**Crestmont Station**

* This station is located on the Warminster Line, 1.2 miles from Roslyn Station and 0.80 miles from Willow Grove Station.
* Crestmont has 20 parking spaces.
* The station area is served by surface transit Route 55 offering service to Willow Grove and Olney Transportation Center on the Broad Street Line.
* Current weekday ridership totals 66 boardings and 74 alightings.
* Crestmont has a relatively new platform including a shelter and ADA mini high level platform.

**Crestmont falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined from the 2013 Census as 89 boardings and 91 alightings were noted.**

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

**Low Station Performance Overview**

**Wister Station**

* This station is located on the Chestnut Hill East Line 1.00 mile from Wayne Junction Station and 0.70 miles from Germantown Station.
* Wister has no off-street parking.
* The station area is served by Route J offering service to Logan Station on the Broad Street Line.
* Current weekday ridership totals 69 boardings and 49 alightings.

**Wister falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has increased since the 2013 Railroad Census as 53 boardings and 67 alightings were noted.**

**Wynnefield Avenue Station**

* This station is located on the Cynwyd Line, 0.8 miles from Bala Station
* Wynnefield Avenue has 71 parking spaces.
* The station area is served by surface transit Route 40, offering service to the Market-Frankford Line at 40th Street Station, University City and Lombard-South Station on the Broad Street Line
* Current weekday ridership totals 58 boardings and 49 alightings.
* Wynnefield Avenue has a new ADA compliant high level platform, including a shelter.

**Wynnefield Avenue falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has decreased from the 2013 Census as 79 boardings and 89 alightings were noted.**

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

**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 Delaware Valley University.
* 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 44 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 dipped slightly from the 2015 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.**

**North Philadelphia (Chestnut Hill West)**

* This station is 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 45 boardings and 24 alightings.

**North Philadelphia falls below the economic threshold of 75 weekday boardings or 75 alightings. In the 2015 Census, there were 34 boardings and 24 alightings.**

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

**Low Station Performance Overview**

**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 43 boardings and 43 alightings.
* Investment has been made at Eddystone with the installation of new passenger shelters. These improvements will improve the facility and security for passengers currently using the station, and is intended to attract more riders.

**Eddystone falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has been reduced as 64 boardings and 63 alightings were noted in the 2015 Census.**

**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 42 boardings and 49 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 dipped as 71 boardings and 68 alightings were noted in the 2015 Census.**

**REGIONAL RAIL DIVISION**

**Annual Station Performance Review Based on 2017 Data**

**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.**

**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 39 boardings and 50 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.**