

FY 2010 ANNUAL SERVICE PLAN



SERVICE PLANNING

JUNE 2009

**SEPTA
ANNUAL SERVICE PLAN
FISCAL YEAR 2010**

**Service Planning Department
June 2009**

TABLE OF CONTENTS

INTRODUCTION	1
I. SUMMARY AND LIST OF RECOMMENDED CHANGES	3
II. ANNUAL SERVICE PLAN PROCESS	5
III. EVALUATION PROCESS	7
IV. RECOMMENDED PROJECTS	9
V. PROJECT IMPLEMENTATION	13
VI. NON-RECOMMENDED PROJECTS	15
VII. POST-IMPLEMENTATION REVIEW OF PRIOR YEAR'S CHANGES	21
VIII. ANNUAL ROUTE AND STATION PERFORMANCE REVIEW	25
APPENDICES	29
PROJECT MAPS	31
PROJECT COST/REVENUE SUMMARY CHARTS.....	43
COMMUNITY BENEFIT ANALYSIS COMPUTATIONS	51
ANNUAL ROUTE AND STATION PERFORMANCE REVIEW	57
City Transit Division.....	60
Suburban Transit Division	62
Regional Rail Division	63
Regional Rail Stations	64
Contract Operations	66

INTRODUCTION

The Southeastern Pennsylvania Transportation Authority (SEPTA) is pleased to present its Annual Service Plan (ASP) for Fiscal Year 2010. This document describes the service proposals suggested by the general public, government agencies, elected officials and Authority staff, and presents the technical and financial analyses that determine whether the proposals merit implementation. The Plan includes projects for two of the three operating divisions – City Transit Division (CTD), Suburban Transit Division (STD). No proposals were submitted for the Regional Rail Division (RRD).

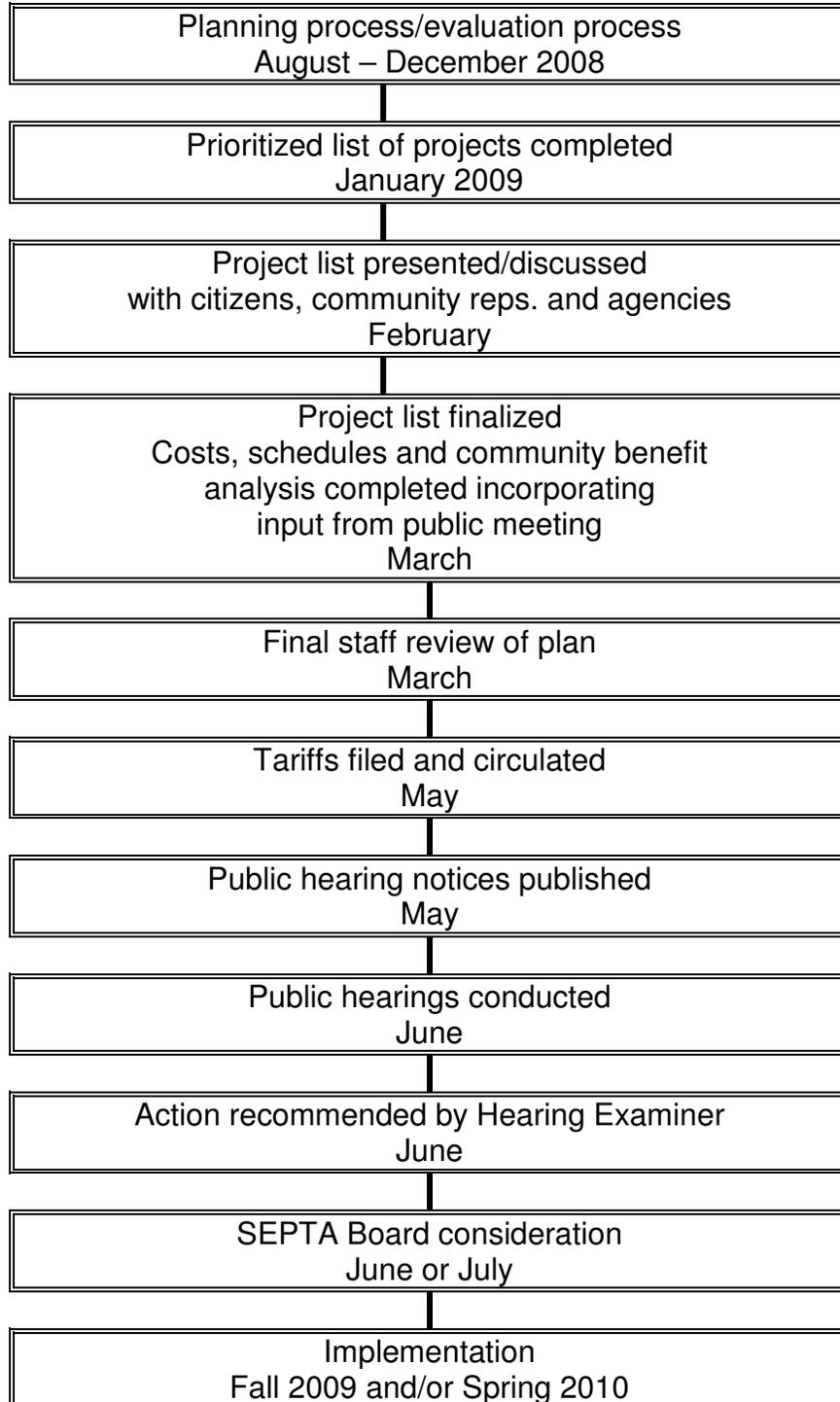
This year marks the twelfth Annual Service Plan and its associated planning process. This and the previous efforts reflect SEPTA's ongoing commitment to improve the performance and productivity of transit routes and regional rail lines through careful measurement of both ridership changes and operating cost based upon a numeric scoring methodology. This method, fully described for each proposal, includes measures for revenues, operating costs, and impacts to existing riders. Additionally, each proposal must meet minimum transit performance standards, adopted by the SEPTA Board, prior to review within the service plan process. In this fashion, the Authority attempts to utilize its limited resources as efficiently and effectively as possible.

This report is organized into eight sections and an appendix. Sections I and II, respectively, provide a summary of the proposals under consideration in this year's Plan and a brief description of the Annual Service Plan Process. Section III presents a description of the evaluation process. Section IV provides a detailed description of recommended projects. Section V specifies which of the recommended projects were adopted by the SEPTA Board for implementation. Section VI details projects, which were submitted for consideration but were not recommended for implementation as a result of the Comparative Evaluation Process. Section VII provides a post implementation review of projects implemented under previous Annual Service Plans, which have been operating at least one year. And Section VIII, the Annual Route Performance Review, ranks the performance of routes by operating division. Finally, the appendices contain detailed analyses of scores and methodology for evaluation of proposals in this year's Plan.

The timeline for the Plan, shown on the following page, describes the various steps and approvals required to implement the Plan's recommendations. Implementation of approved projects is contingent upon SEPTA Board approval and available funding.

FY 2010 ANNUAL SERVICE PLAN TIMELINE

(Dates are Subject to Change)



I. SUMMARY AND LIST OF RECOMMENDED CHANGES

The Fiscal Year 2010 Annual Service Plan evaluates twenty-two route projects as listed below by operating division -- five are recommended for approval.

Recommended Projects

City Transit Division

- A Route deviation on Route 89
- New Route 72 from Frankford Transportation Center to Cedarbrook Plaza via Cheltenham Avenue

Suburban Transit Division

- Changes to Route 128
- Changes to Route 130
- Changes to Route 314

Regional Rail Division

None

Non-Recommended Projects

City Transit Division

- Route 2 Extension to Wayne Junction Train Station
- Route 12 Extension to Columbus Commons
- Creation of Limited Service on Route 43 between Fairmount and University City

Suburban Transit Division

- 93, 95, 96, 98, 111, 114, 119, 120 - External (submissions from several individuals)
- 99, New Service (Lansdale to Quakertown) Tri State 21
- 127, 132 - TMA Bucks
- 129, 304 - SEPTA Staff

Route and Station Performance Review

In addition, a total of fifteen routes fall below the operating performance standards set forth in the *Service Standards and Process* documents for each operating division. For City Transit Division, nine routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit Division, six routes fall below this *Standard*. For Regional Rail Division, no routes fall below the *Route Economic Performance Guideline Standard*.

II. ANNUAL SERVICE PLAN PROCESS

The following paragraphs describe the Annual Service Plan process. The dates referred to in the text are those to be used in the FY 2010 Plan.

Proposals – All route and service adjustments which impact SEPTA's Operating Budget will be planned and implemented according to the Annual Service Plan. These include suggestions that originate from elected officials, City Office of Strategic Planning, county planning commissions, the Citizen Advisory Committee, community groups, passengers and SEPTA employees. All route and service adjustments will be investigated, planned and implemented through SEPTA's Service Planning Department. **Suggestions from outside sources and from other SEPTA Departments are to be submitted to Service Planning by August of each year for consideration.**

Planning Process/Evaluation Process – Projects considered as part of the FY 2010 Annual Service Plan were presented to affected groups and agencies. This work included the following steps of the route planning process: identification of areas to be studied (for projects initiated by SEPTA staff), evaluation of input from elected officials, planning professionals and citizens, performance of field work, completion and analysis of passenger traffic checks, and preparation of schedule specifications. Projects were then evaluated as explained on pages seven and eight.

Project List Presented/Discussed with Affected Groups and Agencies – On February 24, 2009, a meeting was held with outside groups, agencies and interested citizens affected by, or concerned with, proposed Annual Service Plan Projects. The purpose of this meeting was to receive input from interested parties prior to initiation of the tariff and public hearing process. This permitted serious concerns to be addressed before the Plan was finalized.

Budget Impact – Any item having a cost impact, which is not included in SEPTA's Fiscal Year 2010 Operating Budget, will be required to receive external subsidy in order for implementation to be considered.

Tariff Preparation and Circulation – Tariffs for route projects will be prepared, filed and circulated for in-house SEPTA approval. During this time, public hearing dates will be tentatively arranged. When concurrences are received, hearing dates will be finalized and public notices will be published.

Public Hearings – Public hearings will be held at accessible locations. Hearings will be arranged, advertised and conducted according to SEPTA's tariff regulations and enabling legislation.

Post-Hearing Revisions – Any revisions necessitated by the public hearing process will then be finalized. Where revisions to projects affect cost and/or revenue, the benefit point analysis will be re-calculated to assure that the overall benefit of a project has not been compromised. Hearing Examiner's Report and Recommendations will be considered by the SEPTA Board at their regularly scheduled meeting, usually held on the fourth Thursday of the month.

SEPTA Board Approval – The SEPTA Board will consider all elements of the Annual Service Plan. The Plan may be adopted in whole or in part.

Implementation – Final implementation dates will be set, pending SEPTA Board approval and available funding.

Post-Implementation Review – After a period of one year, all major service changes (including area restructuring), new routes, and service extensions are subject to review. Passenger traffic checks will be conducted at least four times during this period.

III. EVALUATION PROCESS

As described in the *Service Standards and Process* documents for each operating division, service proposals, both from within and outside of SEPTA, are to be submitted in writing to SEPTA's Service Planning Department. Once received, all proposals **meeting basic service standards** and **impacting the Operating Budget** will be evaluated. City and Suburban Transit Divisions' projects are evaluated using the Comparative Evaluation Process, whereas projects for Regional Rail Division use the Evaluation Process for Budget related items. Both are explained below.

CITY AND SUBURBAN TRANSIT DIVISIONS

Comparative Evaluation Process

City and Suburban Transit Division projects employ the Comparative Evaluation Process. This process provides an objective and systematic procedure to compare these service proposals with respect to their passenger and community benefits, relative to the cost of providing the services. This comparison will indicate which proposals return the greatest overall benefit for each subsidy dollar spent. This evaluation will consist of three parts: 1) ridership forecast, 2) cost analysis and 3) community benefit analysis.

The community benefit analysis requires further explanation. It is an evaluation according to a set of non-economic criteria which are not captured in a financial analysis, but which are important to the community. Each of these qualitative considerations is assigned a weight in "benefit points." The factors considered and their relative weightings are listed on the following page. Upon completion of the community benefit analysis, the final scores for each division are calculated; however, the process differs for each division as further described below.

For City and Suburban Transit Division, a Final Benefit Score (FBS) is calculated by dividing the proposal's cost into its benefit points. The **higher** resulting score indicates the **best**. The resulting scores provide a comparison of services indicating the community benefit received for the expenditure of SEPTA resources.

Criteria for Comparative Evaluation

Category	Benefit Points
Each "Owl" passenger	1.25
Each other passenger	1.0
Each other passenger lost	-1.0
Eliminated transfer	0.6
Additional transfer	-0.6
Improved travel time	0.4
Added travel time	-0.4
Decreased walking distance	0.4
Increased walking distance	-0.4

All of the projects for CTD and STD included in the Fiscal Year 2010 Annual Service Plan were subject to the Comparative Evaluation Process. The Benefit Point Analysis for each project is included in the Appendices section.

Regional Rail Evaluation Process

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.

IV. RECOMMENDED PROJECTS

Listed on the following page are the projects and descriptions included in SEPTA's FY 2010 Annual Service Plan. A Community Benefit Analysis has been performed for all of these projects. Implementation of the recommended projects will proceed pending the outcome of the public hearing process, SEPTA Board approval and available funding.

CITY TRANSIT DIVISION

Route 89

Route 89 operates between York-Dauphin Station and Arrott Terminal. It is proposed to revise the route in the Richmond section of Philadelphia in order to directly serve the new Aramingo Crossings Shopping Center, with Lowe's and Marshall's, located at the intersection of Aramingo Avenue and Butler Street. The change is intended to improve access for shoppers and employees traveling from Kensington, Juniata Park and Frankford. Passengers, an average of sixteen daily riders, who currently use the bus stops along Venango Street at Amber, Sepviva and Tulip Streets, will be required to walk less than a quarter mile to either the bus stop at Venango Street and Aramingo Avenue or Venango Street and Frankford Avenue. The Aramingo Business District has suggested this change and is in support of the route modification.

The above change on Route 89 is proposed to be implemented on an experimental basis for up to twelve months prior to final approval by the SEPTA Board.

New Route 72
Frankford Transportation Center (FTC) – Cedarbrook Plaza
via Cheltenham Avenue

A new route linking Frankford Transportation Center and Cedarbrook Plaza has been requested by Councilwoman Marian Tasco. The new route would provide service coverage on Cheltenham Avenue between 2nd and Broad Streets while improving access between northeast Philadelphia and eastern Montgomery County. This crosstown route would connect with the Market-Frankford Line and bus routes at Frankford Transportation Center. It would also make connections with Routes 28, 55, 57 and 70 along Cheltenham Avenue providing service to shopping venues such as the Rising Sun Plaza, Cheltenham Square Mall and Cedarbrook Plaza. While all-day service would be preferred, it is recommended to initially operate Route 72 daily between the hours of 9:00 AM and 3:00 PM. This would significantly reduce the route's operating cost and would provide a good gauge for future ridership potential. Route 72 is recommended for implementation on an experimental basis based upon funding availability.

Route 72 is proposed to be implemented on an experimental basis for up to twelve months prior to final approval by the SEPTA Board.

SUBURBAN TRANSIT DIVISION

ROUTE 128

Route 128 operates between Neshaminy Mall and Oxford Valley Mall, via Bristol and Levittown. Currently it operates on segments of Hulmeville Road (PA 513) and Bristol Pike (U.S. 13). Between the intersections of Hulmeville & Street Roads and Bristol Pike & Street Road, the route carries an average of seven trips per day, or about four percent of the route total. The Bristol Pike segment is also redundant with Route 304, so passengers along this corridor would still have access to transit. The current route segment contains three school zones which add travel time.

The route would be changed to operate on Street Road (PA 132) between Hulmeville Road and Bristol Pike. There is no current transit service on this segment of Street Road, which has both commercial and multi-family residential development. The Transport Workers Union (TWU) recommended this change as a way to speed trip times and improve route schedule adherence.

Route 130

Route 130 operates between Franklin Mills Mall and Bucks County Community College, via Neshaminy Mall and Newtown Borough. A segment of the route on State Street in Newtown Borough would be discontinued. This would reduce the impact of traffic congestion on this narrow street in the business district. It would also eliminate a difficult turn from State Street to Washington Avenue.

It would continue to serve the Newtown Business District on all trips, via Lincoln Avenue and Washington Avenue. Service to Gloria Dei Plaza would continue.

Route 314

Route 314 operates between the West Chester Transportation Center and Goshen Corporate Park. The Chester County Planning Commission has recommended a new routing to serve new trip generators. The route would serve Bradford Plaza, a shopping center with a major food retailer and other stores. It would add service to a local senior center and light industrial area in West Chester, removing redundancies with Routes 104 and 306. It would open up access to corporate facilities and a major medical clinic along an industrial corridor in West Goshen. Transfer opportunities between Routes 104 and 314 will be maintained at Paoli Pike and Turner Lane, as well as with all routes serving the West Chester Transportation Center.

Route 314 would continue to serve QVC and the Goshen Corporate Park area. Additional efficiencies will be built into the schedule, including a reversing one-way loop operation to minimize travel time to the corporate center areas. During the morning hours, the loop will operate in one direction, and it will operate the opposite direction in the afternoon.

This route is contracted. Krapf's Coaches is the current operator. The annual increased cost would be subsidized by Chester County.

V. PROJECT IMPLEMENTATION

Permanent Implementation

The SEPTA Board approved the permanent implementation of the proposed route changes to Suburban Transit Division Route's 128, 130 and 314.

Experimental Operation

The SEPTA Board approved the implementation of the proposed route changes to City Transit Division Route 89 on an experimental basis for up to twelve months prior to permanent adoption.

Route 72

Staff withdrew the proposal to establish new Route 72 (Frankford Transportation Center to Cedarbrook Plaza via Cheltenham Avenue) from the Annual Service Plan so that refinements could be made based on further community input.

VI. NON-RECOMMENDED PROJECTS

CITY TRANSIT DIVISION

Route 2 Extensions in the City of Philadelphia

A request was made by the Tri-State Transit 21 group to extend Route 2 both from its present northern terminus to Wayne Junction Station and from its current southern end, to Quartermaster Plaza. The extension to Quartermaster Plaza at 24th Street and Oregon Avenue was investigated, but, due to lack of a turn-around and layover location, was determined not to be feasible.

The extension to Wayne Junction was also analyzed. The primary limitations exist in the alignment from 17th Street and Erie Avenue to Wayne Junction. Several different routings were investigated. The routing from 17th Street via Hunting Park Avenue, Germantown Avenue to Windrim Avenue is not feasible due to the need to make an illegal left turn from Hunting Park Avenue onto Germantown Avenue. The turn from Hunting Park Avenue to Broad Street is also illegal. A second alternative was to operate in the other direction on Hunting Park Avenue via Clarissa Street to Windrim Avenue. However, this option does not allow us to discharge passengers on the same side of the street as the train station, and there is no safe crossing of Windrim Avenue available. Finally, the option to turn the bus by traveling around the station using Clarissa Street via Wayne Avenue and Berkley Streets to Germantown Avenue, ending on Windrim Avenue, station side, was investigated. However, the bus cannot make those tight turns.

Despite the operational limitations, SEPTA is in favor of this proposal. The extension would help connect several North Philadelphia communities to suburban jobs and facilities via outbound Regional Rail trains. In addition, the number of passengers needed to offset the cost of extending the route is reasonable.

In the Fall of 2011, a major capital project to renovate Wayne Junction train station is due to commence. Since operational feasibility and safety issues are the primary obstacles in extending Route 2 at this time, staff recommends revisiting this proposal closer to the completion time of the station capital project.

Proposed Changes to Route 12

In the last five years, Columbus Commons Shopping Center, along Columbus Boulevard, has developed into a major shopping destination. Presently, Center City residents must take two vehicles to access shopping and entertainment at this location. The City of Philadelphia, Mayor's Office of Transportation & Utilities has proposed an extension of Route 12 to South Philadelphia to provide residents with a one-seat ride. This proposal extends the route from its current terminus at 3rd & Pine Streets via 4th Street, Washington Avenue, Front Street to Snyder Avenue, providing direct service to Columbus Commons Shopping Center. After laying over behind IKEA on Weccacoe Street, the vehicle would return via Weccacoe Street, Snyder Avenue, Water Street, Washington Avenue and 3rd Street, to 3rd and Spruce Streets. Weekday service on Route 12 averages approximately every fourteen minutes during peak hours and twenty minutes during the midday. On Saturdays the headways are twenty minutes apart all day, and on Sundays, every thirty minutes.

Due to the anticipated expense of extending Route 12, and the minimal funds available in the upcoming Operating Budget to add new services, this extension cannot be recommended at this time.

Route 43 – Limited Service from Fairmount to University City

SEPTA staff proposed service to connect the Fairmount neighborhood to the University City employment area with limited peak hour trips on Route 43. The proposed westbound routing would extend from the existing routing at Spring Garden and 32nd Streets, then operate via 32nd Street, Powelton Avenue, 34th Street, Spruce Street, and 38th Street, to the layover location on 38th Street across from Presbyterian Hospital. Eastbound in the afternoon, the bus would operate from the current bus stop at 40th and Market Streets, then via Market Street, 38th Street, Spruce Street, 33rd Street, and Spring Garden Street to the existing Route 43 alignment.

This connection between Fairmount and the University City area would provide a one-seat ride to residents destined for University of Pennsylvania, Drexel University, Children's Hospital, Presbyterian Hospital, as well as to other new medical research facilities along Civic Center Boulevard. The route is also in walking distance of many other facilities including 30th Street Train Station and Veterans Hospital.

During the SEPTA Annual Service Plan Meeting in February, 2009, the Fairmount Civic Association conveyed interest in the proposal but had suggestions for further investigation. Primarily they suggested using Route 7 to connect Fairmount, Brewerytown, Sharswood and Strawberry Mansion neighborhoods to University City. Through data obtained from an informal web survey, the organization believes that there are a large number of daily commuters as well as a number of residents who would use such a service regularly.

SEPTA would like to defer this project to allow more time for investigation of the Route 7 option. In addition, we would like to work with the community to determine the areas of greatest demand for direct service to the University City area. The additional time will allow SEPTA to adequately work with the stakeholders as well as to find the additional resources necessary to operate this new service.

SUBURBAN TRANSIT DIVISION

Route 93

An external request was received to extend Route 93 to Douglassville in Berks County. This was rejected for several reasons: 1) No local trips could be served west of High Street in the Borough of Pottstown because of existing agreements with Pottstown Area Rapid Transit. This would limit the revenue potential of this extension. 2) There is a limited market for local bus services between Douglassville and Montgomery County. 3) SEPTA would have to develop a financial agreement with the Berks Area Reading Transit Authority (BARTA) to operate in its territory and, 4) The number of projected passengers would not offset the increased operating expenses.

Routes 95, 96 and 98

SEPTA received a request to realign these routes in and out of the Norristown Transportation Center. The proposal would have extended Route 95 to Norristown via Germantown Pike, New Hope Street and Johnson Highway. It would also re-route Route 98 to serve Sandy Hill Road and the east end of Norristown. Route 96 would be shifted off DeKalb Street to Powell Street.

The proposal would impact fifteen percent of Route 96 and sixty-eight percent of Route 98 passengers. Service redundancies with the proposed Route 95 extension would potentially reduce the performance of Route 90, which connects Norristown with Plymouth Meeting Mall. Presently, Route 95 does not meet service standards and an extension may further denigrate operational and fiscal performance. At the request of the Montgomery County Planning Commission, SEPTA will investigate ways to improve service to the communities in the east end of Norristown in FY 2010.

Route 99

An outside request was received from the Tri-State Transit 21 group to have Route 99 operate from the intersection of PA Route 29 and Arcola Road to Phoenixville via the boroughs of Collegeville and Trappe. The proposal also includes service to the Montgomery County Geriatric Center. This suggestion would add significant route mileage and travel time to this portion of the route. An additional peak vehicle would be required, which would not improve the route's operating ratio.

Route 111

SEPTA received an outside request to extend Route 111 service on weekends to the Brandywine Town Center in northern Delaware. Currently, Route 111 carries a limited number of passenger trips on weekends west of Granite Run Mall. The proposed routing would match Route 306 weekday service. There are currently a limited number of riders using Route 306 for local trips between Brandywine Town Center and Chadds Ford, which suggests that the weekend service would also be lightly used for that purpose.

Commercial services available on the corridor between Chadds Ford and Brandywine Town Center are already available on other portions of the route. SEPTA passengers interested in reaching the Brandywine Town Center on Saturdays can currently ride Route 113 to Tri-State Mall to connect with DART First State Route 61 to the Brandywine Town Center.

Route 114

An outside request was received to extend Route 114 from Darby Transportation Center to 69th Street Terminal. This would require an additional two peak vehicles and would add eight round-trip miles and one hour per route trip. It would also be duplicative of the additional Route 113 service initiatives instituted as part of FY 2009 Added Service Initiatives.

Routes 119 and 120

An outside request was received to extend Route 119 and 120 service from Cheyney University to West Chester. SEPTA previously operated service on Route 119 via PA Routes 352 and Route 3, but it was discontinued because of low ridership. Ridership demand and supportive land use conditions have not changed significantly since that occurred. Service to West Chester was discontinued in 2004.

An extension of service on either route would place them below acceptable service standards. Both routes would require additional peak vehicles, along with additional miles and hours. Passengers from Cheyney still have the option to board the current Route 120 service, then transfer to Route 104 to reach points in the West Chester area.

Route 127

Following up on service requests, TMA Bucks conducted a survey about restoration of Route 127 service to Pennwood Crossing in Falls Township. While residential surveys indicated some interest in having access to the route, additional investigation is needed.

The TMA will also contact the adjacent Keystone Industrial Port Complex (KIPC) to determine if service is warranted as part of a future Annual Service Plan. The complex is under redevelopment as an area with favorable state and local tax rates. It may generate new employment opportunities in the future. However, operating Route 127 to this site would require significant mileage and travel time increases that are not yet justified.

Route 129

SEPTA staff investigated routing alternatives in Bensalem and Bristol Townships and found that none were currently warranted. Future schedule adjustments may be made in areas with limited service that do not require supplements to the existing tariffs.

Route 132

TMA Bucks asked SEPTA to consider an extension of Route 132 to serve Grandview Hospital, Sellersville and Perkasie. This request is not feasible at this time, as it increases operating costs, peak vehicle requirements, and is not projected to improve the route operating ratio, which is presently below service standards.

Route 304

SEPTA staff investigated a routing alternative to serve River Road in the Croydon section of Bristol Township. This would have removed a segment on State Road that is redundant with Route 128 and carries few riders. It was determined that this change would not generate sufficient new ridership, while generating additional mileage and travel time. Future efforts will focus on the feasibility of improving intermodal connections with the R7 Regional Rail Line at Bristol Station.

New Service Between Lansdale and Quakertown

The Tri-State Transit 21 organization submitted a proposal to provide service between Quakertown and Lansdale via Perkasio and Sellersville. The route would also serve Grandview Hospital. While the proposed route has commercial and residential trip generators, a portion of the route would operate through low-density areas or local streets with limited width for transit vehicles. The cost of operating this route would be quite costly for SEPTA at this time without significant local subsidies.

VII. POST-IMPLEMENTATION REVIEW OF PRIOR YEAR'S CHANGES

The Post Implementation Review section of the Annual Service Plan discusses items which were initiated through the Annual Service Plan process and have been operating for at least one year. Some of these changes have not been in operation long enough to provide a full evaluation. Additional commentary may be provided in the FY 2011 Annual Service Plan document.

CITY TRANSIT DIVISION PROJECTS

As part of the FY 2009 Annual Service Plan, SEPTA modified Routes G, 38, 44, 52 and 57 and discontinued Route 121. Implementation of several of these projects was delayed due to the Authority's implementation of 65 other service enhancement initiatives beginning in early September, 2008. Implementation of Routes G, 38 & 57 commenced on schedule, but it has been less than one year since they have been in operation. The extension of service to Gladwyne on Routes 44 and 52 did not begin until February, 2009. Ridership data is being collected on all of these routes to provide a status report in the 2011 Annual Service Plan.

SUBURBAN TRANSIT DIVISION PROJECTS

Route 93

On the western end of the route in Limerick Township, service was deviated from Ridge Pike to provide direct service to the Philadelphia Premium Outlet Stores via Evergreen and Lightcap Roads. This change has generated an average of more than 70 passenger boards and leaves per day.

Route 95

On September 2, 2008, Route 95 was experimentally altered between Metroplex Shopping Center and Plymouth Meeting Mall via Gallagher, Belvoir, Johnson and Plymouth Roads. This change provided service to neighborhoods and transit generators not presently served by public transportation. Since implementation, ridership has averaged five passenger trips per day. Staff recommended the discontinuance of the experimental routing and to revert back to the former routing on Chemical Road and Germantown Pike. This occurred on February 9, 2009.

Route 99

Route 99 was split into two separate routes. Bus service between Norristown and Phoenixville covered nearly 80 percent of the former route's total ridership. That segment, which included access to Trooper Road and Oaks, was continued as part of Route 99. The revised route now provides service to the Providence Corporate Center. The Greater Philadelphia Expo Center opened along the route in January 2009. Nearly 1,500 passenger trips per weekday are generated on the route.

Direct service is now provided to Wyeth's campus in Upper Providence Township. It was added in February 2009. Direct routing to serve the SEI campus was added in April 2009. A re-routing to serve the Providence Town Center is awaiting the opening of the shopping complex in FY 2010.

The remainder of the route between Phoenixville and Royersford is operated as part of Route 139.

Route 111

Service to the Concord Industrial Park was discontinued, due to low ridership. Service was offered, initially on an experimental basis, and then made permanent, to the newly constructed Concordville Town Centre and the Maris Grove Retirement Community located in Concord Township. Ridership exceeds thirty passenger trips on weekdays and twenty-five on weekends.

Route 113

Two changes were implemented. First, eastbound buses were re-routed to Chester Transportation Center via 3rd Street, Penn Street, PA Route 291 East and Welsh Street. This made a more consistent routing in both directions between Chester Transportation Center and 3rd & Penn Streets.

Second, in an effort to generate more ridership beyond the Rivertown development, the route was modified from 3rd Street and Highland Avenue to Marcus Hook by using Highland Avenue, 9th Street and Ridge Avenue, and then extended to Tri-State Mall in New Castle County to connect with DART First State bus Routes 1 and 61. Service along the old route between 3rd Street and Highland Avenue and Marcus Hook is now operated by Route 119. This service was implemented on February 9, 2009. Initial traffic checks indicate that the service to Tri-State Mall has generated more than 120 passenger trips per weekday.

Route 115

In an effort to improve operational efficiency and ridership, direct service was restored to Ardmore, effective November 3, 2008. The extension from Brookline uses Darby Road, the Ardmore Busway, County Line Road, and Ardmore Avenue. It terminates in Suburban Square using the route used by bus Routes 103, 105 and 106. To minimize layover issues in Ardmore, Route 115 is interlined, or cross-scheduled, with Route 103. Initial counts show that there are forty-five passenger trips per weekday on the route segment between Brookline and Ardmore.

In February 2009, SEPTA conducted public hearings to discontinue service to MacDade Mall and Glenolden in favor of more direct service from Delmar Village to the Philadelphia International Airport and Airport Business Center, discontinuing Route 305 service from Darby. Service to Ardmore will not change. The consolidation of Routes 115 and 305 has been implemented in June 2009.

Route 117

In 2007, SEPTA received a request by Brookhaven Borough to discontinue service along Trimble Boulevard and re-route via Bridgewater and Brookhaven Roads. The Borough believed that few residents were patronizing the bus stops along Trimble Boulevard. Staff evaluated ridership along Trimble Boulevard and determined that the Borough's request had merit. On August 25, 2008, Route 117 was experimentally altered. Staff recommended making this routing change permanent.

Route 118

SEPTA received a request by Media Borough to examine a constituent complaint regarding bus service operating along South Jackson Street. Based on traffic checks, hardly any ridership was generated along South Jackson Street between Providence Road and 5th Street. On August 25, 2008, Route 118 was experimentally altered to re-route southbound service to match the northbound routing along Providence Road, Monroe and 5th Streets. Staff recommended making this routing change permanent.

Route 119

Two route changes were implemented in February 2009. First, Route 119 was altered between 3rd Street & Highland Avenue and Ridge Avenue & Market Street to provide direct service to Marcus Hook, replacing service operated by Route 113. Service is operated bi-directionally in Marcus Hook.

Second, service was discontinued between Chester Transportation Center and Crozer-Chester Medical Center due to low ridership and being duplicative with Route 117. It instead was rerouted to provide direct service to Harrah's Casino and Racetrack. Traffic check data is currently being analyzed and results are not available for publication at this time.

Route 139

Route 139 was created by picking up the portions of Route 99 west of Phoenixville, with modifications to serve more residential and commercial developments. The new route begins at King of Prussia Plaza and follows PA Route 23 to Phoenixville. Within Phoenixville the route is a quasi-circular service serving the Acme Market at Starr Street and Nutt Road, Phoenixville Hospital, Main Street, as well as first time SEPTA service on the north side of the Borough along High Street and portions of East Pikeland Township. SEPTA staff is working with several stakeholders in the evaluation of new travel generators, in order to improve route performance in FY 2010. About 365 passenger trips per weekday are being generated.

Between the Phoenixville Shopping Center and Royersford, the former Route 99 routing remained unchanged, but service was then extended to Philadelphia Premium Outlets via US Route 422. This extension connects with Route 93 and Pottstown Area Rapid Transit buses. Ridership to the Premium Outlets averages forty-five weekday and forty Saturday passenger trips.

VIII. 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.

When compared with last year's edition, the operating ratio by which the routes are ranked for Performance Review have changed dramatically -- City Transit for example went from 42% to 37%. When seen against a backdrop that has a 5% increase in passengers, this is illogical. The answer lies in the Pennsylvania State Legislature's passage of Act 44 dedicated funding legislation which changed the way SEPTA receives funds, specifically for Senior Citizen passengers. What was recorded as "Senior Citizen Free Transit" and put on SEPTA's books as passenger revenue is now, with Act 44's ruling, received as subsidy. That means these funds are not in the revenue stream that is the numerator of the operating ratio -- but in no way does SEPTA receive less money from Pennsylvania for its fixed route operations.

No route has been negatively affected with respect to its relative ranking, and this effect is visible in all divisions, a bit less so in SEPTA Regional Rail.

CITY TRANSIT DIVISION

For the Fiscal Year 2010 Annual Service Plan, the minimum acceptable operating ratio for City Transit Division (CTD) is 22% **(60% of average CTD operating ratio of 37%)**. The minimum acceptable operating ratio for CTD routes with suburban characteristics is 19% **(60% of average CTD and STD operating ratios of 32%)**.

A complete list of City Transit Division routes ranked on an operating basis can be found in the Appendix. For the Fiscal Year 2010 Annual Service Plan, the following routes fall below the minimum operating ratio standard.

Routes Below the Minimum Acceptable Operating Ratio for CTD

Route	Operating Ratio
25	21%
32	20%
38	20%
44*	18%
88*	18%
68*	16%
27*	16%
89	16%
28*	16%
35*	15%
77*	14%
121*	11%

*Routes with suburban characteristics

SUBURBAN TRANSIT DIVISION

For the Fiscal Year 2010 Annual Service Plan, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 16% **(60% of average STD operating ratio of 26%)**.

A complete list of Suburban Transit Division 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 the Fiscal Year 2010 Annual Service Plan, the following routes fall below the acceptable operating ratio level:

**Routes Below the Minimum
Acceptable Operating Ratio for STD**

Route	Operating Ratio
107	15%
95	14%
132	14%
127	14%
92	13%
128	12%

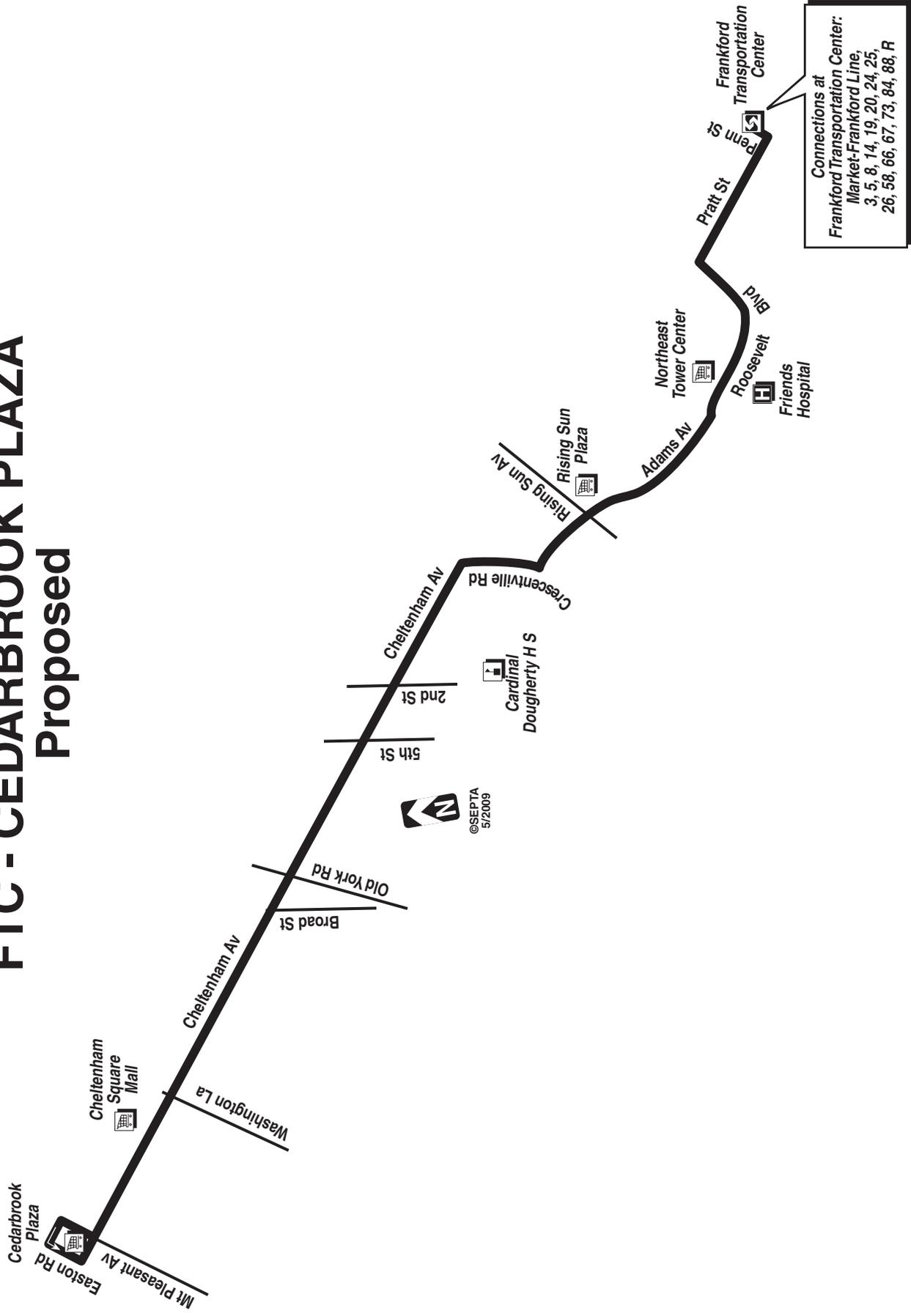
REGIONAL RAIL DIVISION

For the FY 2010 Annual Service Plan, the minimum acceptable operating ratio for RRD routes is 27% (**60% of the average weighted operating ratio of 49%**). No routes fall below the standard.

APPENDICES

PROJECT MAPS

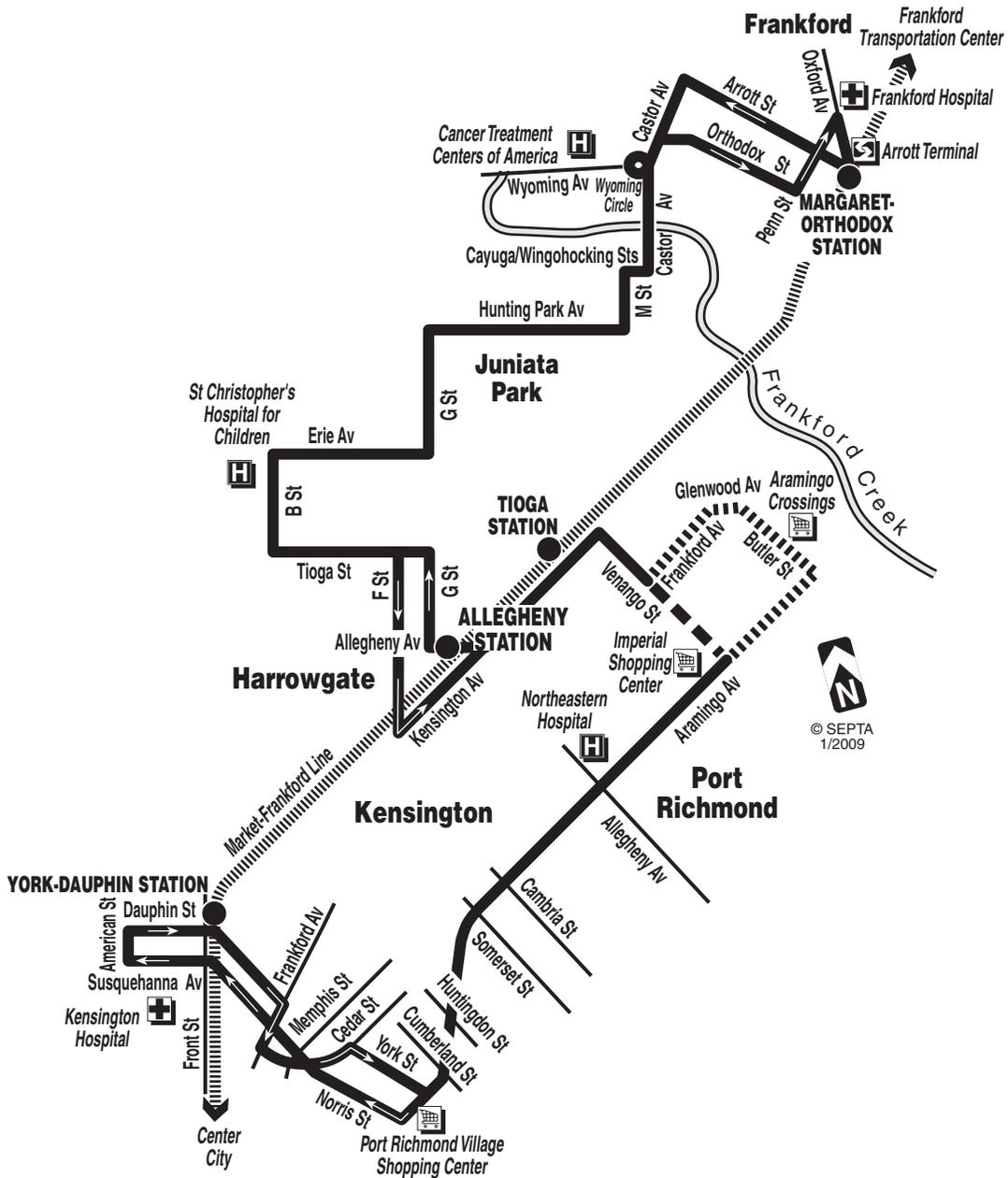
ROUTE 72 FTC - CEDARBROOK PLAZA Proposed



Connections at
Frankford Transportation Center:
Market-Frankford Line,
3, 5, 8, 14, 19, 20, 24, 25,
26, 58, 66, 67, 73, 84, 88, R

ROUTE 89

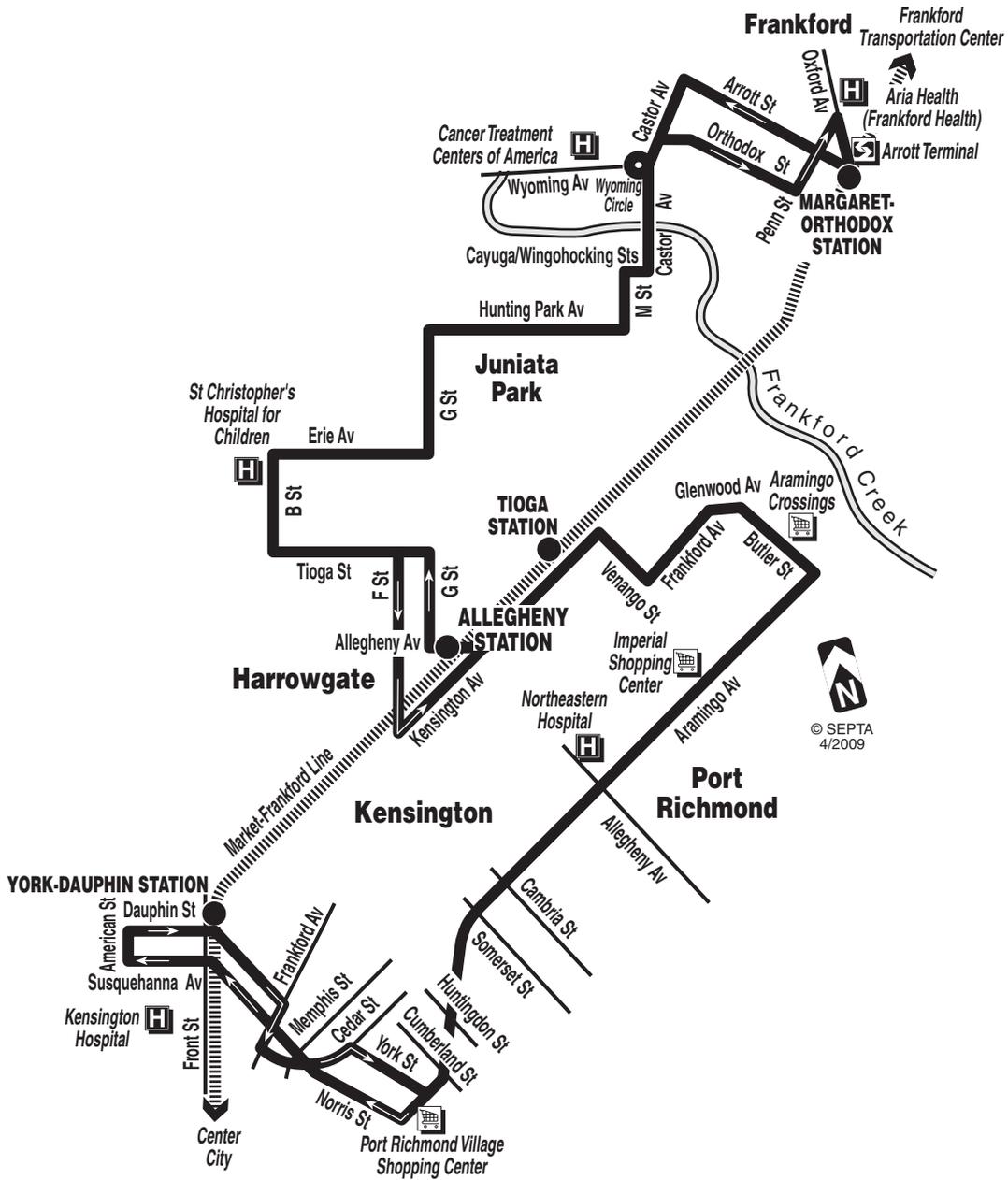
Proposed



© SEPTA
1/2009

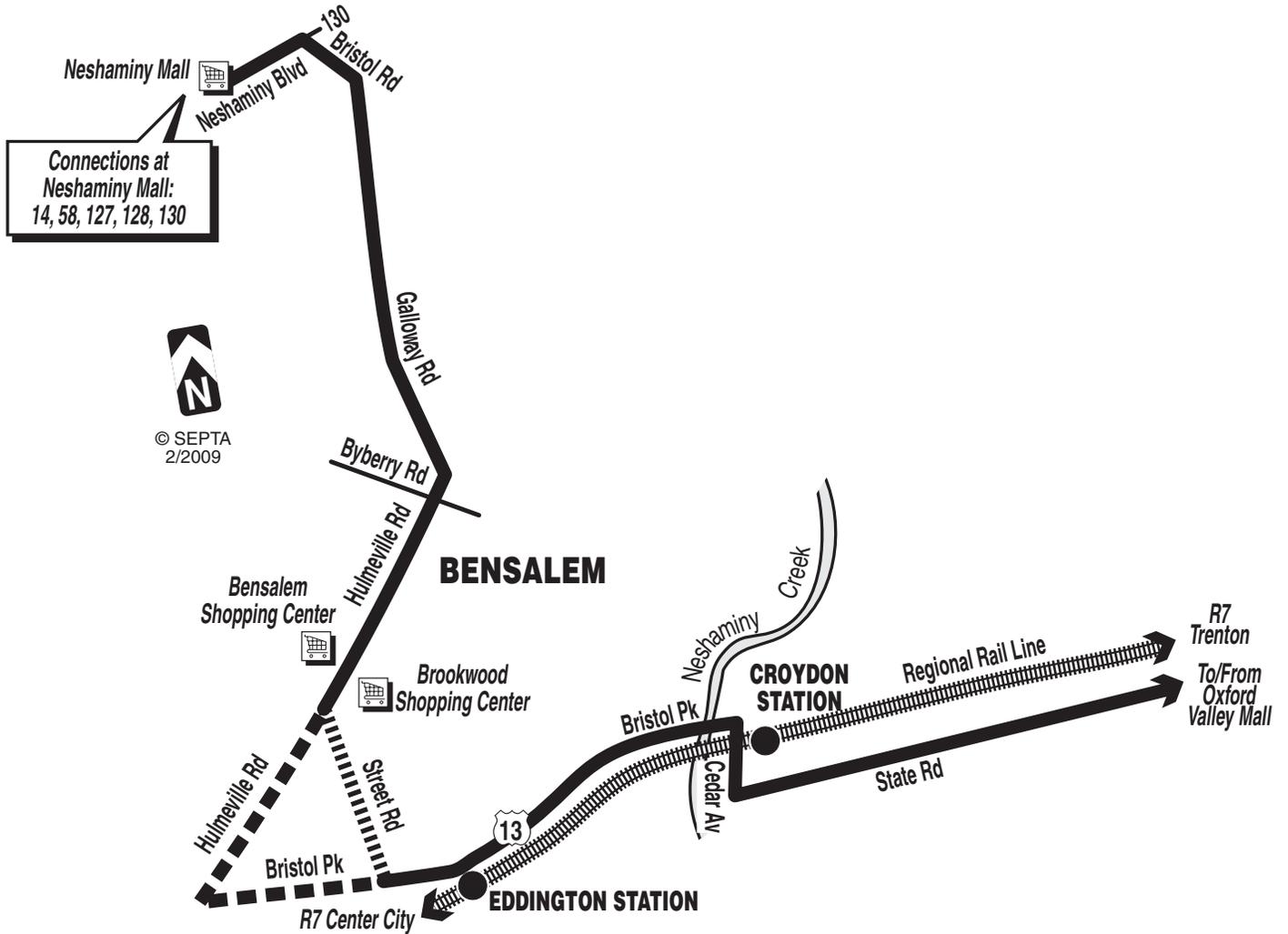
LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED

ROUTE 89 As Proposed



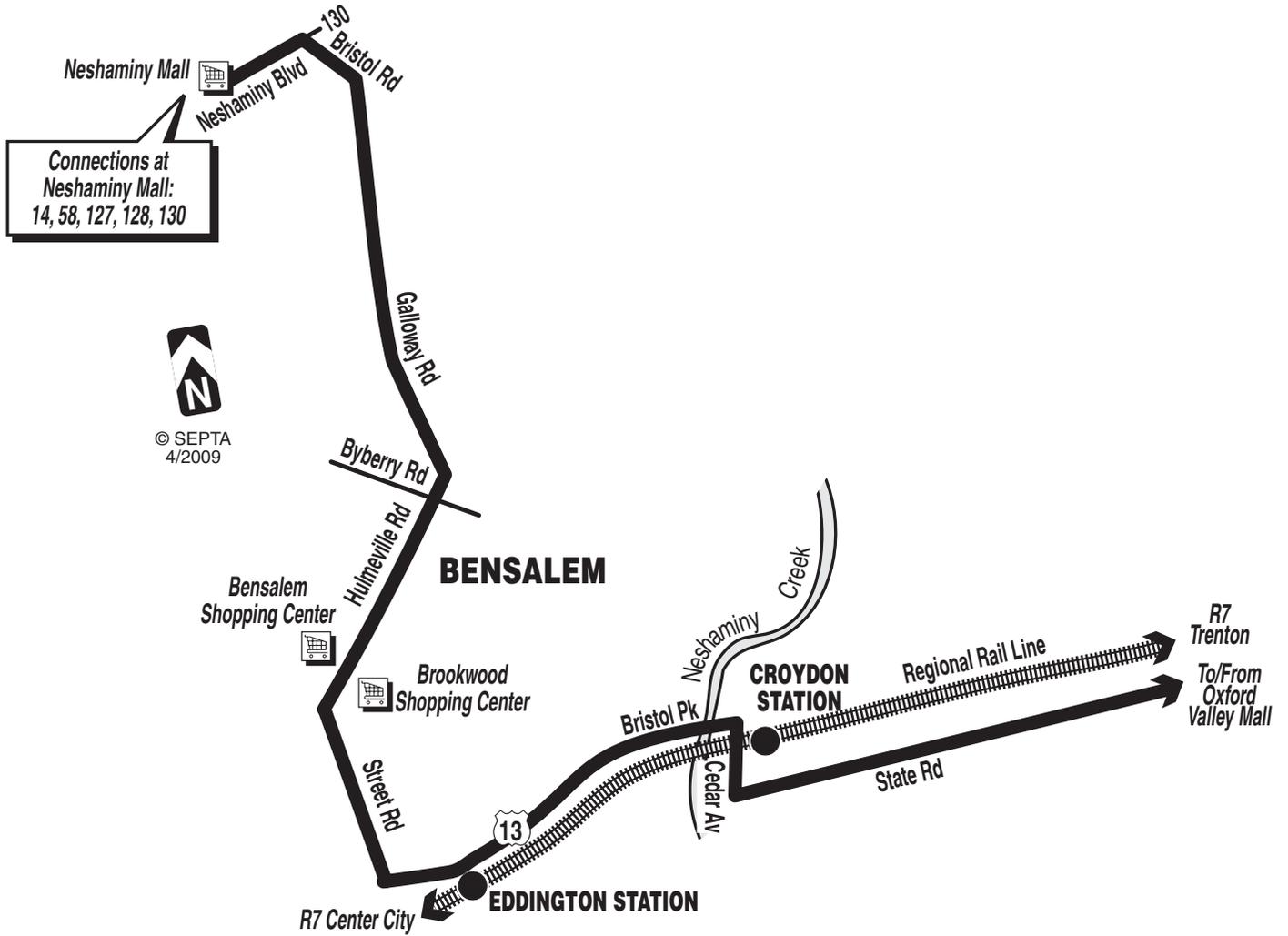
ROUTE 128

Proposed

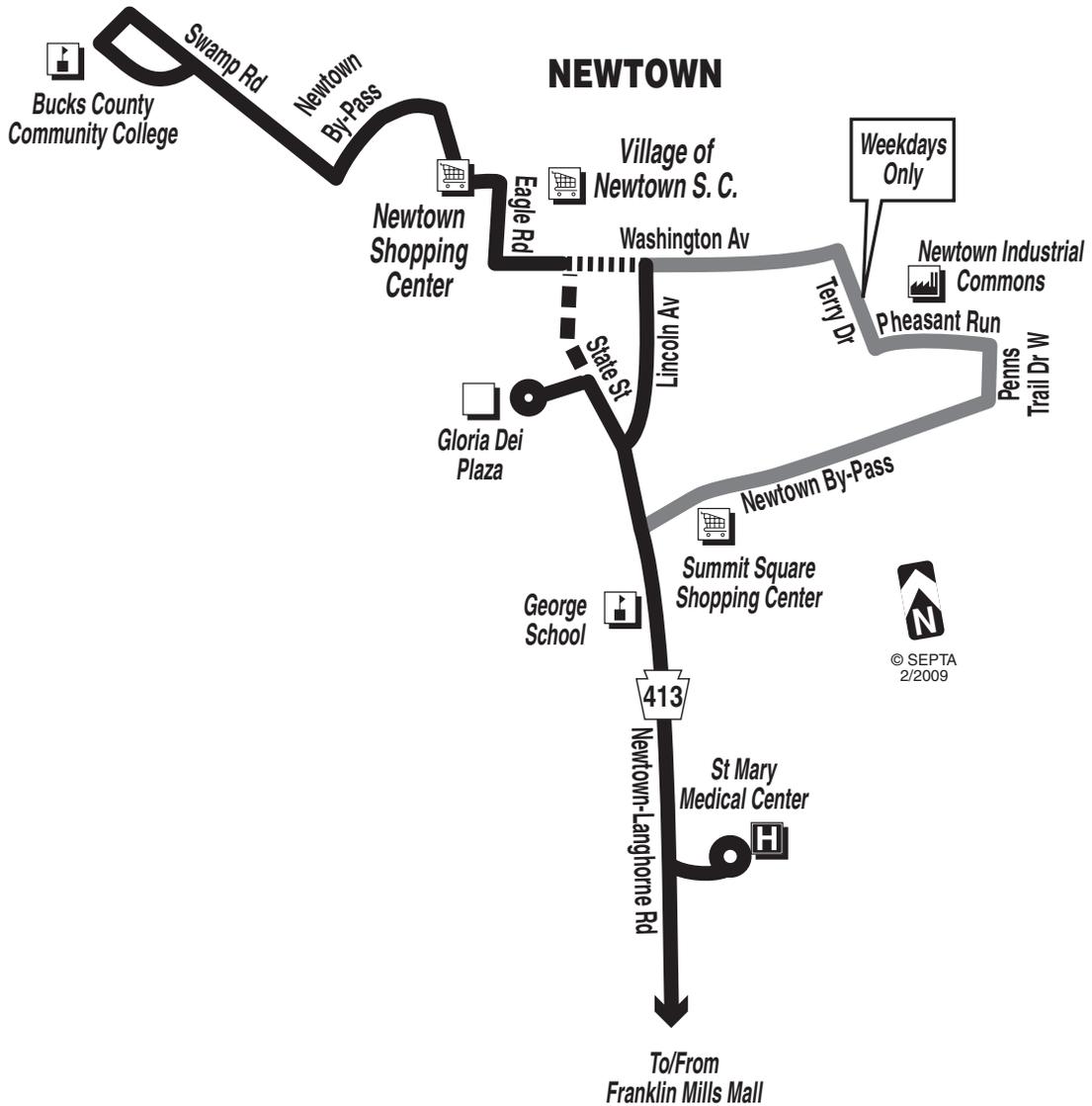


ROUTE 128

As Proposed



ROUTE 130 Proposed

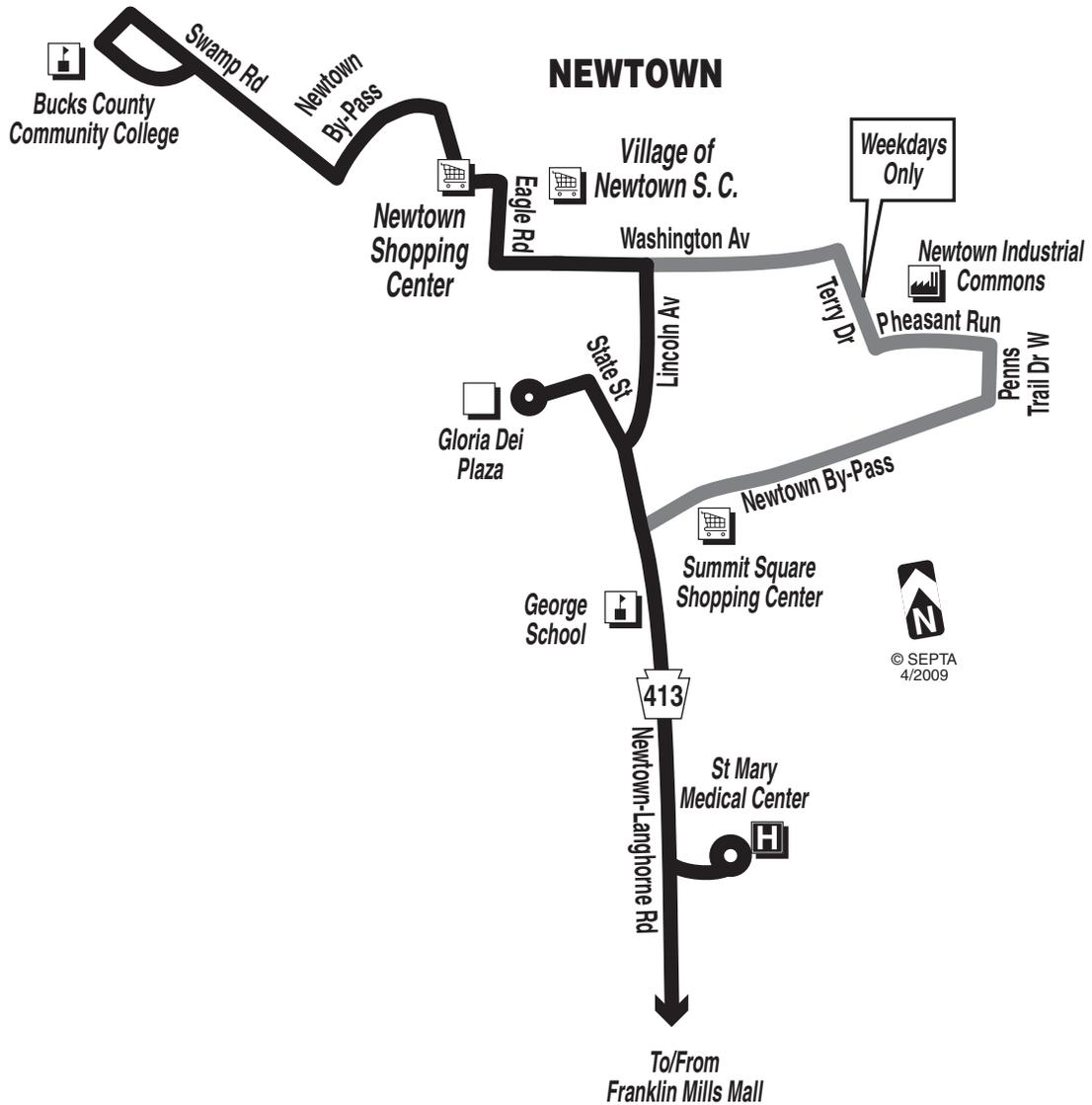


© SEPTA
2/2009

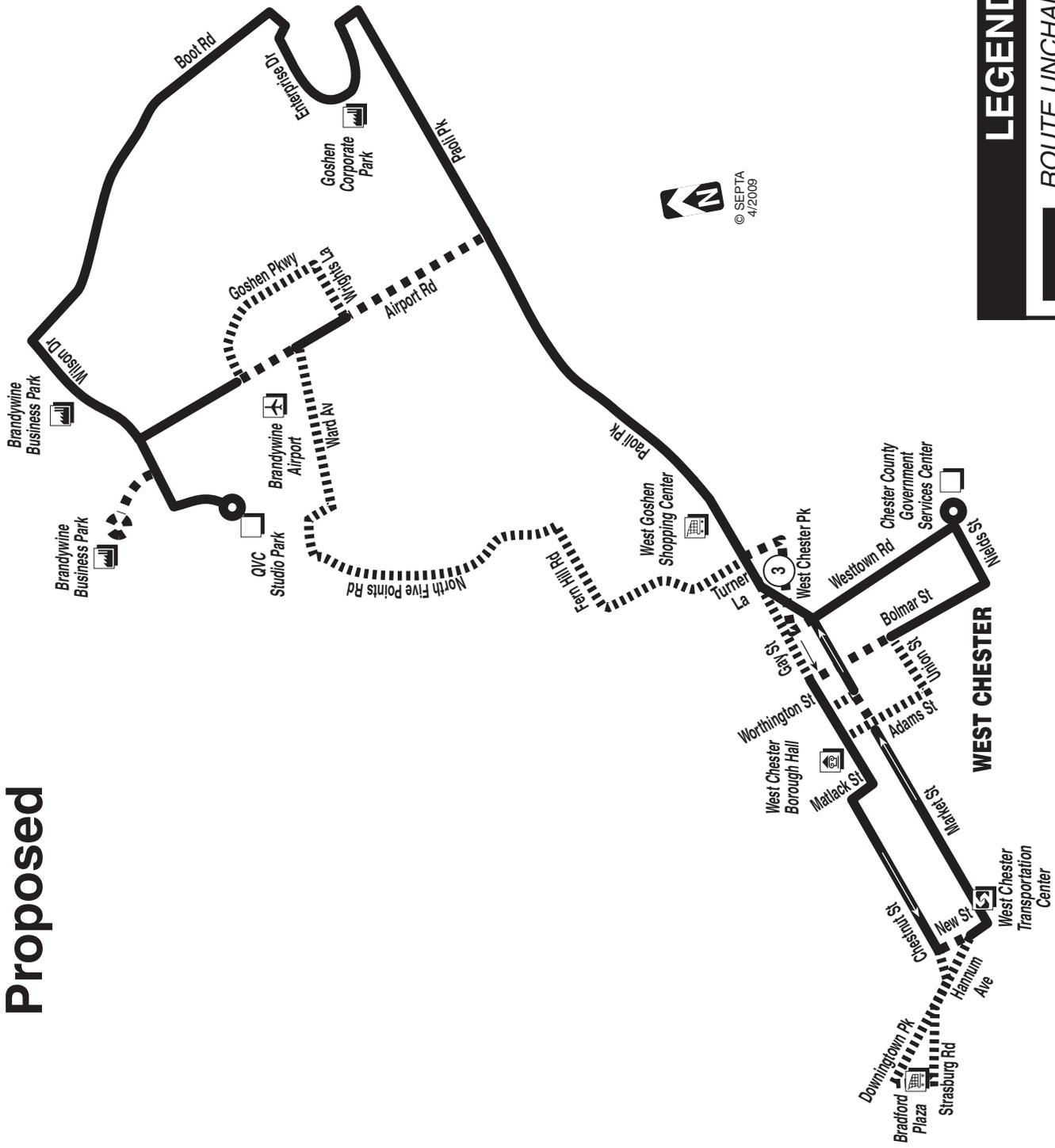
LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED

ROUTE 130

As Proposed



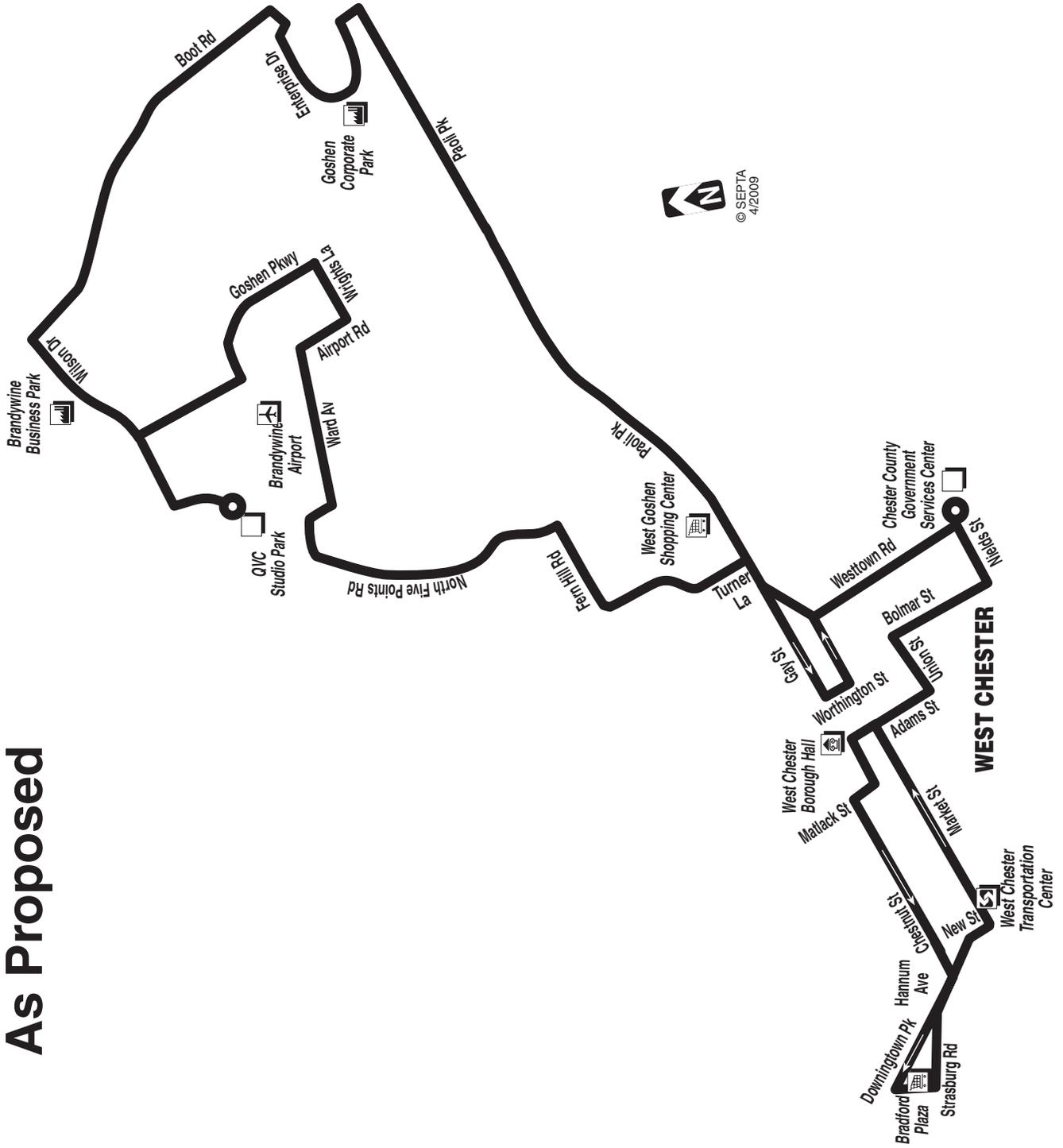
ROUTE 314 Proposed



LEGEND

-  ROUTE UNCHANGED
-  ROUTE DISCONTINUED
-  ROUTE ADDED

ROUTE 314 As Proposed



PROJECT COST/REVENUE SUMMARY CHARTS

COST METHODOLOGY EXPLANATION

City and Suburban Transit Divisions

The costing of Annual Service Plan items for City and Suburban Transit Divisions utilize the cost factors listed in the Annual Route Performance Review section. Project costs are based on a 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, these peak vehicle overhead expenses for CTD (\$34,900) represent 20% of the CTD fully allocated bus peak vehicle rate of \$155,700.

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; examples are: storerooms, facility maintenance, finance and police.

Regional Rail Division

The costing of Annual Service Plan items for Regional Rail Division utilizes the cost factors listed in the Annual Route and Station Performance Review Section.

Proposed New Route 72

Annual	Existing	Proposed	Change
Miles	0	63,116	63,116
Hours	0	4,404	4,404
Peak Vehicles	0	0	0
Passengers	0	141,800	141,800
Revenue	\$0	\$129,038	\$129,038
Expenses - Incremental Peak Vehicle Rate	\$0	\$440,121	\$440,121
- Fully Allocated Peak Vehicle Rate	\$0	\$440,121	\$440,121
Net Cost - Incremental	\$0	\$311,083	\$311,083
- Fully Allocated	\$0	\$311,083	\$311,083
Operating Ratio - Fully Allocated	0%	29%	29%

Proposed Changes to Route 89

Annual	Existing	Proposed	Change
Miles	262,620	274,163	11,543
Hours	25,025	25,025	0
Peak Vehicles	6	6	0
Passengers	547,834	586,934	39,100
Revenue	\$496,995	\$532,576	\$35,581
Expenses - Incremental Peak Vehicle Rate	\$2,355,827	\$2,398,421	\$42,594
- Fully Allocated Peak Vehicle Rate	\$3,080,627	\$3,123,221	\$42,594
Net Cost – Incremental	\$1,858,832	\$1,865,845	\$7,013
- Fully Allocated	\$2,583,632	\$2,590,645	\$7,013
Operating Ratio - Fully Allocated	16%	17%	1%

Proposed Route 128

Annual	Existing	Proposed	Change
Miles	228,943	216,059	-12,884
Hours	11,018	11,018	0
Peak Vehicles	3	3	0
Passengers	86,370	88,108	1,738
Revenue	\$108,308	\$111,016	\$2,708
Expenses - Incremental Peak Vehicle Rate	\$680,906	\$658,488	-\$22,418
- Fully Allocated Peak Vehicle Rate	\$882,116	\$859,698	-\$22,418
Net Cost - Incremental	\$572,598	\$547,472	-\$25,126
- Fully Allocated	\$773,808	\$748,682	-\$25,126
Operating Ratio - Fully Allocated	12%	13%	1%

Proposed Route 130

Annual	Existing	Proposed	Change
Miles	290,122	294,290	4,168
Hours	16,200	16,200	0
Peak Vehicles	3	3	0
Passengers	162,480	164,114	1634
Revenue	\$203,750	\$205,799	\$2,049
Expenses - Incremental Peak Vehicle Rate	\$951,153	\$958,364	\$7,211
- Fully Allocated Peak Vehicle Rate	\$1,152,363	\$1,159,574	\$7,211
Net Cost - Incremental	\$747,403	\$752,565	\$5,162
- Fully Allocated	\$948,613	\$953,775	\$5,162
Operating Ratio - Fully Allocated	18%	18%	0%

Proposed Route 314

Annual	Existing	Proposed	Change
Miles	110,415	107,929	-2,486
Hours	5,508	5,639	131
Peak Vehicles	2	2	0
Passengers	26,540	31,640	5,100
Revenue	\$33,440	\$39,866	\$6,426
Expenses - Incremental Peak Vehicle Rate	\$260,250	\$269,420	\$9,170
- Fully Allocated Peak Vehicle Rate	\$298,790	\$307,960	\$9,170
Net Cost - Incremental	\$226,810	\$229,554	\$2,744
- Fully Allocated	\$265,350	\$268,094	\$2,744
Operating Ratio - Fully Allocated	11%	13%	2%

COMMUNITY BENEFIT ANALYSIS COMPUTATIONS

Note: All calculations are annualized using 255 weekdays, 52 Saturdays and 58 Sundays, unless otherwise noted.

Proposed New Route 72

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0			400	400
Owl Ridership	1.25			0	0
Eliminated Transfer	0.6			0	0
Additional Transfer	-0.6			0	0
Improved Travel Time	0.4			0	0
Added Travel Time	-0.4			0	0
Decreased Walking Distance	0.4			0	0
Increased Walking Distance	-0.4			0	0
Total					400
<u>Saturday</u>					
Ridership	1.0			375	375
Owl Ridership	1.25			0	0
Eliminated Transfer	0.6			0	0
Additional Transfer	-0.6			0	0
Improved Travel Time	0.4			0	0
Added Travel Time	-0.4			0	0
Decreased Walking Distance	0.4			0	0
Increased Walking Distance	-0.4			0	0
Total					375
<u>Sunday</u>					
Ridership	1.0			350	350
Owl Ridership	1.25			0	0
Eliminated Transfer	0.6			0	0
Additional Transfer	-0.6			0	0
Improved Travel Time	0.4			0	0
Added Travel Time	-0.4			0	0
Decreased Walking Distance	0.4			0	0
Increased Walking Distance	-0.4			0	0
Total					350
<u>Total Annualized Points</u>					141,800
<u>FBS Calculation</u>					
Annual Benefit Points					141,800
Annual Expenses					\$440,121
FBS					0.32

Route 89 Changes

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	1,950	1,950	2,000	2,000
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	32	(13)
Total			1,900		2,000
<u>Saturday</u>					
Ridership	1.0	968	968	1,118	1,118
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	13	(5)
Total			968		1,113
<u>Sunday</u>					
Ridership	1.0	685	685	785	785
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	12	(5)
Total			685		780
<u>Total Annualized Points</u>			496,995		532,576
<u>FBS Calculation</u>					
Annual Benefit Points			496,995		532,576
Annual Expenses			\$3,080,627		\$3,123,221
FBS			0.16		0.17

Route 128 Changes

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	303	303	309	309
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	18	(11)
Improved Travel Time	0.4	0	0	92	37
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	2	(1)
Total			303		334
<u>Saturday</u>					
Ridership	1.0	196	196	200	200
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	7	(4)
Improved Travel Time	0.4	0	0	59	24
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			196		219
<u>Sunday</u>					
Ridership	1.0	0	0	0	0
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			0		0
<u>Total Annualized Points</u>			86,370		96,630
<u>FBS Calculation</u>					
Annual Benefit Points			86,370		96,630
Annual Expenses			\$882,116		\$859,698
FBS			0.10		0.11

Route 130 Changes

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	599	599	605	605
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	70	(28)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	2	(1)
Total			599		576
<u>Saturday</u>					
Ridership	1.0	325	325	327	327
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	29	(12)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			325		315
<u>Sunday</u>					
Ridership	1.0	94	94	94	94
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			94		94
<u>Total Annualized Points</u>			162,480		168,784
<u>FBS Calculation</u>					
Annual Benefit Points			162,480		168,784
Annual Expenses			\$1,152,363		\$1,159,574
FBS			0.15		0.15

Route 314 Changes

SERVICE	BENEFIT POINTS	EXISTING		PROPOSED	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	104	104	124	124
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	10	4
Added Travel Time	-0.4	0	0	10	(4)
Decreased Walking Distance	0.4	0	0	6	2
Increased Walking Distance	-0.4	0	0	10	(4)
Total			104		122
<u>Saturday</u>					
Ridership	1.0	0	0	0	0
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			0		0
<u>Sunday</u>					
Ridership	1.0	0	0	0	0
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			0		0
<u>Total Annualized Points</u>			26,540		31,212
<u>FBS Calculation</u>					
Annual Benefit Points			26,540		31,212
Annual Expenses			\$298,790		\$307,960
FBS			0.09		0.10

ANNUAL ROUTE AND STATION PERFORMANCE REVIEW

DEFINITIONS AND CHARTS

City and Suburban Transit Divisions and Regional Rail Division

Definitions

Fully Allocated Cost = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x fully allocated unit cost)

Incremental Cost = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x incremental unit cost)

Revenue = passenger revenue (senior citizen subsidy is no longer included)

Passengers = number of total boardings, i.e., "unlinked" passengers

FY 2010 Annual Service Plan Operating Costs and Average Fares (Based on FY 2008 Actual Expenses)

DIVISION	UNIT COSTS				
	Hours	Miles	Peak Veh. Incr. Cost	Peak Veh. Full Cost	Average Fare
CITY TRANSIT					
Bus	\$47.05	\$3.69	\$34,900	\$155,700	\$0.91
Subway-Surface	\$47.05	\$4.83	\$50,800	\$274,700	\$0.91
Trackless	N/A	N/A	N/A	N/A	N/A
High Speed	\$18.07	\$2.18	\$77,700	\$483,000	\$0.91
SUBURBAN- VICTORY					
Bus	\$49.33	\$2.03	\$29,400	\$98,800	\$1.14
Media-Sharon Hill	\$49.33	\$4.46	\$42,000	\$256,100	\$1.14
Route 100	\$49.33	\$2.96	\$45,600	\$301,500	\$1.14
SUBURBAN- FRONTIER					
Bus	\$35.12	\$1.73	\$19,300	\$67,100	\$1.26
REGIONAL RAIL*	\$102.90	\$3.15	\$57,200	\$405,900	\$3.44

* AMTRAK Access = \$7.82 per train mile over AMTRAK-owned tracks

Contract Operations

Fiscal Year 2010 Annual Service Plan Operating Costs and Average Fares

Routes operated by SEPTA under the TWU, Trenton-Philadelphia Coach Company contract, net cost an average of \$70.31 per revenue hour to operate (310 and LUCY). The other routes under contract cost an average of \$58.53 per revenue hour (204, 205, 306 and 314) plus the expense of monitoring the contract operator.

CITY TRANSIT DIVISION
Annual Route Performance Review
SEPTA FY 2010 Annual Service Plan

Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Alloc. Expenses	Operating Ratio
60	50,685	384,830	13	12,497	3,814,084	\$3,460,137	\$5,828,646	59%
54	39,927	295,490	9	8,852	2,701,630	\$2,450,919	\$4,370,089	56%
33	73,219	547,150	17	15,760	4,809,952	\$4,363,588	\$8,110,604	54%
11	58,114	533,195	17	18,462	5,510,907	\$4,999,495	\$9,978,827	50%
10	50,534	510,700	16	16,995	5,073,008	\$4,602,233	\$9,238,853	50%
47M	10,720	71,360	4	2,476	755,675	\$685,548	\$1,390,448	49%
6	37,434	280,010	9	7,465	2,278,318	\$2,066,890	\$4,195,679	49%
79	30,899	198,850	7	5,779	1,763,751	\$1,600,075	\$3,277,327	49%
BSL	371,711	6,876,661	105	134,349	38,387,814	\$34,825,425	\$72,421,889	48%
34	42,857	483,969	17	15,903	4,747,046	\$4,306,520	\$9,023,226	48%
MFL	429,225	8,670,339	138	171,813	49,098,518	\$44,531,076	\$93,310,055	48%
26	55,530	457,480	16	11,656	3,557,411	\$3,227,283	\$6,791,763	48%
56 ³	54,053	452,390	14	10,297	3,142,644	\$2,851,007	\$6,251,302	46%
3	57,063	451,010	12	10,184	3,108,157	\$2,819,720	\$6,217,249	45%
17	74,523	647,840	17	13,958	4,259,982	\$3,864,656	\$8,543,486	45%
46	31,152	205,040	7	5,398	1,647,470	\$1,494,585	\$3,312,095	45%
29	31,422	222,580	6	5,113	1,560,488	\$1,415,675	\$3,233,836	44%
52	93,087	740,360	22	16,620	5,072,424	\$4,601,703	\$10,536,747	44%
47	106,449	824,450	24	18,156	5,541,211	\$5,026,987	\$11,787,104	43%
13	60,360	602,579	19	16,347	4,879,580	\$4,426,755	\$10,968,947	40%
75 ²	24,784	192,100	6	4,051	1,236,365	\$1,121,630	\$2,809,063	40%
59 ²	27,737	212,210	6	4,326	1,320,295	\$1,197,772	\$3,022,183	40%
36	67,546	687,657	25	19,182	5,725,827	\$5,194,470	\$13,365,901	39%
23	131,000	1,027,710	30	20,165	6,154,358	\$5,583,234	\$14,626,372	38%
18 ³	107,650	1,075,650	27	17,944	5,476,509	\$4,968,289	\$13,104,794	38%
65 ³	56,998	624,400	13	9,220	2,813,944	\$2,552,810	\$6,743,201	38%
42	81,434	616,958	18	12,051	3,677,965	\$3,336,650	\$8,910,375	37%
R	54,995	535,200	11	8,347	2,547,504	\$2,311,096	\$6,274,961	37%
66 ²	68,280	554,300	16	10,223	3,120,060	\$2,830,518	\$7,748,906	37%
48	60,446	432,860	15	8,914	2,720,553	\$2,468,086	\$6,776,511	36%
21	63,984	484,752	14	9,091	2,774,573	\$2,517,093	\$6,978,772	36%
K	56,431	529,720	15	8,591	2,621,973	\$2,378,654	\$6,945,022	34%
G	91,453	975,056	24	14,297	4,363,444	\$3,958,516	\$11,637,246	34%
C	105,339	981,040	27	15,479	4,724,191	\$4,285,786	\$12,779,712	34%
71 ³	3,403	34,550	1	349	88,646	\$80,420	\$251,206	32%
58 ¹	70,965	776,580	16	9,703	2,961,356	\$2,686,542	\$8,695,426	31%
31	33,766	285,160	7	4,128	1,259,866	\$1,142,950	\$3,730,748	31%
2	48,883	381,930	12	6,121	1,868,129	\$1,694,767	\$5,577,505	30%
70	60,920	632,040	20	9,071	2,768,469	\$2,511,555	\$8,312,215	30%
8	9,017	81,770	6	2,158	548,132	\$497,265	\$1,660,099	30%
9 ¹	43,571	489,170	10	5,836	1,781,147	\$1,615,857	\$5,411,902	30%
XH	37,710	366,621	11	5,190	1,583,988	\$1,436,994	\$4,839,622	30%
64	41,468	380,770	9	5,038	1,537,598	\$1,394,909	\$4,757,260	29%
H	47,995	466,609	13	6,343	1,935,884	\$1,756,234	\$6,003,857	29%
57	84,237	811,800	19	10,456	3,191,171	\$2,895,030	\$9,916,903	29%
39	25,401	198,900	5	2,842	867,378	\$786,885	\$2,707,465	29%
5	34,871	315,880	10	4,574	1,395,985	\$1,266,438	\$4,363,138	29%
J	30,277	270,350	8	3,776	1,152,435	\$1,045,489	\$3,667,609	29%

continued on next page

CITY TRANSIT DIVISION
Annual Route Performance Review
SEPTA FY 2010 Annual Service Plan

Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Alloc. Expenses	Operating Ratio
57	84,237	811,800	19	10,456	3,191,171	\$2,895,030	\$9,916,903	29%
39	25,401	198,900	5	2,842	867,378	\$786,885	\$2,707,465	29%
5	34,871	315,880	10	4,574	1,395,985	\$1,266,438	\$4,363,138	29%
J	30,277	270,350	8	3,776	1,152,435	\$1,045,489	\$3,667,609	29%
80 ¹	4,096	47,970	1	648	164,592	\$149,318	\$525,428	28%
15	82,167	544,580	14	10,742	3,206,487	\$2,908,925	\$10,341,515	28%
40	46,886	453,100	10	5,377	1,641,060	\$1,488,770	\$5,434,785	27%
43	31,440	260,560	9	3,743	1,142,364	\$1,036,353	\$3,841,861	27%
12	28,197	205,900	6	2,896	883,859	\$801,837	\$3,020,572	27%
53	24,414	189,780	5	2,487	759,032	\$688,594	\$2,627,410	26%
7	44,160	404,790	12	5,021	1,532,409	\$1,390,201	\$5,439,644	26%
22 ¹	44,706	547,640	9	5,077	1,549,500	\$1,405,706	\$5,525,356	25%
30	16,085	140,040	4	1,674	510,905	\$463,493	\$1,896,267	24%
84 ¹	33,045	460,430	8	3,961	1,208,897	\$1,096,711	\$4,499,239	24%
L ³	70,293	686,820	13	6,678	2,038,126	\$1,848,988	\$7,618,098	24%
24 ¹	27,080	276,980	8	3,082	940,626	\$853,336	\$3,541,668	24%
19 ¹	14,684	178,158	5	1,842	562,178	\$510,008	\$2,126,710	24%
14 ^{1,3}	109,963	1,443,763	23	11,399	3,478,975	\$3,156,126	\$13,223,560	24%
20 ^{1,3}	56,647	743,757	20	6,986	2,132,127	\$1,934,266	\$8,341,655	23%
67 ^{1,3}	44,051	534,473	11	4,736	1,445,427	\$1,311,291	\$5,757,340	23%
50	24,128	306,560	4	2,205	721,476	\$654,523	\$2,889,168	23%
1 ³	33,660	428,270	10	3,270	931,950	\$845,465	\$3,800,443	22%
73	23,227	195,040	7	2,292	699,518	\$634,603	\$2,902,333	22%
61	46,608	426,015	12	4,410	1,345,932	\$1,221,030	\$5,633,121	22%
Minimum Acceptable Operating Ratio 22% (60% of CTD average of 37%)								
25	38,742	398,270	11	3,828	1,168,306	\$1,059,887	\$5,004,957	21%
37 ^{1,3}	39,079	582,740	9	3,909	1,193,027	\$1,082,314	\$5,193,486	21%
32	48,059	502,270	13	4,507	1,375,536	\$1,247,886	\$6,138,455	20%
38	35,042	357,890	8	3,072	937,574	\$850,567	\$4,214,833	20%
62	2,455	37,305	2	483	123,165	\$111,735	\$564,533	20%
55 ^{1,3}	60,551	715,490	14	5,410	1,651,132	\$1,497,907	\$7,668,677	20%
Minimum Acceptable Operating Ratio 19% for routes with suburban characteristics (60% of combined CTD and STD average of 37%)								
44 ¹	42,073	466,834	12	3,721	1,135,649	\$1,030,261	\$5,570,372	18%
88 ¹	29,928	302,270	11	2,700	824,040	\$747,569	\$4,236,011	18%
68 ¹	17,465	271,870	3	1,351	412,325	\$374,061	\$2,292,006	16%
27 ¹	54,390	749,630	15	4,489	1,370,043	\$1,242,903	\$7,660,437	16%
89	25,025	262,620	6	1,795	547,834	\$496,995	\$3,080,627	16%
28 ¹	21,808	283,330	7	1,817	554,548	\$503,086	\$3,161,357	16%
35 ¹	5,600	31,800	1	292	89,118	\$80,848	\$536,503	15%
77 ¹	11,917	143,130	2	691	210,893	\$191,322	\$1,400,219	14%
121 ¹	6,287	75,996	3	407	124,216	\$112,689	\$1,043,283	11%

Source: FY 2008 Route Operating Ratio Report

1 - Routes with suburban characteristics

2 - Trackless routes operated primarily as bus during Fiscal Year 2008

3 - Route has some outside subsidy or Job Access/Reverse Commute Grant reimbursement

SUBURBAN TRANSIT DIVISION
Annual Route Performance Review
SEPTA FY 2010 Annual Service Plan

Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Alloc. Expenses	Operating Ratio
305 ¹	8,006	117,364	1	487	144,830	\$165,613	\$288,462	57%
91	272	2,877	0	-	4,940	\$6,195	\$14,525	43%
113 ¹	47,123	523,867	10	5,446	1,619,640	\$1,852,058	\$4,369,728	42%
109 ¹	42,311	474,239	7	4,301	1,279,120	\$1,462,674	\$3,627,759	40%
108 ¹	50,167	544,194	10	4,815	1,431,980	\$1,637,469	\$4,418,146	37%
105 ¹	23,614	268,024	6	2,185	649,820	\$743,069	\$2,246,107	33%
100	42,945	858,894	17	9,442	2,771,230	\$3,168,902	\$9,784,585	32%
201	3,901	47,006	1	284	72,420	\$90,815	\$285,394	32%
96 ¹	22,180	309,452	6	1,171	353,640	\$443,465	\$1,421,989	31%
102	19,715	196,460	8	3,579	1,050,440	\$1,201,178	\$3,897,200	31%
106	5,891	50,973	2	545	154,780	\$176,991	\$591,429	30%
131	8,184	88,643	3	526	149,120	\$186,996	\$641,978	29%
112	15,463	201,815	5	1,490	423,160	\$483,883	\$1,665,629	29%
98	20,124	287,410	5	1,077	325,250	\$407,864	\$1,539,323	26%
93 ¹	20,362	340,584	3	1,010	305,020	\$382,495	\$1,492,527	26%
150	2,271	71,008	1	80	22,880	\$68,640	\$269,671	25%
101	29,572	316,122	11	4,280	1,256,180	\$1,436,442	\$5,685,214	25%
99	30,968	446,831	7	1,476	459,040	\$575,636	\$2,330,106	25%
97	11,667	162,478	2	536	161,870	\$202,985	\$824,975	25%
104	43,552	672,280	11	3,240	963,580	\$1,101,854	\$4,597,452	24%
114	29,680	376,249	6	1,974	587,070	\$671,315	\$2,819,319	24%
110 ¹	23,925	308,951	5	1,548	460,380	\$526,445	\$2,274,870	23%
129 ¹	15,941	404,431	5	807	230,800	\$289,423	\$1,265,588	23%
123	19,169	363,537	4	1,286	404,570	\$462,626	\$2,077,516	22%
94 ¹	14,392	226,201	4	577	174,250	\$218,510	\$989,477	22%
117	36,068	495,560	8	2,314	688,180	\$786,934	\$3,573,756	22%
304 ¹	9,013	103,084	1	185	51,060	\$64,029	\$291,571	22%
124 ¹	34,349	683,320	7	1,580	497,700	\$624,116	\$2,843,416	22%
118	9,778	130,783	2	590	175,470	\$200,650	\$944,950	21%
106	5,817	50,219	3	508	144,270	\$175,432	\$678,712	26%
120	7,527	120,792	2	500	148,700	\$170,038	\$813,656	21%
90	11,592	129,001	3	475	135,850	\$170,356	\$831,487	20%
115	12,190	126,943	4	783	222,370	\$254,280	\$1,253,651	20%
206 ¹	4,672	75,519	2	244	62,220	\$78,024	\$387,725	20%
134 ¹	6,528	73,567	2	188	56,780	\$71,202	\$364,121	20%
111 ¹	21,100	320,159	6	1,358	385,670	\$441,014	\$2,276,113	19%
116	3,574	33,723	1	220	56,100	\$64,150	\$343,392	19%
103	10,799	116,257	3	580	164,720	\$188,357	\$1,064,628	18%
130 ¹	16,200	290,122	3	538	162,480	\$203,750	\$1,152,363	18%
125 ¹	36,351	676,838	8	1,918	570,410	\$652,264	\$3,947,185	17%
119	13,272	219,120	3	656	195,090	\$223,085	\$1,395,128	16%
Minimum Acceptable Operating Ratio 16% (60% of Division average of 31%)								
107	18,064	209,390	5	850	241,400	\$276,041	\$1,809,329	15%
95 ¹	15,705	199,851	6	456	130,420	\$163,547	\$1,131,662	14%
132 ¹	14,926	225,999	2	330	99,660	\$124,974	\$891,059	14%
127 ¹	16,085	303,376	3	437	128,480	\$161,114	\$1,156,666	14%
92	16,049	293,630	3	435	127,890	\$160,374	\$1,272,821	13%
128 ¹	11,018	228,943	3	302	86,370	\$108,308	\$882,116	12%

Source: FY 2008 Route Operating Ratio Report

1 - Route has some outside subsidy or Job Access/Reverse Commute Grant reimbursement

REGIONAL RAIL DIVISION
Annual Route Performance Review
SEPTA FY 2010 Annual Service Plan

Branch	Vehicle Hours	Vehicle Miles	Peak Cars	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Alloc. Expenses	Operating Ratio
R-3 Elwyn	42,403	923,427	25	10,555	2,922,700	\$10,381,430	\$15,431,690	67%
R-6 Norristown	40,521	1,119,290	19	10,370	2,944,000	\$9,205,888	\$16,114,195	57%
R-5 Paoli	98,942	2,685,833	59	22,270	6,375,900	\$24,273,051	\$43,163,225	56%
R-2 Warminster	44,642	1,130,660	19	8,139	2,418,100	\$8,867,173	\$16,382,226	54%
R-5 Doylestown	95,616	2,564,674	35	16,285	4,611,900	\$17,326,908	\$32,782,493	53%
R-2 Wilmington	51,026	1,607,137	27	9,856	2,700,500	\$9,875,729	\$20,445,738	48%
R-3 West Trenton	70,542	2,084,259	39	11,851	3,308,800	\$12,728,954	\$28,498,502	45%
R-8 Fox Chase	26,027	554,026	13	5,435	1,459,300	\$4,067,069	\$9,229,171	44%
R-7 C H East	35,688	773,660	12	5,770	1,658,300	\$4,522,184	\$11,326,811	40%
R-8 C H West	29,967	640,493	12	5,596	1,588,700	\$4,221,176	\$10,724,199	39%
R-7 Trenton	71,517	2,488,213	32	11,048	3,303,400	\$12,543,010	\$32,983,069	38%
R-1 Airport	33,644	729,979	9	6,073	2,003,900	\$3,419,655	\$9,255,253	37%
R-6 Cynwyd	1,614	36,383	2	606	154,500	\$416,687	\$1,195,770	35%

Minimum Acceptable Subsidy 29% (60% of Division operating ratio of 49%)

Source: FY 2008 Route Operating Ratio Report

REGIONAL RAIL DIVISION
Annual Station Performance Review
SEPTA FY 2010 Annual Service Plan

Station	Weekday			Station	Weekday		
	Boardings	Alightings	Route(s)		Boardings	Alightings	Route(s)
Suburban Station	23,342	--	R1,2,3,5,6,7,8	Woodbourne	514	593	R3
Market East Station	12,675	--	R1,2,3,5,6,7,8	Secane	514	490	R3
30th Street Station	9,329	--	R1,2,3,5,6,7,8	Marcus Hook	496	533	R2
Temple University	2,789	3,097	R1,2,3,5,6,7,8	Thorndale	495	445	R5
University City	1,945	2,056	R1,2,3	Radnor	493	513	R5
Jenkintown-Wyncote	1,533	1,593	R1,2,3,5	Wissahickon T.C.	485	442	R6
Trenton	1,484	1,643	R7	Chestnut Hill West	481	432	R8
Cornwells Heights	1,387	1,411	R7	Devon	480	456	R5
Fox Chase	1,318	1,294	R8	Elkins Park	475	569	R1,2,3,5
Paoli	1,282	1,414	R5	Ivy Ridge	473	489	R6
Lansdale	1,163	1,297	R5	Manayunk	469	492	R6
Bryn Mawr	1,101	914	R5	Willow Grove	469	394	R2
Glenside	996	1,016	R1,2,5	Airport Terminals C & D	454	417	R1
Overbrook	972	798	R5	Queen Lane	446	423	R8
Torresdale	951	923	R7	Elwyn	445	437	R3
Fern Rock Trans. Ctr.	950	942	R1,2,3,5	Hatboro	435	422	R2
Warminster	943	1,113	R2	Stenton	433	528	R7
Ambler	939	893	R5	Lansdowne	427	449	R3
Wayne Junction	938	684	R1,2,3,5,7,8	Haverford	424	390	R5
Fort Washington	887	968	R5	Airport Terminal B	418	598	R1
Ardmore	868	1,036	R5	Forest Hills	414	412	R3
Wilmington	847	818	R2	Upsal	402	359	R8
Norristown T.C.	831	844	R6	Cheltenham Avenue	392	431	R8
Strafford	808	885	R5	Elm. St., Norristown	392	401	R6
Wynnewood	775	911	R5	Melrose Park	392	325	R1,2,5
North Wales	762	697	R5	Doylestown	380	358	R5
Swarthmore	742	676	R3	Airport Terminal E & F	378	375	R1
Wayne	728	652	R5	Rosemont	377	377	R5
Somerton	725	935	R3	Merion	367	309	R5
Claymont	678	641	R2	Primos	366	319	R3
Philmont	673	669	R3	Ryers	364	377	R8
Narbeth	672	690	R5	Miquon	363	388	R6
East Falls	665	672	R6	Chester Trans. Center	345	458	R2
Malvern	631	605	R5	Airport Terminal A	344	414	R1
Bethayres	622	660	R3	Bristol	344	368	R7
Morton-Rutledge	616	596	R3	Newark	342	357	R2
Exton	610	630	R5	Allen Lane	340	322	R8
Villanova	564	571	R5	Yardley	337	344	R3
Levittown	560	585	R7	Clifton-Aldan	334	322	R3
Wyndmoor	554	613	R7	Whitford	330	300	R5
Pennbrook	551	531	R5	Carpenter	327	349	R8
Langhorne	529	538	R3	West Trenton	318	291	R3
Media	522	527	R3	Croydon	317	336	R7
Holmesburg Jct.	518	515	R7	Spring Mill	317	312	R6
Conshohocken	517	569	R6	Downingtown	316	304	R5

continued on next page

CONTRACT OPERATIONS
Annual Route Performance Review
SEPTA FY 2010 Annual Service Plan

Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Alloc. Expenses	Operating Ratio
310	7,865	138,722	3	561	157,182	\$172,900	\$454,920	38%
316 (Lucy)	15,104	147,990	6	1,825	465,326	\$116,332	\$819,380	14%
205	2,290	37,785	2	49	12,480	\$15,725	\$112,590	14%
204	10,720	155,400	3	198	57,450	\$72,387	\$547,600	13%
314	5,508	110,415	2	104	26,540	\$33,440	\$260,240	13%
306	4,400	74,800	2	32	8,160	\$10,282	\$216,330	5%

Source: FY 2008 Route Operating Ratio Report.