SUSQUEHANNA REGIONAL TRANSPORTATION AUTHORITY

Financial Statement & Statistical Notes for October 2022

- The financial statements enclosed with these notes, are as of October 31, 2022. This is the fourth month of fiscal year 2023.
- The presented financial statements reflect the adopted fiscal year 2023 budget.
- The income statement includes the comparative previous fiscal year to date information.

Ridership

- Year to date comparisons to the prior year and to pre-covid levels are as follows:
  - Fixed Route ran 13% above last year and 59% of pre-covid ridership
  - Paratransit was 13% above the previous year and 77% of pre-covid ridership levels.
  - Commuter Express was 50% above last year (YTD) but only 36% of pre-covid levels
  - During July through October, Microtransit’s, ridership was 176% above same time last year.

Revenue

- Year to Date Operating Revenue is 18% or $1.3 million higher than budget and $1.8 million higher than same time last year.

Expenses

- Year to Date Total Expenses are $2.6 million or 12% lower than budget.
- This favorable budget variance continues to be primarily the result of wage and associated benefit expenses being less than budgeted levels. Unfilled positions are responsible for the lower than budgeted wages and benefits. Please see the Graph of Open Positions by Division below.

Reserves

- SRTA currently has 185 days of cash on hand.
- We have reached the Authority’s target of 180 days cash on hand.

Line of Credit

- There are no draws on the organization’s lines of credit.

Capital Expenditures

There were no Capital expenditures over $50,000 for the month.

Featured Information

As you see on the following page, open positions increased from October to November by five (5) and from nine percent (9%) to eleven (11%) of all approved positions.
### Summary of Open Positions

<table>
<thead>
<tr>
<th></th>
<th>Approved Positions</th>
<th>Currently Filled Positions</th>
<th>Unfilled Positions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total September</td>
<td>628</td>
<td>572</td>
<td>56</td>
</tr>
<tr>
<td>Total October</td>
<td>627</td>
<td>570</td>
<td>57</td>
</tr>
<tr>
<td>Total November</td>
<td>621</td>
<td>559</td>
<td>62</td>
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</table>

### Top 6 Divisions

<table>
<thead>
<tr>
<th>Unfilled Positions</th>
<th>September</th>
<th>October</th>
<th>November</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admin/Ops/CS</td>
<td>11</td>
<td>12</td>
<td>10</td>
</tr>
<tr>
<td>York Paratransit</td>
<td>8</td>
<td>10</td>
<td>13</td>
</tr>
<tr>
<td>Dauphin Paratransit</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>York Fixed Route</td>
<td>5</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Cumberland Operators</td>
<td>7</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Dauphin Fixed Route</td>
<td>7</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>56</td>
<td>57</td>
<td>62</td>
</tr>
</tbody>
</table>
## Susquehanna Regional Transportation Authority

### Income Statement

**For The Period Ended October 31, 2022**

<table>
<thead>
<tr>
<th></th>
<th>Period To Date</th>
<th>Year To Date</th>
<th>Budget Variance</th>
<th>Year To Date</th>
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<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Current Budget</td>
<td>Actual</td>
<td>Current Budget</td>
</tr>
<tr>
<td></td>
<td>October 31, 2022</td>
<td>October 31, 2021</td>
<td>October 31, 2022</td>
<td>October 31, 2021</td>
</tr>
<tr>
<td><strong>REVENUE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Revenue</td>
<td>$2,913,977</td>
<td>$1,867,942</td>
<td>$8,828,867</td>
<td>$7,471,768</td>
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<tr>
<td>Grant/Contract Income</td>
<td>$2,191,260</td>
<td>$3,433,878</td>
<td>$9,710,233</td>
<td>$13,785,512</td>
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<tr>
<td><strong>TOTAL REVENUE</strong></td>
<td>$4,505,237</td>
<td>$5,301,820</td>
<td>$18,539,099</td>
<td>$21,207,280</td>
</tr>
<tr>
<td>Wages</td>
<td>$1,851,817</td>
<td>$2,295,704</td>
<td>$7,720,287</td>
<td>$9,182,816</td>
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<tr>
<td>Benefits</td>
<td>$1,112,422</td>
<td>$1,309,344</td>
<td>$4,433,949</td>
<td>$5,237,376</td>
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<tr>
<td>Services</td>
<td>$164,178</td>
<td>$284,311</td>
<td>$1,183,849</td>
<td>$1,137,244</td>
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<tr>
<td>Fuel</td>
<td>$383,395</td>
<td>$408,803</td>
<td>$1,809,308</td>
<td>$1,635,212</td>
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<td>Tires</td>
<td>$20,247</td>
<td>$25,025</td>
<td>$84,545</td>
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<td>Materials and Supplies</td>
<td>$77,569</td>
<td>$143,186</td>
<td>$543,369</td>
<td>$572,744</td>
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<td>Utilities</td>
<td>$90,418</td>
<td>$100,654</td>
<td>$358,272</td>
<td>$402,616</td>
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<td>Casualty and Liability Costs</td>
<td>$107,143</td>
<td>$89,568</td>
<td>$469,392</td>
<td>$572,744</td>
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<td>Purchased Transportation</td>
<td>$626,824</td>
<td>$559,010</td>
<td>$2,236,040</td>
<td>$2,236,040</td>
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<td>Miscellaneous Expenses</td>
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<td>$30,815</td>
<td>$89,786</td>
<td>$133,332</td>
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<td>$20,833</td>
<td>$171,796</td>
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<td>Passed Through Expenses</td>
<td>$32,240</td>
<td>$34,567</td>
<td>$116,901</td>
<td>$138,268</td>
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<tr>
<td><strong>TOTAL EXPENSES</strong></td>
<td>$4,505,237</td>
<td>$5,301,820</td>
<td>$18,539,099</td>
<td>$21,207,280</td>
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<tr>
<td>Wages</td>
<td>-</td>
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<td>Casualty and Liability Costs</td>
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<td>Passed Through Expenses</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>TOTAL NON OPERATING GRANT INCOME</strong></td>
<td>$131,096</td>
<td>$131,096</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>TOTAL NON OPERATING GRANT EXPENSES</strong></td>
<td>$131,096</td>
<td>$131,096</td>
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<tr>
<td><strong>REE/(EER)</strong></td>
<td>$0</td>
<td>$0</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>

**FULL NAME, UMPC, GMCO, ICB, GHP, Microtransit Franklin**
## ASSETS

### CURRENT ASSETS
- Unrestricted Cash: $18,363,674
- Restricted Cash: $174,119
- Reserved Cash - Capital Projects: $-
- Accounts Receivable: $17,700,814
- Materials & Supplies Inventory: $839,609
- Prepaid Expenses: $569,873
- Other Current Assets: $-

**TOTAL CURRENT ASSETS**: $37,648,088

### FIXED ASSETS
- Buildings and Improvements: $55,269,528
- Revenue Equipment: $89,247,981
- Tools and Equipment: $7,632,311

**Accumulated Depreciation (NET)**: $(71,262,484)

**TOTAL FIXED ASSETS (NET)**: $80,887,336

### OTHER ASSETS
- Pension Asset: $75,915

**TOTAL OTHER ASSETS**: $75,915

**TOTAL ASSETS**: $118,611,339

## LIABILITIES AND NET ASSETS

### CURRENT LIABILITIES
- Accounts Payable: $2,595,509
- Accrued Leave and Payroll: $1,696,467
- Accrued Expenses: $1,341,254

**TOTAL CURRENT LIABILITIES**: $5,633,230

### DEFERRED REVENUE
- Revenue Received in Advance: $39,053,469

**TOTAL DEFERRED REVENUE**: $39,053,469

### OTHER LIABILITIES
- Capital Lease Obligation: $-
- Accrued Sick Pay: $209,313
- Current Notes Payable: $-
- Consortium Buses: $-

**TOTAL OTHER LIABILITIES**: $209,313

### NET ASSETS
- Unrestricted Equity: $35,584,805
- Restricted Equity: $15,520
- Capital Grants: $38,115,002

**TOTAL NET ASSETS**: $73,715,327

**TOTAL LIABILITIES AND NET ASSETS**: $118,611,339

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**Susquehanna Regional Transportation Authority**  
**Balance Sheet**  
**As of October 31, 2022**
SRTA DASHBOARD – November 2022

OPERATIONS – October

- Preventative Maintenance
  - Late: 2%
  - On-time: 98%

- Preventative Maintenance Completed:
  - CDH: 39; Overdue: 0
  - York: 64; Overdue: 0
  - Adams: 8; Overdue: 0
  - Cumberland: 12; Overdue: 0
  - Northumberland: 23; Overdue: 0
  - Columbia: 7; Overdue: 0
  - Montour: 5; Overdue: 0
  - Union/Snyder: 14; Overdue: 3
  - Perry: 13; Overdue: 0

- Preventative Maintenance Timing
  - Oct 2022: 16
  - FY2023: 51
  - Oct 2021: 11
  - FY2022: 47

- Non-Mech. Preventative Maintenance
  - Oct 2022: 14
  - FY2023: 32
  - Oct 2021: 3
  - FY2022: 80

- Road Calls:
  - Oct 2022: 9,043
  - FY2023: 13,538

- Express Total
  - Oct 2022: 9,043
  - FY2023: 13,538

- Paratransit Total
  - Oct 2021: 204,796
  - Oct 2022: 231,392

- Fixed Route Total
  - Oct 2021: 656,433
  - Oct 2022: 742,964

MAINTENANCE – October

- Preventative Maintenance
  - Late: 2%
  - On-time: 98%

- Preventative Maintenance Completed:
  - CDH: 39; Overdue: 0
  - York: 64; Overdue: 0
  - Adams: 8; Overdue: 0
  - Cumberland: 12; Overdue: 0
  - Northumberland: 23; Overdue: 0
  - Columbia: 7; Overdue: 0
  - Montour: 4; Overdue: 0
  - Union/Snyder: 14; Overdue: 3
  - Perry: 13; Overdue: 0

- Preventative Maintenance Timing
  - Oct 2022: 16
  - FY2023: 51
  - Oct 2021: 11
  - FY2022: 47

- Non-Mech. Preventative Maintenance
  - Oct 2022: 14
  - FY2023: 32
  - Oct 2021: 3
  - FY2022: 80

CUSTOMER COMPLAINTS – October

- Count Distribution By Category
  - 195 Complaints/Commendations

- Road Calls:
  - Oct 2021: 112
  - Oct 2022: 415

SAFETY – October

- Preventable
  - Oct 2022: 14
  - YTD as of Sep 2022: 60
  - Oct 2021: 11
  - YTD as of Sep 2022: 52

- Non-Preventable
  - Oct 2022: 11
  - YTD as of Sep 2022: 39
  - Oct 2021: 10
  - YTD as of Sep 2022: 21

- Passenger Injury
  - Oct 2022: 1
  - YTD as of Sep 2022: 1
  - Oct 2021: 0
  - YTD as of Sep 2022: 6

- Employee Injury
  - Oct 2022: 4
  - YTD as of Sep 2022: 13
  - Oct 2021: 1
  - YTD as of Sep 2022: 11

MARKETING – October

- PR Exposures
  - Oct 2022: 0
  - YTD as of Oct 2022: 17
  - Oct 2021: 5
  - YTD as of Oct 2021: 36

- Outreaches
  - Oct 2022: 2
  - YTD as of Oct 2022: 15
  - Oct 2021: 8
  - YTD as of Oct 2021: 22

- Pageviews
  - Oct 2022: 132,796
  - YTD as of Oct 2022: 567,179
  - Oct 2021: 59,637
  - YTD as of Oct 2021: 236,335

- Unique Pageviews
  - Oct 2022: 107,475
  - YTD as of Oct 2022: 454,527
  - Oct 2021: 46,275
  - YTD as of Oct 2021: 185,654

- Bikes
  - Oct 2022: 2,569
  - YTD as of Oct 2022: 10,357
  - Oct 2021: 2,184
  - YTD as of Oct 2021: 8,738

#CDH Information Beginning 1/1/2022
### Paratransit Ridership - YTD

<table>
<thead>
<tr>
<th></th>
<th>YTD 2022</th>
<th>YTD 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams</td>
<td>10,464</td>
<td>13,965</td>
</tr>
<tr>
<td>Columbia</td>
<td>10,911</td>
<td>11,963</td>
</tr>
<tr>
<td>Cumberland</td>
<td>27,614</td>
<td>31,240</td>
</tr>
<tr>
<td>Dauphin</td>
<td>47,537</td>
<td>44,103</td>
</tr>
<tr>
<td>Franklin</td>
<td>12,372</td>
<td>13,799</td>
</tr>
<tr>
<td>Montour</td>
<td>4,037</td>
<td>4,315</td>
</tr>
<tr>
<td>Northumberland</td>
<td>24,561</td>
<td>27,503</td>
</tr>
<tr>
<td>Perry</td>
<td>10,340</td>
<td>10,052</td>
</tr>
<tr>
<td>Union/Snyder</td>
<td>11,723</td>
<td>12,660</td>
</tr>
<tr>
<td>York</td>
<td>45,237</td>
<td>61,792</td>
</tr>
</tbody>
</table>

### Fixed Route Ridership - YTD

<table>
<thead>
<tr>
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<th>YTD 2022</th>
<th>YTD 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDH</td>
<td>347,248</td>
<td>377,097</td>
</tr>
<tr>
<td>Gettysburg</td>
<td>18,884</td>
<td>20,216</td>
</tr>
<tr>
<td>G-burg/Hanover Connector</td>
<td>1,521</td>
<td>3,099</td>
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<tr>
<td>Hanover</td>
<td>4,634</td>
<td>4,848</td>
</tr>
<tr>
<td>York</td>
<td>284,146</td>
<td>337,704</td>
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### Express Ridership - YTD

<table>
<thead>
<tr>
<th></th>
<th>YTD 2022</th>
<th>YTD 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 North</td>
<td>1,222</td>
<td>1,269</td>
</tr>
<tr>
<td>83 North</td>
<td>4,194</td>
<td>6,069</td>
</tr>
<tr>
<td>83 South</td>
<td>2,051</td>
<td>2,721</td>
</tr>
<tr>
<td>CDH</td>
<td>1,576</td>
<td>3,479</td>
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### Microtransit Ridership – YTD

<table>
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<th>YTD 2022</th>
<th>YTD 2023</th>
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</thead>
<tbody>
<tr>
<td>Franklin (Began 8/22)</td>
<td>-</td>
<td>1,941</td>
</tr>
<tr>
<td>North (Began 1/22)</td>
<td>-</td>
<td>8,739</td>
</tr>
<tr>
<td>South</td>
<td>5,891</td>
<td>5,606</td>
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</tbody>
</table>