

**CAMBRIA COUNTY METROPOLITAN PLANNING ORGANIZATION
(CCMPO)**

Unified Planning Work Program FY 2016-18
Task 1.05 Transit Planning

**TRANSIT FINANCIAL CAPACITY REPORT PREPARED FOR THE
CAMBRIA COUNTY TRANSIT AUTHORITY (CAMTRAN)**

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FOR:

THE CAMBRIA COUNTY TRANSIT AUTHORITY (CAMTRAN)
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CamTran Transit Financial Capacity Executive Summary

CamTran's past financial and operational history has shown that it is capable of developing and implementing programs for the continuation of public transit service within the City of Johnstown and Cambria County. This capability includes CamTran's identification of future operating revenues and expenses and the anticipation of operating deficits.

This report is based upon financial and ridership data compiled by CamTran for FY 2013 through FY 2022. The financial statistics reflect CamTran's ability to balance operating revenues and expenses with the inclusion of federal, state, and local government funding sources.

CamTran developed the FY 2019 through 2022 Transit Improvement Program (TIP) utilizing past financial and operating data. It is noted that future public transit services and capital improvements within Cambria County will continue to depend substantially on dedicated funding sources at the local, state, and federal levels. Public funds will be supplemented by operating revenues from passenger fares, advertising and other internal sources.

CamTran's past records of transit operations within both the urban and rural divisions reflect the financial experience and ability to maintain the transit system at its current level of service and beyond. Over the past five year period, CamTran instituted numerous improvements that are expected to enhance and extend these capabilities. The following transit improvements support this conclusion:

- Beginning in January 2016, CamTran approved a \$.05 increase in passenger fares. Fares will increase \$.05 each January until 2020 when fares will reach a \$1.75 base fare. Fares on rural routes vary.
- Ridership levels are projected to increase 6.1% from FY 2018 through 2022 as the price of gas increases.
- CamTran formally opened its new office and maintenance facility on Maple Avenue in the City of Johnstown in October of 2014. This facility should help reduce maintenance costs and improve operational efficiency.
- In 2017, CamTran completed a natural gas fueling station at the Maple Avenue facility, one of the first in Pennsylvania.
- For FY 2019, the Authority has budgeted \$7,552,271 for operating expenses, and \$7,643,000 for new capital projects for its urban and rural divisions.

INTRODUCTION

In 1987, the Federal Transit Administration (FTA) issued Circular C7008.1, Financial Capacity Policy for Federal Transit Systems Receiving Federal Funding. The FTA Circular was issued to ensure that adequate review by the Metropolitan Planning Organization (MPO) of a transit system's financial capacity took place before federal funds were committed to a major capital or planning project.

In 2002, FTA issued Circular C7800.1A to replace Circular 7008.1. FTA now requires that the local transit system and/or local community have the financial capacity to pay for such improvements in addition to operating and maintaining the existing transit system.

FTA Circular C7800.1A identifies two aspects of financial capacity that must be addressed. The first is the general financial condition of the Cambria County Transit Authority (CAMTRAN) and the non-federal funding entities to include state and local funding sources. The second aspect that must be addressed is the capability of CAMTRAN and its funding sources to meet future financial commitments for operating and capital projects as outlined in the TIP.

This report provides an analysis of the CAMTRAN's financial capacity to carry out proposed projects involving the acquisition, operation, and maintenance of facilities and equipment partially financed by the federal government. It examines CamTran's operational and financial characteristics from FY 2018 through FY 2022. Key financial statistics and the Authority's Transit Improvement Program (TIP) project listing and narrative for FFY 2019-2022 have been included in the Appendix of this report. This supporting documentation, in addition to the financial determinations, as presented herein, provides the basis for the financial capacity analysis.

OPERATING REVENUE TRENDS

The two primary sources of revenue for CamTran are: (1) Operating Revenues which include passenger fares and other transportation revenues such as special rate guarantees, auxiliary revenue, and advertising fees; and (2) Non-Operating Revenues which are made up of federal assistance, state and local funds, stated-dedicated funds, and other funding. Table 1 presents a summary of operating versus non-operating revenues generated by the CamTran system between FY 2013 and FY 2017.

Total operating revenues for CamTran increased by \$25,095 or 3.4% over the five year period. Revenue from passenger fares and transit service increased, while other transportation revenue slightly declined during the five year period. In 2017, operating revenue accounted for 11% of the Authority's overall revenue stream. The majority of the Authority's revenue came from non-operating revenue, especially State funding programs. Federal operating assistance was the next largest source of revenues for CamTran, followed by operating revenue and local funding.

OPERATING REVENUE PROJECTIONS

Utilizing the information provided by the Cambria County Transit Authority, a five year projection (FY 2018-2022) of the major revenue groups for CamTran has been prepared. This projection is illustrated on Table 2.

Total operating revenue for CamTran's urban division is projected to decrease by \$996 or less than 1% over the next five year period. Funding from the Commonwealth will continue to represent the largest portion of transit operating revenues. The five year projection also shows that federal funding levels are expected to play a major role in funding transit operations and equipment acquisition. Passenger fares are also expected to continue as a major source of operating revenue for CamTran.

OPERATING EXPENSE TRENDS

Total operating expenses for CamTran from FY 2013 through FY 2017 are presented on Table 1. Labor, fringe benefits, services, materials and supplies, utilities, casualty and liability costs, and other expenses are the operating costs incurred annually by the Authority.

Total operating expenses increased by \$667,054 or 11% during the five year period. The majority of CamTran's operating expenses are associated with labor costs, fringe benefits, materials and supplies.

OPERATING EXPENSE PROJECTIONS

Based upon estimates provided by CamTran, a five year projection of future expenses has been established for each of the seven major expense categories. Table 2 shows the projected operating expenses for CamTran for FY 2018 through FY 2022.

Total operating expenses have been projected to increase by \$640,944 or 8.5% over the next five year period. The costs of labor and fringe benefits will remain as the largest cost items. The projected increase was 13% in the FY 2014-18 review, so the operating expense remains fairly consistent.

NON OPERATING REVENUE SOURCES AND TRENDS

CamTran utilizes funding from federal, state, and local governmental sources to help offset operating expenses that are not covered by operating revenues. Table 3 presents the different levels of funding and amounts received by CamTran from FY 2013 through FY 2017.

Revenues from federal sources varied significantly over the planning period, as CamTran used federal funding for FY 2015 and FY 2016 to cover capital, rather than

operating costs (as identified in Table 3). In 2017, CamTran resumed using federal funding to be directed towards operating expenses, albeit at a lower funding level of \$500,000, compared to the \$1.5 million used in FY 2014. CamTran projects to direct federal funds towards operating expenses at a similar level in the next five-year period, gradually increasing to \$800,000 for FY 2022 (Table 5).

State funding in combination represented the largest funding source throughout the period. Local government share in support of transit operations, which consists of contributions from local municipalities and Cambria County, increased by \$146,508, or 28.8%, over FY 2013-2017. Total funding for all government sources increased by \$668,959 or 12.3% during the five year period (Table 3).

The local share of CamTran's non-operating revenue consists of funding from Cambria County and 16 municipalities located within the Authority's urban service area. Cambria County also provides a contribution to CamTran. Table 4 presents a listing of the municipalities that entered into purchase-of-service agreements with CamTran from FY 2014 to FY 2018. The local share of CamTran's revenue received from the 16 municipalities and Cambria County increased between FY 2013 and FY 2017, totaling \$656,091 in FY 2017.

NON OPERATING REVENUE FUNDING PROJECTIONS

Table 5 presents the non-operating revenue funding sources and amounts anticipated by CamTran for FY 2018 through FY 2022. Revenues from all three levels of government in combination are projected to experience a 9.5% increase from FY 2018 to FY 2022, with a total of \$7,409,376 in FY 2022. State funding is projected to increase by \$294,349, or 5.4% between FY 2018 and FY 2022. Federal funding is projected to increase the most, at 33.3%, while local funds are expected to increase by \$148,462 or 21.6% by FY 2022.

INDICATORS OF FINANCIAL CAPACITY

There are many different indicators that can aid in determining a transit authority's financial capacity. Those indicators that will be used in this section of the report are those that are readily accessible and quantifiable. Such indicators as transit passenger trends and projections and fare levels and revenue trends are further discussed below.

PASSENGER TRENDS AND PROJECTIONS

Passenger trends and projections from 2013 through 2022 for CamTran's urban division are presented in Table 6. From FY 2013 through FY 2017, annual ridership decreased by 14,673 passengers or 8.4%, with declines of 2.4% in 2016 and 5.1% in 2017. These declines could be a result of fare increases; in 2016 CamTran increased fares by \$.05 to from \$1.50 to \$1.55, and expects to increase them by \$.05 annually

until 2021. As customers become accustomed to the higher fares, ridership may stabilize and begin increasing again.

CamTran has projected an increase in ridership for the next five year period. From FY 2018 through FY 2022, the number of passengers carried is projected to increase by 61,278 riders, which would amount to a 6.1% increase over current levels. Increased ridership as projected over the next five year period is based upon an increase in gas prices, Saturday and Sunday service, revised transit routes, increased senior citizen rides, and new marketing and promotional programs.

FARE LEVELS AND REVENUE TRENDS

Beginning in January 2016, CamTran's base fare for a one-way trip is \$1.55 with a \$.30 transfer fee on the fixed route system. Fares will increase \$.05 each January until 2020 when the base fare reach \$1.75. Discounted fares are offered to seniors, youth and students. Table 7 shows the base fare, passenger fare revenues, and ridership for CamTran from FY 2007 to FY 2018.

TRANSIT TIP FY 2019-2022

CamTran's financial capacity to provide continued public public transit service is determined to a large extent on the continued support of federal, state, and local subsidies. Government programs provide both operating and capital assistance to CamTran, thus providing a dedicated non-operating funding source which makes it financially possible for the system to develop and implement on-going public public transit programs and projects within the Johnstown MPO.

CamTran's proposed Transit Improvement Program (TIP) for the urban and rural divisions from FY 2019 through FY 2022 is presented in the Appendix. The TIP shows the Authority's anticipated operating and capital assistance programs from federal, state, and local sources. In FY 2019, CamTran has scheduled operating and capital assistance programs that total \$18,657,000 system-wide. From FY 2019 through FY 2022, the TIP's grand total for operating and capital assistance is estimated to be \$62.2 million.

TABLE 1

CAMTRAN
SUMMARY OF REVENUE & EXPENSE
FY 2013-2017

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>
REVENUES					
Operating Revenue					
Passenger Fare for Transit Service	\$704,967	\$704,219	\$743,531	\$758,752	\$748,346
Other Transportation Revenue	42,792	27,225	25,389	75,844	24,507
Total Operating Revenue	<u>\$747,758</u>	<u>\$731,444</u>	<u>\$768,920</u>	<u>\$834,596</u>	<u>\$772,853</u>
Non-Operating Revenue					
Federal Operating Assistance	\$1,357,736	\$1,486,190	\$0	\$0	\$500,000
State General Funds	3,586,932	3,475,384	5,085,603	5,361,450	4,967,119
Local General Funds	509,583	531,681	553,141	624,849	656,091
State Dedicated Funds	0	0	0	0	0
Act 3	0	0	0	0	0
Other Non-Operating Assistance	0	0	0	0	0
Total Non-Operating Revenue	<u>\$5,454,251</u>	<u>\$5,493,255</u>	<u>\$5,638,744</u>	<u>\$5,986,299</u>	<u>\$6,123,210</u>
TOTAL REVENUES	\$6,202,009	\$6,224,699	\$6,407,664	\$6,820,895	\$6,896,063
OPERATING EXPENSES					
Labor	\$2,564,491	\$2,567,810	\$2,672,869	\$2,808,585	\$2,949,089
Fringe Benefits	1,847,969	1,837,256	1,797,810	2,230,929	2,300,233
Services	190,697	222,637	217,599	229,854	263,719
Materials & Supplies	1,122,542	1,179,971	1,057,750	913,881	789,965
Utilities	116,060	92,309	230,521	199,798	194,178
Casualty & Liability Costs	175,139	143,857	199,667	208,244	188,265
Purchase Transportation (ADA)	110,138	96,808	119,851	125,054	103,415
Other Expenses (Taxes and Misc.)	74,971	84,051	111,597	104,550	107,199
TOTAL OPERATING EXPENSES	<u>\$6,202,009</u>	<u>\$6,224,699</u>	<u>\$6,407,664</u>	<u>\$6,820,895</u>	<u>\$6,896,063</u>
TOTAL PASSENGERS	1,091,153	1,078,690	1,076,037	1,051,188	999,779

SOURCE: Cambria County Transit Authority; Financial Capacity Analysis, Raw Data Worksheet; May, 2018.

TABLE 2

CAMTRAN
PROJECTED REVENUES AND EXPENSES
FY 2018-2022

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>
REVENUES					
Operating Revenue					
Passenger Fare for Transit Service	\$765,925	\$724,742	\$731,989	\$746,629	\$761,562
Other Transportation Revenue	21,200	23,000	23,230	23,462	23,697
Total Operating Revenue	<u>\$787,125</u>	<u>\$747,742</u>	<u>\$755,219</u>	<u>\$770,092</u>	<u>\$785,259</u>
Non-Operating Revenue					
Federal Operating Assistance	\$600,000	\$700,000	\$800,000	\$800,000	\$800,000
State General Funds	5,477,669	5,381,188	5,445,685	5,606,901	5,772,018
Local General Funds	688,896	723,341	759,508	797,483	837,358
State Dedicated Funds	0	0	0	0	0
Act 3	0	0	0	0	0
Other Non-Operating Assistance	0	0	0	0	0
Total Non-Operating Revenue	<u>\$6,766,565</u>	<u>\$6,804,529</u>	<u>\$7,005,193</u>	<u>\$7,204,384</u>	<u>\$7,409,376</u>
TOTAL REVENUES	\$7,553,690	\$7,552,271	\$7,760,412	\$7,974,476	\$8,194,634
OPERATING EXPENSES					
Labor	\$3,239,932	\$3,427,544	\$3,530,370	\$3,636,281	\$3,745,370
Fringe Benefits	2,369,053	2,263,073	2,330,965	2,400,894	2,472,921
Services	249,316	245,367	250,274	255,280	260,385
Materials and Supplies	974,427	874,900	892,398	910,246	928,451
Utilities	244,169	233,905	236,244	238,606	240,993
Casualty and Liability	243,000	252,880	260,466	268,280	276,329
Purchase Transportation (ADA)	118,043	134,100	136,782	139,518	142,308
Other Expenses (Taxes & Misc.)	115,750	120,502	122,912	125,370	127,878
TOTAL OPERATING EXPENSES	<u>\$7,553,690</u>	<u>\$7,552,271</u>	<u>\$7,760,412</u>	<u>\$7,974,476</u>	<u>\$8,194,634</u>
TOTAL PASSENGERS	999,779	1,009,777	1,019,875	104,272	1,061,077

SOURCE: Cambria County Transit Authority; Financial Capacity Analysis, Raw Data Worksheet; May, 2018.

TABLE 3

**CAMTRAN
NON-OPERATING REVENUES
FISCAL YEAR 2013-2017**

<u>FUNDING SOURCE</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2013 - FY 2017</u>	
						<u>Number</u>	<u>Percent</u>
Federal	\$1,357,736	\$1,486,190	\$0	\$0	\$500,000	-\$857,736	*
State	3,586,932	3,475,384	5,085,603	\$5,361,450	\$4,967,119	\$1,380,187	38.5%
Local	509,583	531,681	553,141	624,849	656,091	\$146,508	28.8%
State Dedicated	0	0	0	0	0	\$0	-
Act 3 (State)	0	0	0	0	0	\$0	-
Other	0	0	0	0	0	\$0	-
TOTAL FUNDING	\$5,454,251	\$5,493,255	\$5,638,744	\$5,986,299	\$6,123,210	\$668,959	12.3%

SOURCE: Cambria County Transit Authority, Financial Capacity Analysis, Raw Data Worksheet; May, 2018

* 2015 and 2016 federal funds were used for capital expenses.

TABLE 4

**CAMTRAN
PURCHASE OF SERVICE AGREEMENT
MUNICIPAL CONTRIBUTIONS
FY 2014-2018**

<u>Municipality</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>
Brownstown Borough	1,245	1,283	1,347	\$1,414	\$1,485
City of Johnstown	\$40,723	\$41,945	\$44,042	46,244	48,556
Conemaugh Township	1,704	0	0	0	0
Daisytown Borough	276	0	0	0	0
Dale Borough	1,417	1,459	1,532	1,609	1,689
East Conemaugh Borough	1,033	1,064	1,117	1,173	1,232
Ferndale Borough	2,975	3,064	3,217	3,378	3,547
Franklin Borough	273	282	296	311	326
Geistown Borough	3,660	3,769	3,958	4,156	4,364
Lorain Borough	0	0	0	0	0
Lower Yoder Township	4,440	4,573	4,802	5,042	5,294
Richland Township	18,727	19,289	20,253	21,266	22,329
Scalp Level Borough	733	755	793	833	875
Southmont Borough	3,348	3,448	3,621	3,802	3,992
Stonycreek Township	4,670	4,811	5,051	5,304	5,569
Upper Yoder Township	6,572	6,769	7,107	7,463	7,836
West Taylor Township	1,900	1,957	2,055	2,157	2,265
Westmont Borough	7,614	7,842	8,234	8,646	9,078
Windber Borough	2,654	2,734	2,871	3,014	3,165
LOCAL SHARE TOTAL	\$103,964	\$105,044	\$110,296	\$115,811	\$121,602

SOURCE: Cambria County Transit Authority, May, 2018.

TABLE 5

**PROJECTED FUNDING SOURCES
NON-OPERATING REVENUES
FISCAL YEAR 2018-2022**

<u>FUNDING SOURCE</u> (Non-Operating Revenues)	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2018 - FY 2022</u> Funding Change	
						<u>Number</u>	<u>Percent</u>
Federal	\$600,000	\$700,000	\$800,000	\$800,000	\$800,000	\$200,000	33.3%
State	\$5,477,669	\$5,381,188	\$5,445,685	\$5,606,901	\$5,772,018	\$294,349	5.4%
Local	\$688,896	723,341	759,508	797,483	837,358	\$148,462	21.6%
State Dedicated	0	0	0	0	0	0	-
Act 3 (State)	0	0	0	0	0	0	-
Other	0	0	0	0	0	0	-
TOTAL FUNDING	\$6,766,565	\$6,804,529	\$7,005,193	\$7,204,384	\$7,409,376	\$642,811	9.5%

SOURCE: Cambria County Transit Authority, Financial Capacity Analysis, Raw Data Worksheet, May, 2018.

TABLE 6

**JOHNSTOWN URBANIZED AREA
TRANSIT PASSENGER TRENDS AND PROJECTIONS
2013-2022**

<u>Year</u>	<u>Total Passengers</u>	<u># Change</u>	<u>% Change</u>
2013	1,091,153	-	-
2014	1,078,690	-12,463	-1.2%
2015	1,076,037	-2,653	-0.2%
2016	1,051,188	-24,849	-2.4%
2017	999,779	-51,409	-5.1%
2018	999,779	0	0.0%
2019	1,009,777	9,998	1.0%
2020	1,019,875	10,098	1.0%
2021	1,040,272	20,397	2.0%
2022	1,061,077	20,805	2.0%

SOURCE: CamTran Financial Capacity Analysis, Raw Data Worksheet; May, 2018.

TABLE 7

**CAMTRAN
JOHNSTOWN URBANIZED AREA
FARE LEVELS AND REVENUE TRENDS
FY 2007 - FY 2018**

<u>Year</u>	<u>Fixed Route Base Fare</u>	<u>FY Passenger Fare Revenues</u>	<u>Ridership</u>
2007	\$1.50	\$1,200,997	1,156,509
2008	\$1.50	\$690,680	1,119,769
2009	\$1.50	\$698,482	1,087,520
2010	\$1.50	\$666,179	1,086,515
2011	\$1.50	\$703,516	1,090,710
2012	\$1.50	\$713,235	1,136,435
2013	\$1.50	\$704,967	1,091,153
2014	\$1.50	\$704,219	1,078,690
2015	\$ 1.50	\$743,531	1,076,037
2016	\$ 1.55 *	\$758,752	1,051,188
2017	\$ 1.60	\$748,346	999,779
2018	\$ 1.65		

SOURCE: CamTran Financial Capacity Analysis, Raw Data Worksheet; May, 2018.

* Base fare was increased by \$.05 in 2016 and will increase an additional \$.05 each year until 2021.

APPENDIX

**CAMBRIA COUNTY TRANSIT AUTHORITY
(CAMTRAN)**

**FFY 2019-2022 TRANSIT TIP PROJECT LISTING
(Revised May 7, 2018)**

TIP #	MPMS#	FFY	PROJECT NAME	DESCRIPTION	FUNDING TYPE		FUND		TIP COST (\$10,000)			TOTAL	
					Federal	State	Recipient	Federal	State	Local	Other		
2019-01	70579	2019	Operating Assistance	Operating Assistance Urban/Rural Divisions			FTA/PADOT	Cam Tran	700	7057	847	0	8604
2019-02	106931	2019	Security Imp.-Urban, Rural & IP	Security Improvements-Facility and Bus	S.5307			Cam Tran	15	0	0	0	4
2019-03	70582	2019	Capital Projects Urb, Rural, IP	Vehicles/Equip & Facility Improvement				Cam Tran	0	0	23	677	700
2019-04	106976	2019	Bus Replacement-Rural Division	5 small transit vehicles (A76-A80)				Cam Tran	0	0	14	411	425
2019-05	106977	2019	Bus Replacement-Rural Division	2 small transit vehicles (C28,C29) with CNG				Cam Tran	0	0	0	350	350
2019-06	77243	2019	Vehicle Replacement-Rural Div	Repl 2003 Chevy Blazer service vehicle (C06)				Cam Tran	0	0	1	39	40
2019-07	102530	2019	Bus Replacement-Urban Division	Replace 4 Buses # 801, 802, 513, 720 with CNG Buses				Cam Tran	0	0	0	2,400	2400
2019-08	106978	2019	Computer Replacement -Urban/Rural	PC, server replacement, software upgrade				Cam Tran	0	0	5	145	150
2019-09	106979	2019	Bus Mid-Life overhauls-Urban	Mid-Life overhaul on one bus # 724	S. 5307			Cam Tran	184	0	2	44	230
2019-10	106980	2019	Facility Improvements- Urban	Reaseal Woodvale lot	S. 5337			Cam Tran	28	0	2	0	30
2019-11		2019	Facility Improvements- Rural	Rural Facility Rehabilitation Project				Cam Tran	0	0	17	483	500
2019-12	106985	2019	Office Furniture and Equip-Rural	furniture and equip for Rural Div				Cam Tran	0	0	2	48	50
2019-13		2019	Shop Tools & Equipment-Urban	Replace Tools & Equipment				Cam Tran	0	0	2	48	50
2019-14	106983	2019	Shop Tools & Equipment-Urban	Shop Tools & Equipment - Incline				Cam Tran	0	0	2	48	50
2019-15	106964	2019	Shop Tools & Equipment-Urban	Replace Tools & Equipment				Cam Tran	0	0	2	48	50
2019-16	106988	2019	Communication Upgrades/Radio Replacement	Replace radios and base stations -rural				Cam Tran	0	0	1	14	15
2019-17	106966	2019	Fare Collection/ITS system - Urban/Rural	acquire fare collection and ITS system in Urban and Rural Divisions				Cam Tran	560	0	5	135	700
2019-18	90116	2019	Facility Improvements-Inclined Plane	Facility Rehab-improvements /Mech-Structural-Electrical:track ties, rehab sheave, cars and elect				Cam Tran	0	0	133	3,867	4,000
2019-19	70597	2019	Capital Assistance	ADA Vehicles-Non-Profit				Cam Tran	0	0	10	284	294
FFY 2019 SUBTOTAL													
2020-01		2020	Operating Assistance	Operating Assistance Urban/Rural Divisions			FTA/PADOT	Cam Tran	800	7127	890	0	8,817
2020-02		2020	Security Imp.-Urban, Rural & IP	Security Improvements-Facility and Bus	S.5307			Cam Tran	15	0	1	3	19
2020-03		2020	Capital Projects Urb, Rural, IP	Vehicles/Equip & Facility Improvement				Cam Tran	0	0	23	677	700
2020-04	106972	2020	Vehicle Replacement - Rural	Replace 2006 Pick-up (C01)				Cam Tran	0	0	2	65	67
2020-05	106981	2020	Bus Replacement-Rural Division	Five (5) buses (A81- A85) gasoline	S. 5310			Cam Tran	347	0	3	83	433
2020-06		2020	Bus Replacement-Urban Division	Replace One Bus # 719 with CNG Bus				Cam Tran	0	0	0	610	610
2020-07	102529	2020	Facility Improvements & Equipment-Rural	Facility Improvements & Equip - Rural				Cam Tran	0	0	2	48	50
2020-08	95560	2020	Facility Improvement - Incline	Replace Roof & other facility improvements				Cam Tran	0	0	3	97	100
2020-09		2020	Shop Tools & Equipment-Urban	Replace Tools & Equipment				Cam Tran	0	0	2	48	50
2020-10		2020	Shop Tools & Equipment-Rural	Replace Tools & Equipment				Cam Tran	0	0	2	48	50
2020-11		2020	Shop Tools & Equipment - Incline	Shop Tools & Equipment - Incline				Cam Tran	0	0	2	48	50
2020-12	106974	2020	Bus Mid-Life overhauls-Urban	Mid-Life Overhauls on 2 Buses # (721, 722)				Cam Tran	400	0	3	97	500
2020-13	102526	2020	Rural Transfer Center	Plan and Construct transfer center in Ebensburg				Cam Tran	0	0	6	994	1,000
2020-14	106987	2020	Computer Hardware/Software Replacement	Replace desktops, printers, laptops, rural server, transit software modules				Cam Tran	0	0	3	97	100
2020-15	106986	2020	Replace Technology Equip-Rural	Replace Rural tablets for Ecolane				Cam Tran	0	0	1	9	10
2020-16	106987	2020	Communications Equipment-Urban/Rural	Replace 10 Radios				Cam Tran	0	0	1	11	12
2020-17	70597	2020	Capital Assistance	ADA Vehicles-Non-Profit				Cam Tran	0	0	10	284	294
2020-18	106982	2020	Facility Improvements-Rural	Rural Facility Rehabilitation Project	S. 5311			Cam Tran	80	0	1	19	100
2020-19	90116	2020	Facility Improvements-Inclined Plane	Facility Rehab-improvements /Mech-Structural-Electrical:track ties, rehab sheave, cars and elect				Cam Tran	0	0	133	3,867	4,000
FFY 2020 SUBTOTAL													
									1,642	7,127	1,088	7,105	16,962

TIP #	MPMS#	FFY	PROJECT NAME	DESCRIPTION	FUNDING TYPE		FUND Recipient	TIP COST (\$10,000)			TOTAL	
					Federal	State		Federal	State	Local		Other
2021-01		2021	Operating Assistance	Operating Assistance Urban/Rural Divisions	S. 5307	FTA/PADOT	CamTran	800	7198	935	0	8,933
2021-02		2021	Security Imp.-Urban, Rural & IP	Security Improvements-Facility and Bus	S.5307		CamTran	15	0	1	3	19
2021-03		2021	State Capital Projects Urb, Rural IP	Vehicles/Equip & Facility Improvement			CamTran	0	0	23	677	700
2021-04		2021	Bus Replacement-Urban Division	Replace 3 Urban buses with CNG (517,726,727)			CamTran	0	0	0	1,900	1,900
2021-05		2021	Bus Midlife Overhaul-Urban	Mid-Life overhaul Bus (900, 101, 102, 103, 104)	S. 5307		CamTran	1000	0	8	242	1,250
2021-06		2021	Shop Tools & Equipment-Urban	Replace Tools & Equipment			CamTran	0	0	2	48	50
2021-07		2021	Shop Tools & Equipment-Incline	Shop Tools & Equipment - Incline			CamTran	0	0	2	48	50
2021-08		2021	Shop Tools & Equipment-Rural	Replace Tools & Equipment			CamTran	0	0	2	48	50
2021-09	90116	2021	Facility Improvements-Inclined Plane	Facility Rehab-Improvements /Mech-Structural-Electrical	S.5337		CamTran	28	0	30	942	1,000
2021-10		2021	Bus Midlife Overhaul-Rural	Mid-Life overhaul Bus 215	S. 5307		CamTran	200	0	2	48	250
2021-11	106983	2021	Vehicle Replacement-Urban Div	Replace 2010 Dump Truck (T-95)			CamTran	0	0	2	63	65
2021-12	70597	2021	Capital Assistance	ADA Vehicles-Non-Profit			CamTran	0	0	10	296	306
FFY 2021 SUBTOTAL								2,043	7,198	1,017	4,315	14,573
2022-01		2022	Operating Assistance	Operating Assistance Urban/Rural Divisions	S. 5307	FTA/PADOT	CamTran	800	7270	982	0	9,052
2022-02		2022	Security Imp.-Urban, Rural & IP	Security Improvements-Facility and Bus	S.5307		CamTran	15	0	1	3	19
2022-03		2022	State Capital Projects Urb, Rural IP	Vehicles/Equip & Facility Improvement			CamTran	0	0	23	677	700
2022-04		2022	Bus Replacement-Urban Division	Replace Bus # 725	S.5307		CamTran	508	0	4	123	635
2022-05	90116	2022	Facility Improvements-Inclined Plane	Facility Rehab-Improvements /Mech-Structural-Electrical			CamTran	0	0	30	970	1,000
2022-06	106680	2022	Replace Loader (Urban)	Replace 1994 Uni-Loader (T94)			CamTran	0	0	2	50	52
2022-07	106982	2022	Vehicle Replacement-Urban Div	Replace C13 Vehicle (2010 Caravan)			CamTran	0	0	1	39	40
2022-08		2022	Shop Tools & Equipment- Rural	Shop Tools & Equipment - Rural			CamTran	0	0	2	48	50
2022-09		2022	Shop Tools & Equipment-Incline	Shop Tools & Equipment - Incline			CamTran	0	0	2	48	50
2022-10		2022	Shop Tools & Equipment-Urban	Shop Tools & Equipment - Urban			CamTran	16	0	2	32	50
2022-11	84274	2022	Vehicle Replacement-Urban Div	Replace Maint. Service Vehicle (T-88)			CamTran	0	0	2	58	60
2022-12	70597	2022	Capital Assistance	ADA Vehicles-Non-Profit			CamTran	0	0	10	296	306
FFY 2022 SUBTOTAL								1,339	7,270	1,061	2,344	12,014
FFY 2019-2022 GRAND TOTAL								6,511	28,652	4,234	22,809	62,206

1. IF UNSUCCESSFUL WITH FEDERAL FUNDING, STATE FUNDS WILL BE USED IF AVAILABLE.
 ALL T. PROJECTS POSITIVELY IMPACT THE LOCAL ECONOMY.
 ALL FEDERALLY FUNDED PROJECTS ARE LISTED INDIVIDUALLY FOR PROGRAMMING PURPOSES
 ARE FUNDED OUT OF THE STATE CAPITAL PROJECTS LINE ITEM.