

To: **The Blair Metropolitan Planning Organization (MPO)**

Voting Members

Thomas A. Prestash, P.E., District Executive, Pennsylvania Department of Transportation, Engineering District 9-0; Chairperson
Michael Gismondi, Division Manager, Financial Contracts and Services Division, Pennsylvania Department of Transportation
Laura Burke, Esq., Board of Commissioners, County of Blair
Amy Webster, Esq., Board of Commissioners, County of Blair
Matt Pacifico, Mayor, City of Altoona
David Butterbaugh, Jr., P.L.S., Member of Council, City of Altoona
Dennis Igou, Borough of Roaring Spring, Representing the Boroughs
Edwin Frontino, Supervisor, Township of Logan, Representing the Townships
Robert W. Nelson, Supervisor, Township of Snyder, Representing the Townships
Thomas M. Hite, Blair County Airport Authority
Scott G. Cessna, Chairman, Board of Directors, Altoona Metro Transit

The Technical Committee of the Blair MPO

Dean G. Roberts, Transportation Planning Manager, Pennsylvania Department of Transportation; Chairperson
Vince Greenland, P.E., Assistant District Engineer for Design, PennDOT, District 9
Richard C. Sutter, AICP, President, Richard C. Sutter & Associates, Inc.
Nathan Kissell, Director, Department of Public Works, City of Altoona
Diana White, Director, Community Development, City of Altoona
James Gehret, Manager, Hollidaysburg Borough, representing the Boroughs
Luke Helsel, Sewage Enforcement Officer, Blair County Sanitation Office, rep. Townships
John T. Smith, P.E., representing the Townships
Tracy Plessinger, Airport Manager, Altoona-Blair County Airport
Eric Wolf, General Manager, Altoona Metro Transit

Non-Voting Members

Eugene Porochniak, Community Planner, Federal Highway Administration
Timothy Lidiak, Regional Planner, Federal Transit Administration
Lori Pagnanelli, Manager, Federal Aviation Admin., Harrisburg Airport District Office
Lori Yeich, Pennsylvania Department of Conservation & Natural Resources
Rodney Nesmith, Pennsylvania Department of Environmental Protection

From: David W. McFarland, III, AICP, Planning Director and Secretary for the Chairperson

Date: June 22, 2022

Subject: Meeting Notice and Agenda

A combined meeting of the **MPO and Technical Committee** that was previously scheduled will be held with the particulars as follows:

DATE: Monday, June 27, 2022

TIME: 1:30 PM

**PLACE: Conference Room 1 CA
PennDOT Engineering District 9-0
1620 North Juniata Street
Hollidaysburg, PA**

Options are also available to attend the meeting in Microsoft Teams and a call in option is as follows: Call in Number: +1 (267) 332- 8737 Phone Conference ID: # 656 208 182

The proposed agenda is as follows:

Agenda

- 1. Roll Call by the Secretary.**
- 2. Review and approve the minutes of the combined MPO and Technical Committee Meeting of January 10, 2022.**
- 3. Election of MPO Chairperson and Secretary.**
- 4. Report and ratification of a phone and email poll that took place February 10 to 16, 2022, in which the MPO approved the following:**
 - Advance the bridge preservation project on PA Route 36 over State Route 2014 (Loop Road) & the Norfolk Southern & Everett Railroads in Hollidaysburg Borough, # 21951, from the Twelve Year Program to FY 2022 of the current 2021-2024 TIP and change funding of the construction phase from state funds to \$ 2,151,049 federal funds from the Blair Infrastructure Investment & Jobs Act Line Item, #117984 and move that amount in state funds to the Bridge and Highway Reserve, # 50604.
- 5. Report and ratification of a phone and email poll that took place March 24 to 31, 2022, in which the MPO approved the following:**
 - Add the preliminary engineering and construction phases of project # 116311, Lamppost Lane Extension, to the current 2021-2024 TIP using \$316,182.00 in federal Appalachian Regional Commission funds. The project will extend the roadway and cul-de-sac on Lamppost Lane in Allegheny Township, Blair County.
- 6. Report and ratification of a phone and email poll that took place April 29 to May 5, 2022, in which the MPO approved the following:**
 - Amend the current 2021-2024 Transportation Improvement Program by creating an Infrastructure Investment and Jobs Act fund reserve line item with a combined total of \$ 4,343,000, which must be obligated by September 30, 2022, from which funds were and are drawn upon to address modifications and funding shortfalls of current TIP projects.

- 7. Review and approve the Transportation Conformity Determination Report for the 2023-2026 Transportation Improvement Program (TIP) and 2045 Long-Range Plan.**
- 8. Review and approve the Air Quality Resolution for the Blair MPO 2023-2026 TIP and 2045 Long-Range Plan.**
- 9. Review and approve the Environmental Justice Analysis for the 2023-2026 TIP.**
- 10. Review and approve the Self-Certification Resolution for the 2023-2026 TIP.**
- 11. Review and approve the MOU Procedures for the 2023-2026 TIP Revisions.**
- 12. Review and approve the FYs 2023-2026 TIP [October 1, 2022, to September 30, 2026] *Highways & Bridges.***
- 13. Review and approve the FYs 2023-2026 TIP [October 1, 2022, to September 30, 2026] *Public Transit and Transit Financial Capacity Analysis.***
- 14. Other Business.**
- 15. Adjournment.**

cc: Blair County Planning Commission
Nicole Hemminger, Chief Clerk and County Administrator, County of Blair
Chris Hull, Civil Engineer, PennDOT Engineering District 9-0
John Pecze, Municipal Services Supervisor, PennDOT Engineering District 9-0
Brandon Peters, Transportation Program Manager, SAP&DC
Cristy Shumac, P.E., Senior Civil Engineer Supervisor, PennDOT District 9-0
Anne Stich, Transportation Planning Manager, PennDOT District 9-0

Draft Minutes of January 10, 2022
Combined Meeting of the Coordinating and Technical Committees of the
Blair Metropolitan Planning Organization

1. Roll Call by Secretary.

Voting Members Present:

Thomas A. Prestash, P.E., District Executive, PennDOT Engineering District 9-0; Chairperson
Laura Burke, Esq., Board of Commissioners, County of Blair
Amy Webster, Esq., Board of Commissioners, County of Blair
Matt Pacifico, Mayor, City of Altoona
David Butterbaugh, Jr., P.L.S., Member of Council, City of Altoona
Ed Frontino, Board of Supervisors, Township of Logan, representing the townships
Thomas Hite, Blair County Airport Authority
Josh Baker, Deputy CEO, Altoona Metro Transit (alternate for Mr. Cessna)

Voting Members Absent:

Robert W. Nelson, Supervisor, Township of Snyder, representing the townships
Scott G. Cessna, Chair, Board of Directors, Altoona Metro Transit

Technical Committee Members Present

Michael Gismondi, Division Manager, Financial Contracts and Services Division, PennDOT
Central Office (alternate for Mr. Roberts)
Vince Greenland, P.E., ADE for Design, PennDOT District 9-0
Richard C. Sutter, AICP, President, Richard C. Sutter and Associates, Inc.
James Gehret, Manager, Hollidaysburg Borough, representing the boroughs
Eric Wolf, General Manager, AMTRAN

Non-Voting Members and Others Present:

Dennis Igou, Mayor, Borough of Roaring Spring
Lou Schmitt, PA State Representative
Anne Stich, Transportation Planning Manager, PennDOT District 9-0
Chris Hull, Civil Engineer, PennDOT District 9-0
John Pecze, PennDOT District 9-0
Bill Kibler, Altoona Mirror
Wes Burket, AICP, Transportation Planner, Blair County Planning Commission

2. Review and Approve the Minutes of the Combined Meeting of the MPO and Technical Committee of December 13, 2021.

Motioned: Mr. Wolf

Seconded: Ms. Webster

Voted: All in favor to approve the minutes as presented.

3. Review and approve the Draft FYs 2023-2026 Transportation Improvement Program [October 1, 2022, to September 30, 2026] Highways & Bridges Portion with the additional funds from the Infrastructure Investment and Jobs Act.

Mr. Prestash explained that the Department's initial financial guidance that gave the Blair region \$44 million and that the Infrastructure Investment and Jobs Act increased the total to over \$66 million over four years. He noted that the total available for new projects had been \$14 million plus the additional \$21 million from the infrastructure bill made a total of over \$35 million for new projects. He explained that of the \$21 million being added, approximately \$14 million of that must go to fund bridges.

Mr. Prestash said that with the extra funds one state bridge and five local bridges on the initial draft TIP were able to be advanced and fifteen new projects were able to be added to the draft 2023 TIP.

Mr. Greenland presented the fifteen new projects shown on the handout. He described the twelve bridge projects including two bridge overlay contracts that included a series nine state bridges and the replacement of the County Bridge on Mountain Road in Freedom Township.

Mr. Greenland said that the new funding also included two roadway projects the involved US Route 22 resurfacing from Cambria County to the PA 764: one eastbound in 2025 and the second westbound in 2028. Mr. Greenland reported that the project to repair and upgrade the fiber optics line between the Plank Road Interchange and Cross Keys in 2024 was funded and included a 50% local match from the TIP.

Mr. Prestash emphasized that the US Rt. 22 and the SR 4009/Frankston Road projects that the group selected in September also received additional funding. He concluded that the draft TIP now contained \$66 million in projects for the next four years divided approximately \$36 million on twenty-two roadway projects and \$29 million on thirty-nine bridge projects.

Mr. Pacifico asked about the duration of the Infrastructure Act. Mr. Prestash confirmed that the act was for five years. Mr. Prestash explained that the \$18 million added from the Act for year 2022 was for all six counties.

Motioned: Mr. Wolf

Seconded: Mr. Hite

Voted: All in favor to approve including the additional highway and bridge projects presented with the funds from the Infrastructure Investment and Jobs Act in the draft 2023-2026 TIP.

4. Other Business.

Mr. Schmitt said that he is glad to see the work the group is doing and is excited to see these projects moving forward, and that he is working to get state and federal resources into the area. Mr. Prestash thanked Mr. Schmitt for his support and efforts in Harrisburg to provide additional resources.

Mr. Sutter asked that with the increased projects if there was enough staff capacity to manage the work. Mr. Prestash said that there was appropriate staff because we had received a decrease in funds over the last few years to where the region is back to year 2015 funding levels. However, he said that there are concerns with local contractors with supply chain issues and truck driver vacancies.

5. Adjournment.

There being no other business, the chairperson asked for a motion to adjourn at about 1:51 p.m.

Motioned: Mr. Hite

Seconded: Mr. Wolf

Voted: All in favor to adjourn the meeting.

Respectfully submitted,

David W. McFarland, III, AICP
Secretary, MPO

Transportation Conformity Determination Report
1997 Ozone NAAQS

Transportation Conformity Determination
Blair County Altoona (MSA)

2023-2026 Transportation
Improvement Program (TIP)
and 2045 Long-Range
Transportation Plan (LRTP)

April 2022

Table of Contents

EXECUTIVE SUMMARY 1

1.0 BACKGROUND..... 2

2.0 BLAIR/ALTOONA MPO TIP and LRTP 3

3.0 TRANSPORTATION CONFORMITY PROCESS 4

4.0 TRANSPORTATION CONFORMITY REQUIREMENTS..... 4

5.0 CONCLUSION 6

APPENDIX A: Regionally Significant Project List (Blair County)

Executive Summary

As part of its transportation planning process, the Blair/ Altoona Metropolitan Planning Organization (MPO) completed the transportation conformity process for the 2023-2026 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meets the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed to address the 4-year frequency requirement for conformity; and there are no changes to the LRTP.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Blair/ Altoona, PA, MPO area (encompassing Blair County) was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Blair County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS. The County is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM_{2.5} and 2012 annual PM_{2.5} NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in South Coast Air Quality Management District v. EPA, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Blair County was designated as an “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Blair County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Blair County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 BLAIR/ALTOONA MPO TIP and LRTP

MPOs and Rural Planning Organizations (RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the individual TIPs representing each Planning Partner. Federal Law requires TIPs to be

updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The Blair/Altoona MPO LRTP guides decision-making about transportation improvements in the county. The planning factors specified in federal regulations provide the framework for developing an LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs.

The February 16, 2018 *South Coast vs. EPA* Court decision did not vacate EPA's revocation of the 1997 ozone standard and the decision does not change the area's attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on long range plans and TIPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Blair County. These projects draw from the region's TIP and PennDOT's Twelve-Year Program (TYP). Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the Blair/Altoona MPO 2023-2026 TIP and 2045 LRTP.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the

² Available from [Policy and Technical Guidance for State and Local Transportation](#) | US EPA

Blair/ Altoona, PA SIP maintenance plan does not include any TCMs.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls were conducted on October 28, 2021 and January 27, 2022 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, Blair/ Altoona MPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The Blair/ Altoona MPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The Blair/ Altoona MPO TIP and LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the Blair/ Altoona MPO TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Blair County

Project Name	Description	Municipality
FY 2021-2024 Highway-Bridge TIP		
6th Ave/7th Ave Intersection Improvement (MPMS 94439)	The scope of this project will increase capacity along PA 764 (6th Ave) through the installation of a northbound left turn lane at PA 764 (6th Ave) and SR 4013 (7th St). Signal upgrades at 6th Avenue, 7th Street, 7th Avenue at 7th Street, 8th Street, and at 4th and Chestnut. Lane striping and overhead signing modifications to increase lane usage. Milling and paving along SR 4013 (7th Street and Chestnut).	City of Altoona
SR 1009 from SR 1021 to PA 36 (MPMS 108201)	Resurfacing, signal upgrades, and intersection improvements on Frankstown Road (SR 1009) from Amelia Avenue (SR 1021) to PA 36 in the City of Altoona and Logan Township. Traffic signals will be interconnected.	City of Altoona and Logan Township
Lamppost Lane Extension (MPMS 116311)	Extend roadway and cul-de-sac on Lamppost Lane.	Allegheny Township
2045 LRTP		
No Air Quality Significant Projects		

Air Quality Resolution for the Blair/Altoona Metropolitan Planning Organization 2023–2026 Transportation Improvement Program (TIP) and 2045 Long-Range Plan

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990, which were signed into law and became effective November 15, 1990, hereafter referred to as the CAAA; and

WHEREAS, the United States Environmental Protection Agency (EPA), under authority of the CAAA, has defined the geographic boundaries for areas that have been found to be nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and

WHEREAS, the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans, programs and projects, and amended the Final Conformity Rule various times between 1996 and present; and

WHEREAS effective July 15, 2004, Blair County was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and

WHEREAS, on August 1, 2007, Blair County was re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plan (SIP) revision maintenance plan; and

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements; and

WHEREAS, the U.S. Court of Appeals for the D.C. Eighth Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018, addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS, for which Blair County satisfies the criteria: and

WHEREAS, the EPA issued the Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018 to address how transportation conformity determinations can be made for the 1997 ozone NAAQS; and

WHEREAS, Blair County has been classified as in attainment for all current NAAQS as of June 2022; and

WHEREAS, transportation plans and programs are required to conform to the purpose of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA [42 U.S.C. 7504, 7506 (c and d)]; and

WHEREAS, the Blair MPO, the Metropolitan Planning Organization for Blair County, Pennsylvania, is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the Pennsylvania Department of Transportation; and

WHEREAS, the Final Conformity Rule (and subsequent amendments) requires the Blair MPO to determine that its transportation plans and programs conform with CAAA requirements by meeting the Final Rule on Transportation Conformity; and

WHEREAS, an air quality analysis and conformity determination has been prepared for the 2023-2026 Blair County TIP and 2045 Long Range Plan for the 1997 ozone NAAQS;

NOW, THEREFORE BE IT RESOLVED, that the Blair MPO has found that the 2023-2026 TIP and 2045 Long-Range Plan contribute to the achievement and maintenance of the 1997 8-hour NAAQS for ozone; and are consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments; and that this conformity determination demonstrates that the requirements of 40 CFR Part 93 regarding conformity to the State Implementation Plan are met.

I hereby certify that this Resolution was adopted by the Coordinating Committee on June 27, 2022.

ATTEST:

David W. McFarland, III, AICP
MPO Secretary

By

Thomas A. Prestash, P.E.
MPO Chair

**Environmental Justice Analysis
for the Blair Metropolitan Planning Organization (MPO)
Transportation Improvement Program (TIP) for Fiscal Years (FYs) 2023-2026
[October 1, 2022, to September 30, 2026]**

Introduction

With the use of federal funds for highway, bridge, and transit projects, the MPO must prepare an environmental justice analysis to comply with Title VI of the Civil Rights Act of 1964, Executive Order 12898 of 1994, and US DOT Orders 5610.2 (a) and 6640.23A of 2012.

Environmental Justice (EJ) refers to Executive Order 12898, which directs procedures to be put in place to identify and address any disproportionately high and adverse human health or environmental effects on *minority* and *low-income population*. The principles of EJ are as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects or *burdens*, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

The Core Elements Approach to Environmental Justice

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have encouraged PennDOT and MPOs to incorporate the Core Elements Approach of Environmental Justice (EJ) into the transportation planning process in consideration of regional needs, demographics, and staff capacity. The basic core elements approach steps are as follows:

1. Identify a.) low-income populations and b.) minority populations.
2. Assess the condition of pavements and bridges and safety in areas with higher low-income and minority populations and identify needs.
 - Pavement condition of federal-aid and state-owned roadways.
 - Bridge condition of state and local bridges over 20 ft. in length.
 - Safety conditions to prevent vehicle and non-motorized crashes.
 - Access to fixed-route transit services.

3. Prepare the draft Blair MPO's Transportation Improvement Program (TIP).
4. Evaluate the burdens and benefits of draft TIP projects in relation to people in low-income and minority groups.
5. Identify and address disproportionate and adverse impacts of draft TIP projects on people in low-income populations and minority groups. If impacts are found, work with PennDOT, FHWA, and FTA to identify and document strategies to avoid, mitigate or minimize impacts.

The US DOT Orders 5610.2 (a) and 6640.23A defines low-income and minority populations as follows:

Low-income - A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

Low-income population – Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed U.S. Department of Transportation program, policy, or activity.

Minority - A person who is: – (1) Black – (2) Hispanic or Latino – (3) Asian American – (4) American Indian and Alaskan Native – (5) Native Hawaiian and Other Pacific Islander.

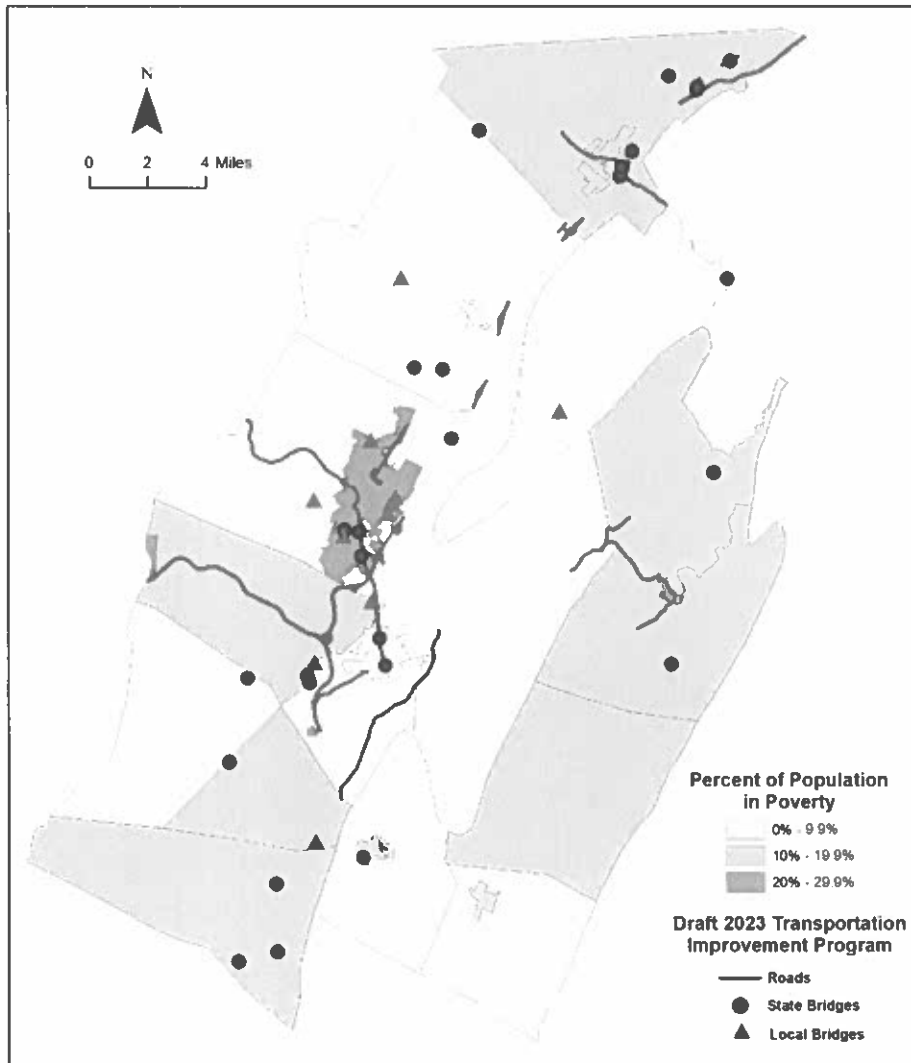
Minority population – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed U.S. Department of Transportation program, policy, or activity.

1. a.) Identify low-income populations.

Low-income populations were identified by using data from the U.S. Census Bureau's American Community Survey (ACS) estimates that show 17,648 persons or 14.7% of Blair County's population is at or below the poverty level. We identified low-income population by the numbers and percentages in each municipality rather than at the block group level because block group data is not readily available.

The percentages of low-income/people at or below the poverty level are shown by municipality in the map in Figure 1. The three colors indicate municipalities with *lower than, near, or above* the county poverty rate of 14.7%. The map also locates the draft 2023-2026 TIP roadway and bridge projects in relation to low-income populations.

Figure 1



**Percent of Population Below the Poverty Level
by Municipality**

Source: 2019 American Community Survey 5-Year Estimate Subject Tables
S171 Poverty Status in the past 12 Months
and PennDOT One Map MPMS Draft TIP
Blair County, Pennsylvania

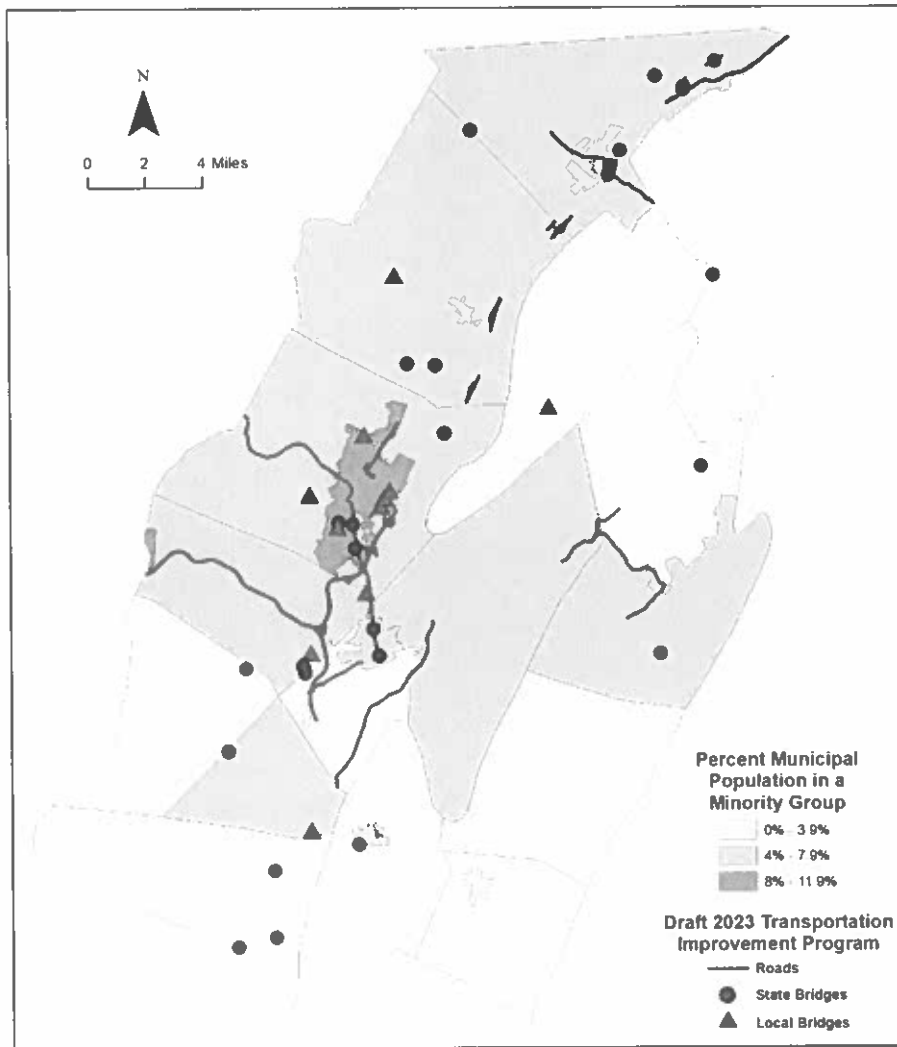


While the American Community Survey estimated numbers of minorities by race and poverty are lower than the 2020 Census Redistricting Data minority populations, it can be determined that a higher number of whites are in poverty due to Caucasians being 92.5% of the total population and that a higher percentage of the minority population is in poverty.

1. b. Identify minority populations.

Minority populations were identified by using the U.S. Census Bureau, 2020 Census Redistricting Data for each municipality, which gives a county total of 9,204 persons or 7.5% of the county population. The map in Figure 2. shows colors indicating which municipalities are *lower than, near, or above* the county minority group population. The map also locates the draft 2023-2026 TIP roadway and bridge projects in relation to the minority population.

Figure 2.



Percent Minority Population by Municipality

Source: U.S. Census Bureau, 2020 Census Redistricting Data and PennDOT One Map MPMS Draft TIP

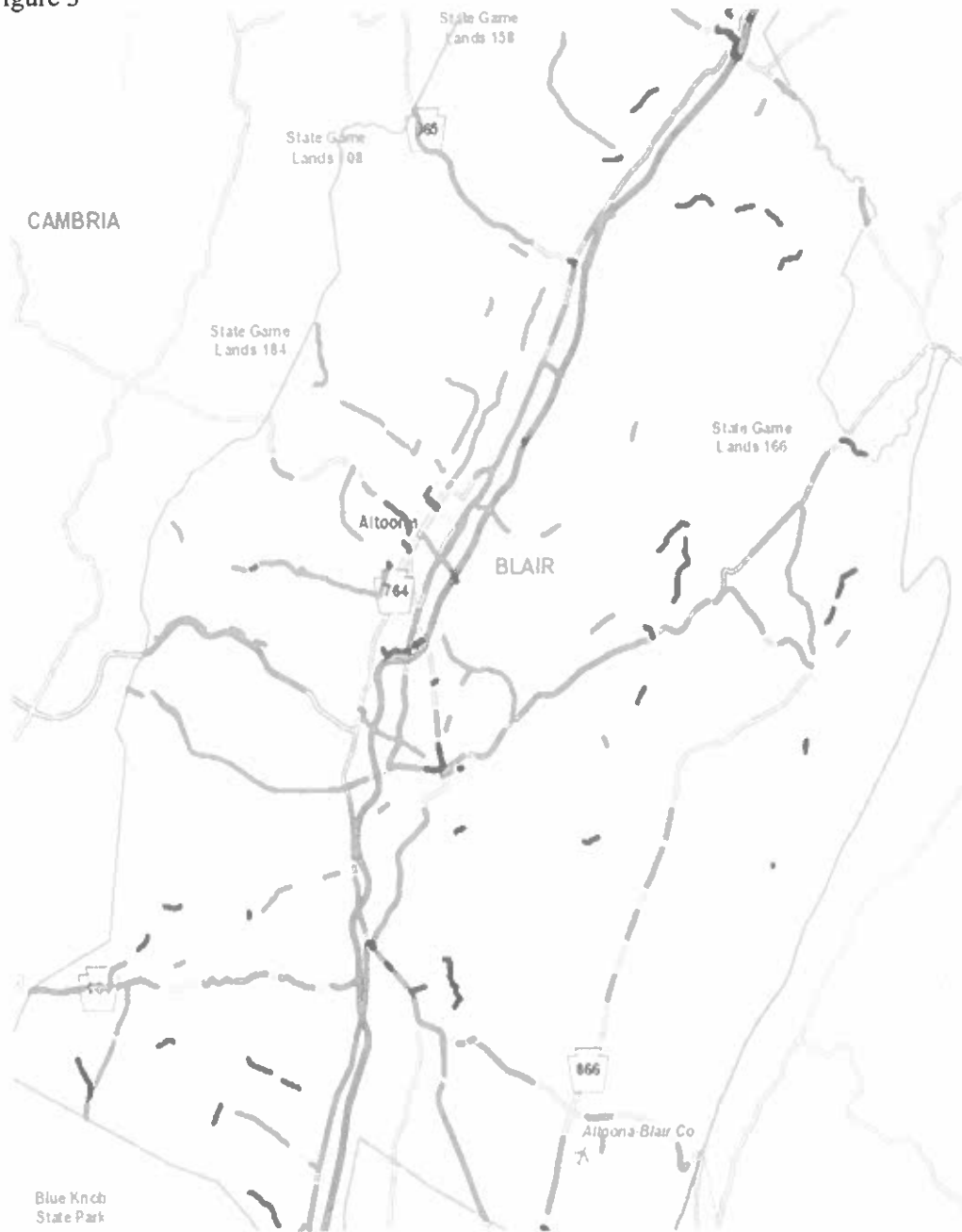
Blair County, Pennsylvania



2. Assess pavement, bridge, safety conditions for low-income and minority populations, and access to fixed-route transit.

The PennDOT 2020 Annual Performance Measures Report shows that only 3.7% or 19.9 miles of state roadways in Blair County have poor IRI and that 518.5 miles or 96.3% have an excellent to fair IRI rating. Figure 3 shows the location of the state roadways that are in excellent condition by the International Roughness Index (in blue) and those in poor condition (in purple).

Figure 3



Source: PennDOT One Map.

The map shows that both excellent and poor conditions regarding highways are evenly distributed among the municipalities in relation to people of low-income and minority communities that are shown in Figures 1 and 2.

The PennDOT 2020 Annual Performance Measures Report also shows that eleven state bridges in Blair County have poor deck area and that 313 state bridges or 99.2% have deck area in excellent to fair condition.

In addition to state roads and bridges, the MPO and the Pennsylvania Department of Transportation have safety performance measures and targets that include nonmotorized users. To help achieve the safety targets, PennDOT asks municipalities about plans for walking and bicycling facilities prior to the design of roadway or bridge projects. At the PennDOT Connects interviews, municipal representatives often request that existing walking facilities like sidewalks and crosswalks be preserved during roadway resurfacing and bridge projects. The following are examples of draft 2023 TIP projects that by preserving the existing sidewalks may help lower the nonmotorized crash rate in areas with average or above average low-income and minority populations:

- PA Route 453 Sink Run Culvert, in Tyrone Borough, includes restoring the curb ramps to meet ADA criteria.
- Logan Blvd./SR 4003 Bridge over Mill Run, in the City of Altoona, has sidewalks and is on the Plank Road Amtran Bus Route.
- Logan Blvd./SR 4003 Bridge over Norfolk Southern, in the City of Altoona, has sidewalks and is on the Crosstown Amtran Bus Route.
- Chestnut Ave./SR 4013 from 10th Avenue to Greely Street Resurface, City of Altoona, has sidewalks and a portion of the road is on the Evening Flash Amtran Bus Route.
- PA Route 36 from US Route 22 to Plank Road Resurface, in Hollidaysburg Borough, Allegheny and Logan Townships and the City of Altoona. Portions of the road have sidewalks and the road is on the Hollidaysburg Amtran Bus Route.
- Howard Ave./SR 4009 from Chestnut Ave. to 4th Street, resurface, in the City of Altoona. Portions of the road have sidewalks and the road is on the Flash Amtran Bus Route.
- 4th Street/SR 4015 from Chestnut Ave. to Howard Ave., resurface, in the City of Altoona. The route has sidewalks and the Flash Amtran Bus Route crosses 4th Street.
- PA Route 866, Williamsburg Drainage and Resurface, Williamsburg Borough, and Woodbury and Catherine Townships. A portion of the route has sidewalks in Williamsburg.

3. Prepare the Blair MPO's Draft Transportation Improvement Program

During the planning process to update the transportation improvement program (TIP), the Blair MPO works with PennDOT, Amtran, the Blair County Planning Commission, elected officials, the public and other stakeholders to identify transportation priorities as candidate projects.

The MPO prioritizes the projects in the TIP from the federal and state capital funds that are available as shown in the Department's financial guidance. The draft 2023 TIP projects include in the following categories:

- Carryover projects (projects that have begun on a prior TIP and need completed).
- Transportation Asset Management Plan for the National Highway System (major arterial roadways).
- Performance Measures and Targets.
- Strategic Highway Safety Plan.
- Long Range Transportation Plan.
- Municipal owned bridges.
- Plans and studies that occur in collaboration with the County, local governments, PennDOT, other stakeholders, and the public.

From these categories, PennDOT District 9-0 prepares a fiscally balanced list of candidate highway and bridge projects for the highway and bridge portion of the draft TIP. Altoona Metro Transit prepares the candidate projects for the public transit portion of the draft TIP. The MPO Technical and Coordinating committees then review and approve the draft highway/bridge and transit TIPs and forward the projects to the PennDOT Program Center for further review.

Blair Planning also provides the organizations that represent the people of low-income and minority groups and Native American Nations and Tribes with copies of the draft Transportation Improvement Program (TIP) and invites their comments on proposed highway, bridge, and transit projects. These and other outreach strategies are in the MPO's public participation plan, and more details on preparing the draft 2023 TIP can be found in the *Blair Metropolitan Planning Organization Project Selection Process Documentation*.

4. Evaluate the burdens and benefits of draft 2023-2026 TIP projects in relation to people in low-income or minority groups.

Figures 1, 2, and 3, show the draft 2023 TIP highway and bridge projects are evenly distributed among the municipalities in relation to people of low-income and minority communities and that the overall system is well maintained. Because the road and bridge projects of the draft 2023 TIP are mostly maintenance and similar preservation activities (such as repaving and bridge rehabilitation), as opposed to new construction projects that would increase capacity or otherwise potentially create new burdens, people in low-income and minority groups may benefit from the projects without disproportionate impacts.

The three draft TIP projects that have improvements beyond preservation are as follows:

- **PA Route 764, 6th Avenue and 7th Street Intersection Improvement Project**, in the City of Altoona. The project will add a left turn lane on 6th Avenue between 7th and 8th Streets. The project will close a portion of the sidewalk on the west side of 6th Avenue between 7th and 8th Streets and retain the sidewalk on the east side. This section of 6th Avenue is used by the Altoona Metro Transit (Amtran) Greenwood bus route, but the sidewalk closure is not expected to be a negative impact to persons accessing bus services.
- **Frankstown Road/SR 1009 from Amelia Avenue to PA Route 36 Project**, in City of Altoona, and Logan Township. The project will add a left turn lane on Frankstown Road at the intersection of Plank Road. The existing roadway is without walking facilities. A portion of the roadway is used by the Altoona Metro Transit Early Bird and Night Owl bus routes.
- **PA Route 36 – PA Route 164 Intersection Improvements**, in Roaring Spring Borough and in Taylor Township. The project includes adding two left turn lanes at the intersection. The roadways are not on fixed-route transit routes and the municipalities do not have high concentrations of low-income or minority persons.

5. Identify and address disproportionate and adverse impacts of the draft TIP projects to people in low-income or minority groups.

With the draft TIP projects being mostly maintenance and/or preservation projects, the 2023 draft TIP projects are not expected to cause disproportionate and adverse impacts to people in low-income or minority groups.

DRAFT

**Metropolitan Planning Organization
Blair County (Altoona MSA)**

ALSO THE
COORDINATING
COMMITTEE OF THE
ALTOONA AREA
TRANSPORTATION STUDY
(AATS)

**Blair County Courthouse
423 Allegheny Street, Suite 046
Hollidaysburg, PA 16648**

**(814) 693-2080
FAX (814) 696-3490**

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DAVID W. MCFARLAND, III, AICP
SECRETARY

Memorandum

To: Maria Brandt, Executive Director, The Arc of Blair County
Andrea Holsey, President, Blair County Chapter, National
Association for the Advancement of Colored People
George Palmer, III, Executive Director, Center for Independent Living of
South Central PA
Tina Walters, Executive Director, Blair/Clearfield Association for the Blind
Jodi Williams, Deputy Executive Director, Blair County Community Action Agency
Steve Williamson, Executive Director, Blair Senior Services, Inc.

From: Wesley L. Burket, AICP, Transportation Planner
Blair County Planning Commission

Date: May 20, 2020

Subject: Blair Metropolitan Planning Organization (MPO) FY 2023-2026 Transportation
Improvement Program 30-Day Public Comment Period – May 20 to June 20, 2022

With respect to the organizations that represent or serve people in low-income populations and minority populations, the purpose of this memorandum is to provide you with notice of the 30-day public comment period for the Blair MPO's draft FY 2023-2026 Transportation Improvement Program (TIP) from May 20 to June 20, 2022, and a notice of a public meeting for the draft TIP to be held on June 9, 2022.

The TIP includes all transportation projects (highways, bridges, interstate, and public transit) in the regional planning area that will use federal transportation funds within the four-year period.

This notice is also to meet the requirements of Title VI, Executive Order 12898 that requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations, as well as US DOT Orders 5610.2 (a) and 6640.23A of Federal Highway Administration Actions to Address Environmental Justice.

DRAFT

TIP Public Comment Period
May 20, 2022
Page 2

To assist you with making comments, please find attached copies of the draft 2023-2026 TIPs and a copy of the public comment period and meeting notice.

The draft TIPs and other supporting documents can also be accessed electronically at www.blairplanning.org/transportation-program. Following the public comment period, comments and questions will be taken into consideration and included in the Environmental Justice Analysis document.

If you have questions or you wish to provide comments on the Blair MPO's draft FY 2023-2026 TIP, or other documents, please send you're your comments to Wes Burket, (814) 693-2080 Ext. 2, or email wburket@blairplanning.org, or mail to Blair County Planning Commission, 423 Allegheny St., Suite 046, Hollidaysburg, PA 16648, by Monday, **June 20, 2022**.

Thank you for your time and attention to this matter.

cc: Blair County Planning Commission

DRAFT

**Metropolitan Planning Organization
Blair County (Altoona MSA)**

ALSO THE
COORDINATING
COMMITTEE OF THE
ALTOONA AREA
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DAVID W. MCFARLAND, III, AICP
SECRETARY

May 20, 2022

Susan Bachor
Historic Preservation Representative
Delaware Tribe of Indians
126 University Circle
Stroud Hall, Rm 437
East Stroudsburg, PA 18301

Re: Blair Metropolitan Planning Organization (MPO) Fiscal Year 2023-2026 Transportation Improvement Program 30-day Public Comment Period – May 20 to June 20, 2022

Dear Ms. Bachor:

With respect to the special status of Federally Recognized Tribes and Nations, the purpose of this letter is to provide you with notice of the 30-day public comment period for the Blair MPO's draft FY 2023-2026 Transportation Improvement Program (TIP) to meet the Federal Highway Administration's regulations, 23 CFR part 450.316. With this letter, the Blair MPO invites the Delaware Tribe of Indians to contribute comments from May 20 to June 20, 2022. In addition, a public meeting will be held on June 9, 2022. Other interested parties, including governmental agencies and the public are also receiving this notice.

The TIP includes all transportation projects in the regional planning area that will use federal transportation funds within the four-year period. When these project advance past the planning phase, you will be consulted during the Section 106 of the National Historic Preservation Act and the National Environmental Policy Act process. This project specific outreach will occur regardless of your participation in the TIP public comment period.

The TIP documents provided for public comment are attached and the TIP and other supporting documents can be accessed electronically at www.blairplanning.org/transportation-program. An additional resource for viewing draft TIP information is available using PennDOT's One Map that is a web-based GIS mapping tool for accessing highway and bridge project data and other asset information and boundary layers. One Map can be accessed by visiting this website: <https://gis.penndot.gov/OneMap>, and instructions for using One Map are attached.

If you wish to provide comments on the Blair MPO's draft FY 2023-2026 TIP, please provide comments to Wes Burket, (814) 693-2080 Ext. 2, or wburket@blairplanning.org, or Blair County Planning Commission, 423 Allegheny St., Suite 046, Hollidaysburg, PA 16648. A copy of the

DRAFT

TIP Public Comment Period

May 20, 2022

Page 2 of 2

public comment period and meeting notice for the draft TIP is also attached. Following the public comment period, all comments and questions will be taken into consideration. A full summary of the process, comments, and responses will be made available upon request.

If you have questions about a specific project or wish to propose changes to the draft TIP to better improve these documents to your needs, please contact us at the number or addresses above.

Sincerely,
BLAIR COUNTY PLANNING COMMISSION

Wesley L. Burket, AICP
Transportation Planner

Enclosures

A letter with copies of the draft 2023 TIPs, PennDOT's One map instructions, and a copy of the Public Comment Period and Meeting Notice were emailed separately to the following:

Susan Bachor, Historic Preservation Representative, Delaware Tribe of Indians,
sbachor@delawaretribe.org.

Deborah Dotson, Tribal President, Delaware Nation, Oklahoma, ec@delawarenation.com

William Fisher, Chief, Seneca-Cayuga Nation, wfisher@sctribe.com

Cassie Harper, Tribal Administrator, Shawnee Tribe, cassie@shawnee-tribe.com

John R. Johnson, Governor, Absentee-Shawnee Tribe of Indians of Oklahoma,
Governor@astribe.com

Glenna Wallace, Chief, Eastern Shawnee Tribe of Oklahoma, gjwallace@estoo.net

MEETING NOTICE

**Public Comment Period & Meetings for Draft
2023-2026 TIP Documents**

The Blair Metropolitan Planning Organization (MPO) invites public comments on the following draft documents: the FY 2023-2026 Transportation Improvement Program (TIP), which contains four years of federally funded highway, interstate, bridge, and public transit projects, the Transportation Conformity Determination Report, TIP Modification Procedures, TIP Environmental Justice Analysis, and other draft TIP documents available at

<https://www.blairplanning.org/transportation-program>. Please submit comments to the Blair County Planning Commission (BCPC), wburket@blairplanning.org, or to 423 Allegheny St, Suite 046, Hollidaysburg, PA, 16648, now through Monday, June 20, 2022.

A public meeting to review and take comments on the draft TIP and documents is scheduled for Thursday, June 9, from 2:00 to 3:00 PM at Trolleyworks, 3316 5th Ave., Altoona, PA. A meeting of the MPO to consider approval of the draft TIP and documents is scheduled for Monday, June 27, 2022, at 1:30 PM, at PennDOT, 1620 N. Juniata St., Hollidaysburg, PA. You are invited to participate in these meetings in person or virtually by contacting the BCPC at (814) 693-2080 Ext. 2. The MPO will provide services for persons with language, speech, sight or hearing impediments and people with disabilities provided the request for assistance is made (5) days prior to the meeting by contacting the BCPC or 711.

David W. McFarland, III, AICP, MPO Secretary.

May 20, 2022

DRAFT

Blair Altoona MPO 2023-2026 Transportation Improvement Program

Public Meeting

Date: Thursday, June 9, 2022

Time: 2:00 PM

Place: Trolleyworks, 3316 5th Avenue, Altoona, PA

Agenda

Item

1. Opening Remarks
2. Review of the following:
 - *Draft Transportation Conformity Determination Report for the 2023-2026 Transportation Improvement Program (TIP) and 2045 Long Range Plan.*
 - *Draft Core Elements Environment Justice Analysis for the 2023-2026 TIP.*
 - *Draft Memorandum of Understanding Procedures for STIP and TIP Modifications.*
 - *Draft 2023-2026 Transportation Improvement Program (Highways & Bridges)*
 - *Draft 2023-2026 Transportation Improvement Program (Public Transit).*
3. Public Comment
4. Adjournment

Blair MPO 2023-2026 TIP Public Meeting Minutes Thursday, June 9, 2022

No public comments were provided at this public meeting.

Those in attendance were Cristy Shumac, PennDOT Engineering District 9-0 and Wes Burket, Blair County Planning Commission.

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The following is a comment received during the 30 day comment period for the 2023 TIP:

Re: Fiscal Year 2023-2026 Transportation Improvement Program 30-Day Public Comment Period and Public Meeting Notice



Susan Bachor <sbachor@DelawareTribe.onmicrosoft.com>
To: Wes Burkett; sbachor@delawaretribe.org

Reply Reply All Forward

Thu 6/16/2022 4:42 PM

Thank you sending this material for the Delaware Tribe's review. We are currently working on a PA about bridge replacement so most of the projects listed will fall under that agreement.

The following projects will be of interest when they start planning.

Conewago Township

New Road/Highway Construction Eisenhower Drive

Reading Township

Relocation / Realignment PA 234 / Peepytown Road Intersection

Best,

Susan Bachor, M.A.

Deputy THPO & Archaeologist

Delaware Tribe Historic Preservation

126 University Circle

Stroud Hall, Rm. 437

East Stroudsburg PA 18301

NEW ***cell-1.539.529.1671***

sbachor@delawaretribe.onmicrosoft.com - electronic submissions preferred

Please call for appointment.

Number and Percent of Population Below the Poverty Level

Municipality	Total Pop.	Population Below Poverty	Percent Below Pov.
Blair County	120340	17648	14.7
Allegheny Twp	6389	810	12.7
Altoona City	43010	10047	23.4
Antis Twp	6154	427	6.9
Bellwood Boro	1608	89	5.5
Blair Twp	4416	212	4.8
Catharine Twp	621	63	10.1
Duncansville Boro	1149	74	6.4
Frankstown Twp	7062	378	5.4
Freedom Twp	3353	426	12.7
Greenfield Twp	4009	640	16.0
Hollidaysburg Boro	5560	259	4.7
Huston Twp	1423	181	12.7
Juniata Twp	950	60	6.3
Logan Twp	11780	1123	9.5
Martinsburg Boro	1682	177	10.5
Newry Borough	225	61	27.1
North Woodbury Twp	2446	172	7.0
Roaring Spring Boro	2524	399	15.8
Snyder Twp	3207	463	14.4
Taylor Twp	2472	110	4.4
Tunnelhill Boro	122	25	20.5
Tyrone Boro	5059	827	16.3
Tyrone Twp	2161	94	4.3
Williamsburg Boro	1131	229	20.2
Woodbury Twp	1827	302	16.5

Source: S171 Poverty Status in the Past 12 Months
2019: ACS 5-Year Estimate Subject Tables

Number and Percent of the Minority Population

Municipality	Total Population	Minority Population	Percent Minority
Blair County	122822	9204	7.5
Allegheny Twp	6585	438	6.7
Altoona City	43963	4914	11.2
Antis Twp	6478	280	4.3
Bellwood Boro	1827	112	6.1
Blair Twp	4783	152	3.2
Catharine Twp	771	25	3.2
Duncansville Boro	1255	82	6.5
Frankstown Twp	7399	380	5.1
Freedom Twp	3002	137	4.6
Greenfield Twp	3788	148	3.9
Hollidaysburg Boro	5641	340	6.0
Huston Twp	1252	31	2.5
Juniata Twp	968	34	3.5
Logan Twp	12413	977	7.9
Martinsburg Boro	1876	69	3.7
Newry Borough	230	8	3.5
N. Woodbury Twp	2433	77	3.2
Roaring Spring B	2384	109	4.6
Snyder Twp	3344	152	4.5
Taylor Twp	2296	62	2.7
Tunnelhill Boro	108	11	10.2
Tyrone Boro	5480	322	5.9
Tyrone Twp	1876	74	3.9
Williamsburg Boro	1233	62	5.0
Woodbury Twp	1437	59	4.1

Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171)

**Self-Certification Resolution for the
Blair/Altoona Metropolitan Planning Organization 2023-2026 TIP**

RESOLUTION of The Blair MPO to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide TIP (STIP) approval, the Blair/Altoona MPO shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements; and,

WHEREAS, Section 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.326 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS the requirements of Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973, (29 USC 794), the Americans Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities, have been met; and

WHEREAS, the requirements of FAST Act (Public Law 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and,

WHEREAS the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to address Environmental Justice in Minority Populations and Low Income Populations) and Executive Order 13166 (Improving Access to Services for Person with Limited English Proficiency) have been met; and

WHEREAS, the provisions of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the Blair MPO certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's plans and programs, including the FFY 2023-2026 TIP.

I, Thomas Prestash, HEREBY CERTIFY that I am Chairman of the MPO and that the foregoing resolution was adopted by the Members of said Commission at a meeting duly called and held on the 27th day of June 2022, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as MPO Secretary.

ATTEST:

David W. McFarland, III, AICP
MPO Secretary

Thomas Prestash, P.E.
MPO Chairman

MEMORANDUM OF UNDERSTANDING (MOU)
Blair County (Altoona) Metropolitan Planning Organization (MPO)
Procedures for 2023-2026 Transportation Improvement Program (TIP) Revisions

Purpose

This Memorandum of Understanding (MOU) between PennDOT, the Blair Metropolitan Planning Organization (MPO) Coordinating Committee (Altoona MSA), and the Altoona Metro Transit (Amtran) establishes procedures to be used for processing revisions to the 2023-2026 Transportation Improvement Program (TIP).

Definitions

- **Administrative Modification** is a minor revision to a Transportation Improvement Program (TIP).
- **Amendment** is a revision to a TIP that involves a major change to a project included in a TIP.
- **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation’s (PennDOT’s) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** include PennDOT, Altoona Blair (County) MPO, Amtran, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- **Fiscal Constraint Chart (FCC)** is an Excel spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds
- **Interstate Management (IM) Program** is PennDOT’s four-year listing of statewide interstate maintenance (non-capacity adding) projects.
- **New Project** is a project that is not programmed in the current TIP and does not have previous obligations from a prior TIP.
- **Planning Partner** is one of the following: MPOs, or RPOs, or the independent County of Wayne.

- **Public Participation Plan (PPP)** is a documented broad-based public involvement process that describes how the Blair Altoona MPO will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- **Rapid Bridge Replacement (RBR)** Initiative (developed via a Public Private Partnership – P3) will follow the **Statewide Managed Program** guidance in the administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the STIP. Placement of RBR projects and or line items on the Blair Altoona MPO’s TIP will be considered as an administrative action.
- **Reserve Line Item** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- **Revision** is either an Amendment or an Administrative Modification to the TIP.
- **Statewide Managed Program (Statewide Program)** includes those transportation improvements or projects that are managed on the STIP, including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Crossing Program (RRX), and State Transportation Alternatives Program (TAP) projects. The Interstate Management Program (IM) will remain its own individual program.

TIP Administration

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If the MPO, Amtran, or PennDOT wishes to proceed with a federally funded project not programmed on the TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions for revisions of the MPO TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, MPO, Amtran, FHWA, and FTA. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania’s Performance Management (TPM) requirements, Pennsylvania’s Long-Range Transportation Plan (LRTP), and the MPO’s LRTP. In addition, TIP revisions must support Pennsylvania’s Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT’s Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT’s ongoing assessment, target setting, reporting and evaluation of performance data associated with the TIP investment decisions. This approach ensures

that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of the MPO's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how the MPO will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required, if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the MPO's Long Range Transportation Plan (LRTP) shall also be developed and approved by the MPO. The modified conformity determination would then be based on the amended LRTP conformity analysis, and public involvement procedures consistent with the region's PPP are required.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is once again in compliance with the federal planning regulations.

TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR § 450], revisions to the TIP will be handled as an **Amendment** or an **Administrative Modification** based on agreed upon procedures detailed below.

An **Amendment** is a revision to the Blair Altoona TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**
- Adds a new federally funded project, deletes a project that utilizes federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.

- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following threshold:
 - \$2 million (Federally-funded Statewide Program projects are excluded from this provision);
 - \$10 Million for Interstate Management (IM) Program.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity re-evaluation;
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the MPO (not to exceed any federally-funded threshold contained in this MOU which is \$2.0 million for Blair Altoona MPO); or
 - Result in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project.

Approval by the MPO/RPO is required for **Amendments**. The MPO must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at the MPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) materials, if available.

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the MPO/RPO and PennDOT will demonstrate, through an FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally-funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective MPO/RPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial

drawdown will be considered an amendment to the Statewide Program.

An **Administrative Modification** is a minor revision to the MPO TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or Blair Altoona MPO TIP placement of the federally funded Statewide Program;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the thresholds established above. (A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project);
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the thresholds established in this MOU between PennDOT and the MPO (as detailed in the aforementioned Amendment Section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a new project. (A change in scope is a substantial alteration to the original intent or function of a programmed project.)

Administrative Modifications do not require federal approval. PennDOT and the MPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU, where federal funds are being utilized.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC.

Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per 23 CFR 450.218(l) and 23 CFR 450.326(g)(j)&(k), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

Transit

Statewide managed projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

TIP Reporting procedures

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. The reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement 23 CFR 450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

TIP Transportation Performance Management

In accordance with 23 CFR 450.326(c), PennDOT and the MPO will ensure TIP revisions promote progress toward achievement of performance targets.

MPO TIP Revision Procedures

As the MPO TIP is adopted, this MOU between PennDOT and the MPO will be included with the TIP documentation to clarify how the MPO will address all TIP revisions. **In all cases, any individual MPO revision procedures will be developed under the guidance umbrella of this document.** If the MPO subsequently elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles.

Brian Hare, P.E.
Director, Center for Program Development
And Management
Pennsylvania Department of Transportation

Date

Thomas A. Prestash, P.E., Chairman
Blair Altoona Metropolitan Planning Organization

Date

Eric Wolf, Executive Director
Altoona Metro Transit

Date

**Metropolitan Planning Organization
Blair County (Altoona MSA)**

**Transportation Improvement Program (TIP)
Transit Portion
Program of Projects
Federal Fiscal Years 2023-2026**

December 2021



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3301 Fifth Avenue
Altoona, PA 16602**

Program of Projects

FFY 2023

(2023-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2023.

Total Cost	Federal	State	Local
\$4,937,134	\$1,300,000	\$3,436,118	\$201,016

(2023-2) Buildings/Structures – Engineering/Design - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN's administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$130,000	\$104,000	\$21,600	\$4,400

(2023-3) Buildings/Structures – Rehab/Renovate - AMTRAN proposes roof replacement for existing administrative and maintenance buildings.

Total Cost	Federal	State	Local
\$1,300,000	\$1,040,000	\$216,000	\$44,400

(2023-4) Revenue Equipment – Purchase 2 new mini-buses - AMTRAN proposes to purchase two revenue vehicles.

Total Cost	Federal	State	Local
\$180,000		\$174,000	\$6,000

(2023-5) Buildings/Structures – Stations & Shelters - AMTRAN replace pre-fab shelters that are more than 25 years old.

Total Cost	Federal	State	Local
\$100,000		\$96,700	\$3,300

(2023-6) Bus Support Equipment/Facilities – Public Information Aids - AMTRAN proposes to replace bus stop signs and posts as well as other public information aids throughout the system.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2023-7) Bus Support Equipment/Facilities – Maintenance Tools & Equipment - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2023-8) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2023-9) Bus Support Equipment/Facilities – Security Upgrades - AMTRAN proposes to utilize federal, state, and local funding to continue to advance security upgrades.

Total Cost	Federal	State	Local
\$16,250	\$13,000	\$3,145	\$105

FFY 2024

(2024-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2024.

Total Cost	Federal	State	Local
\$5,050,269	\$1,300,000	\$3,539,202	\$211,067

(2024-2) Revenue Equipment – Purchase three replacement 3 buses - AMTRAN proposes to replace 3 heavy-duty, 12-year buses purchased in 2012 with 3 new Gillig buses under an existing statewide procurement.

Total Cost	Federal	State	Local
\$2,250,000		\$2,250,000	

(2024-3) Buildings/Structures – Engineering/Design - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN's administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$5,000		\$4,835	\$165

(2024-4) **Buildings/Structures – Rehab/Renovate** - AMTRAN proposes various renovations and improvements to existing facilities.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2024-5) **Bus Support Equipment/Facilities – Maintenance Tools & Equipment** - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$25,000		\$24,175	\$825

(2024-6) **Bus Support Equipment/Facilities – Computer Equipment** - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$20,000		\$19,340	\$660

(2024-7) **Bus Support Equipment/Facilities – Office Furniture** - AMTRAN will purchase miscellaneous replacement office furniture.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2024-8) **Bus Support Equipment/Facilities – Security Upgrades** - AMTRAN proposes to make security upgrades to our facilities and our vehicles.

Total Cost	Federal	State	Local
\$16,250	\$13,000	\$3,145	\$105

(2024-9) **Service Vehicles – Replace 1 Service Vehicle** - AMTRAN proposes to replace one service vehicle that has reached the end of its useful life.

Total Cost	Federal	State	Local
\$40,000		\$36,680	\$1,320

FFY 2025

(2025-1) **Operating/Planning Assistance** - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and as the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2025.

Total Cost	Federal	State	Local
\$5,216,998	\$1,350,000	\$3,645,378	\$221,620

(2025-2) Buildings/Structures – Engineering/Design - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN’s administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2025-3) Buildings/Structures – Rehab/Renovate - AMTRAN proposes various renovations and improvements to existing administrative, maintenance, and bus support buildings and grounds.

Total Cost	Federal	State	Local
\$100,000		\$96,700	\$3,300

(2025-4) Bus Support Equipment/Facilities – Maintenance Tools & Equipment - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2025-5) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$10,000		\$9,760	\$330

(2025-6) Bus Support Equipment/Facilities – Security Upgrades - AMTRAN proposes to make security upgrades to our facilities and our buses.

Total Cost	Federal	State	Local
\$16,875	\$13,500	\$3,265	\$110

FFY 2026

(2026-1) Operating/Planning Assistance - AMTRAN proposes to use Federal Urbanized Area Formula (Section 5307) Program funds supplemented by dedicated transit funding (1513) from the Commonwealth of Pennsylvania Bureau of Public Transportation to carry out operations and as the source of funds to carry out operations and planning in AMTRAN's Fiscal Year beginning July 1, 2026.

Total Cost	Federal	State	Local
\$5,337,440	\$1,350,000	\$3,745,739	\$232,701

(2026-2) Buildings/Structures – Engineering/Design - AMTRAN proposes to purchase engineering and design services for future renovations/acquisition/construction for AMTRAN’s administrative, maintenance, and bus support facilities.

Total Cost	Federal	State	Local
\$5,000		\$4,835	\$165

(2026-3) Buildings/Structures – Rehab/Renovate - AMTRAN proposes various renovations and improvements to existing facilities.

Total Cost	Federal	State	Local
\$50,000		\$48,350	\$1,650

(2026-4) Bus Support Equipment/Facilities – Maintenance Tools & Equipment - AMTRAN proposes to purchase replacement and new tools and equipment necessary for the maintenance of its revenue service fleet.

Total Cost	Federal	State	Local
\$25,000		\$24,175	\$825

(2026-5) Bus Support Equipment/Facilities – Computer Equipment - AMTRAN proposes to purchase computers, printers, and other IT equipment in order to maintain its computer systems.

Total Cost	Federal	State	Local
\$20,000		\$19,340	\$660

(2026-6) Bus Support Equipment/Facilities – Office Furniture - AMTRAN will purchase miscellaneous replacement office furniture.

Total Cost	Federal	State	Local
\$10,000		\$9,670	\$330

(2026-7) Bus Support Equipment/Facilities – Security Upgrades - AMTRAN proposes to make security upgrades to our facilities and our buses.

Total Cost	Federal	State	Local
\$16,875	\$13,500	\$3,265	\$110

(2026-8) Service Vehicles – Replace 1 Service Vehicle - AMTRAN proposes to replace one service vehicle that has reached the end of its useful life.

Total Cost	Federal	State	Local
\$45,000		\$43,515	\$1,485

Total Program

	Federal	State	Local	Total
Operating	\$5,300,000	\$14,375,437	\$866,404	\$20,541,841
Capital	\$1,197,000	\$3,298,135	\$76,115	\$4,571,250
Total Program	\$6,497,000	\$17,673,572	\$942,519	\$25,113,091

**Metropolitan Planning Organization
Blair County (Altoona MSA)**

**Transportation Improvement Program (TIP)
Transit Portion
Financial Capacity Analysis
Federal Fiscal Years 2023-2026**

May 2022



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**Amtran
3301 Fifth Avenue
Altoona, PA 16602**

EXECUTIVE SUMMARY

The purpose of this plan is to determine the financial capacity of Amtran to operate bus service in the years up to 2026. Utilizing financial capacity analysis, this plan documents present financial and productivity trends as a basis to predict Amtran's future financial capacity and condition.

This document is required by the Federal Transit Administration (FTA) per guidance issued in 1987. It is on the basis of this document that FTA will grant Amtran operating and capital assistance in the future.

After examining the audited financial and ridership data from Amtran's Fiscal Years (*July 1st to June 30th*) 2016/17 to 2020/21 and the projections based on this data to Federal Fiscal Year (*October 1st to September 30th*) 2026, this plan concludes that Amtran will have the financial capacity and conditions to operate bus service through the planning period.

INTRODUCTION

On March 30, 1987, the Urban Mass Transportation Administration (UMTA), now the Federal Transit Administration (FTA), issued Circular C 7008.1 on Financial Capacity Policy for 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. FTA now requires that the local transit system and/or the local community have the financial capacity to pay for such improvements in addition to operating and maintaining the existing transit system.

The purpose of this financial capacity plan is to comply with the present FTA regulations and to determine the financial capacity of Amtran to undertake projects involving the acquisition, operation and maintenance of facilities and equipment partially funded by the Federal Government. However, financial capacity analysis is also an important tool for Amtran and the local municipalities that support public transit. It provides a framework to judge how cost-effective Amtran's public transit services are and it gives the local municipalities that support public transit a yardstick to measure the value they are getting for their investment.

DEFINITION OF FINANCIAL CAPACITY

The circular defined financial capacity as two elements:

- a. Financial Condition
- b. Financial Capability

Financial condition refers to the ability of the operator to operate and maintain the transit system at its *present levels of service*. Financial condition is reflected in working capital levels, current assets versus current liabilities; capital accounts; debt levels; operating costs and revenue; service levels; and, productivity and ridership.

Financial capability refers to the stability and reliability of revenue sources to meet future capital and revenue costs. Financial capability reflects a system's present and future financial condition in meeting *future service needs*.

INDICATORS OF FINANCIAL CONDITION AND FINANCIAL CAPABILITY

Both indicators of financial capacity can be observed through various historical trends. For this plan, historical data will be utilized from Amtran's Fiscal Years **2016/17 to 2020/21**. The five-year trends and annual trends derived from this data will provide the basis to predict future trends. Amtran's Audited Reports and financial statements will be used to gather this data. For convenience, these trends can be grouped into the following categories:

A. Operating Revenue Trends

1. Total Federal Eligible Revenue (including Passenger Fares)
2. Total Non-Federal Eligible Revenue (including Senior Citizen Lottery Grant and Local Student Fare Assistance)
3. Total Non-Subsidy Revenue

B. Operating Assistance Trends

1. Federal Operating Assistance
2. State Operating Assistance
3. Local Operating Assistance

C. Expense Trends

1. Operating Expenses
2. Capital Expenses

D. Operating Surplus/Deficit

E. Net Quick Assets Trends

F. Ridership and Productivity Trends

1. Originating Passenger Trips
2. Originating Passengers Per Vehicle Hour
3. Farebox Recovery and Operating Ratio Trends

OPERATING REVENUE

Operating Revenue is comprised of three types of revenue sources:

Federal Eligible Revenue

This source includes Passenger Farebox Revenue and Other Federal Eligible Revenue, which includes Advertising, Special Services and Non-Transportation Revenue. Non-Transportation Revenue includes revenue from sources other than from transportation.

Federal Eligible Revenue is used to offset operating expenses. For example in FY2018/19, Amtran's operating expenses were \$5,103,376 and total federal eligible revenue was \$566,214. By subtracting total federal eligible revenue from operating expenses, the total operating expenses were reduced to \$4,537,162. This total is used to calculate the federal share of operating assistance.

Federal Non-Eligible Revenue

This source includes special local and state funding for services rendered in carrying students for local school districts. It also includes investment income. Federal non-eligible revenue is money that is not used to calculate federal operating assistance.

Non-Subsidy Revenue

Total Non-Subsidy Revenue is the product of both Federal Non-Eligible Revenue and Federal Eligible Revenue. The total amount is all those moneys that are not considered subsidies from government sources to cover Amtran's operating deficit.

B. OPERATING ASSISTANCE

Operating Assistance is the subsidy that comes from local, state and federal government sources to support Amtran's operations. Federal operating assistance covers a calculated percentage of Amtran's operating expenses not covered by federal eligible revenue. State operating assistance beginning FY 2007-08 was obligated under State Act 44 and is not related to federal operating assistance. Local operating assistance to Amtran is funded from local municipal contributions.

C. SYSTEM EXPENSES

System expenses include Operating Expenses and Capital Expenses. Amtran's Operating Expenses are the costs incurred to operate public transit services. Capital Expenses are the costs related to either replacing or introducing major items that are necessary for the operation of the system such as buses and parts.

D. SYSTEM SURPLUS/DEFICIT

Amtran has a system surplus when total operating revenues exceed total operating expenses. When the system has a surplus, it means that it has excess revenue over expenses that can be used for future funding. In Amtran's case excess revenue has been used to cover a portion of local operating, planning and capital assistance. However, when the system is operating at a deficit, then expenses must be brought down or additional revenue or operating assistance found. In the past, Amtran has used excess revenue from one year to cover an operating deficit in another year. Ideally, Amtran should operate at an equilibrium state, where total operating revenue equals total operating expenses.

E. NET QUICK ASSETS

Net quick assets are cash plus short-term investments and current receivables less current liabilities such as short-term debt and payroll. Net quick assets show how much of a system's assets can be converted into cash. This indicator is an important test of a system's financial condition. It indicates the level of financial flexibility a system has in protecting itself from unexpected operating expense trends or providing higher levels of service.

F. PRODUCTIVITY

Productivity can be defined as how effective the system is at producing "outputs" such as number of riders carried. The following indicators can be used to measure productivity.

Originating Passenger Trips

Originating passenger trips are the total number of trips provided by Amtran in any one year less transfers. The exclusion of transfers ensures that no passenger is double-counted.

Ridership Characteristics

This measure is useful for financial capacity analysis because it indicates the kind of passengers that travel on Amtran and their impacts on federal eligible revenue and non-federal eligible revenue.

Originating Passengers Per Vehicle Hour

"Total vehicle hours" refers to total hours run by Amtran buses in any given year. Vehicle hours divided by originating passenger trips shows the level of productivity Amtran achieves in any given year, based on number of hours run.

Farebox Recovery Trends

Farebox Recovery is calculated by taking all sources of total non-subsidy revenue (farebox and local student fare assistance) and dividing it by operating expenses. The higher the level of farebox recovery, the healthier a system's financial condition and future financial capacity is likely to be.

Operating Ratio Trends

This indicator measures total operating expenses as a proportion of total non-subsidy revenue. This data trend indicates the fiscal performance of a transit system. The operating ratio is another measure of farebox recovery, except it shows farebox recovery as a ratio. Unlike farebox recovery, the lower the operating ratio, the higher the amount of total operating expenses recovered through the farebox.

DISCUSSION OF CURRENT FINANCIAL CONDITION AND CAPACITY

The following sections examine Amtran's financial condition and capacity. First by considering recent financial and productivity data from Amtran's Fiscal Years 2016/17 through 2020/21; secondly, by utilizing current trends to project future trends between Federal Fiscal Years 2022 through FY 2026.

A. OPERATING REVENUE TRENDS 2016/17 – 2020/21

1. Total Federal Eligible Revenue FY 2016/17 – 2020/21

As illustrated in Table 1, this source of revenue has decreased by 48.41% across the review period, due to an decrease in passenger fares received caused by the COVID-19 pandemic, which Amtran is recovering from.

2. Federal Non-Eligible Revenue FY 2016/17 – 2020/21

This revenue source decreased between FY2016/17 and 2020/21 by 15.85%, again due to the pandemic.

B. OPERATING ASSISTANCE TRENDS 2016/17 – 2020/21

Between FY 2016/17 and 2020/21, total operating assistance (Federal, State and Local) increased 18.61%.

1. Federal Operating Assistance

Federal Operating Assistance increased over the review period.

2. State Operating Assistance

State Operating Assistance increased by 11.03% over the period between 2016/17 and 2020/21. It is projected to remain stable in future years with small increases.

3. Local Operating Assistance

Amtran's local operating assistance comes from the City of Altoona, the Townships of Logan and Allegheny, the Borough of Hollidaysburg, and the University of Penn State Altoona Campus. Local operating assistance increased by 13.62% from FY 2016/17 and 2020/21. The percentage of required local share is projected to continue to increase by five percent per year over the next five years.

C. EXPENSE TRENDS FY 2016/17 – 2020/21

Expenses are made up of two types: operating and capital. Capital expenses in most years are only a small portion of total expenses. In some years, when the replacement of a large capital item such as buses takes place, capital expenses increase significantly.

1. Operating Expenses

Total operating expenses increased about 17.90% between FY 2016/17 and 2020/21. Labor costs increased by 10.75% over the period.

2. Capital Assistance

Between FY 2016/17 and 2020/21 Amtran's capital assistance from government (federal, state and local) increased.

D. OPERATING SURPLUS/DEFICIT FY 2016/17 – 2020/21

Amtran showed operating surpluses from FY 2016/17 through FY 2020/21. Surpluses are held in reserve and are used in future years to cover any deficits that may occur.

E. NET QUICK ASSET TRENDS FY 2016/17 – 2020/21

As illustrated in Table 3, Amtran's net quick assets increased by 24% during the period FY 2016/17-2020/21.

F. PRODUCTIVITY TRENDS FY 2016/17 – 2020/21

As illustrated in Table 2, five different indicators were used to examine Amtran's productivity between FY 2016/17 and 2020/21: Total Passengers, Originating Passengers, Passengers per Hour, Farebox Recovery and Operating Ratio.

1. Originating Passengers

Originating Passenger Trips decreased 80.66% between FY 2016/17 and 2020/21. This decrease was caused by the COVID-19 pandemic, from which Amtran is currently recovering. Table 2 displays originating passenger trip trends and passenger characteristics for the period.

Total adult ridership decreased 21.92% over the four-year period and student (non-school pass) ridership decreased by 326.95% over the same period.

2. Originating Passengers per Vehicle Hour

Passengers per vehicle hour decreased 86.19% over the four-year period. This is due to decreases in ridership caused by the COVID-19 pandemic, including the school district and Penn State University not holding on-site classes for a portion of the year.

3. Farebox Recovery and Operating Ratio

Farebox recovery decreased 61.30% between FY 2016/17 and 2020/21. The operating ratio increased by 38.00%.

DISCUSSION OF PROJECTED FINANCIAL CONDITION AND CAPACITY

Amtran finished the four-year period ending June 30, 2021 with an overall decrease in originating passengers and a decrease in overall ridership. This was due to the COVID-19 pandemic, especially with the school district and Penn State holding virtual classes for a portion of the year. Ridership decreased from FY2016/17 through FY2020/21 by 78.09%. Amtran will maintain stability in service levels and revenue while striving to achieve modest overall system growth.

Amtran's financial goals in the next four years are designed to ensure that operating revenues increase at about the same rate as operating expenses. These projected trends to FFY 2026 can be referenced in Table 4.

Assuming small growth in operating assistance at the federal, state and local level, Amtran plans modest service adjustments aimed at increased operational efficiencies over the planning period.

A. OPERATING REVENUE PROJECTIONS

1. Federal Eligible and Federal Non-Eligible Revenue

Amtran estimates that total operating revenue will increase modestly over the next four fiscal years. Total federal-eligible revenue will increase about 6.73% while total federal non-eligible revenue should increase by about 3.66%.

2. Operating Assistance

Total operating assistance is expected to remain stable through FY2025/26. Act 44 State Operating funding has been replaced by Act 89 funding. Amtran's goal is to experience overall relatively stable operating funding over the four years of the planning period.

B. OPERATING EXPENSE TRENDS

1. Operating Expenses

It is estimated that operating expenses will grow a total of 7.66% over the planning period. The increase in the labor, health care and utilities are adding to the overall growth of 7.66%.

2. Capital Assistance

In addition to ongoing capital maintenance and improvement projects, Amtran plans the purchase of replacement buses during FY 2023/24 as illustrated in Table 4.

C. OPERATING SURPLUS/DEFICIT

As Table 4 shows, Amtran is projecting small operating surpluses during the five years of the planning period. The projection of surpluses means that service adjustments aimed at operational efficiencies will need to be made during the planning period. The small surpluses will be used to fund any future years when funding is less than expenses.

F. PRODUCTIVITY PROJECTIONS

1. Originating Passenger Trips and Ridership

Originating passengers is projected to increase by 4.80% between FFY 2022 and 2026. Table 5 shows productivity projections for the period. This projection is based on current trends and the fact that Amtran has taken steps to address specific ridership categories that have shown decline.

Senior citizen ridership is expected to change its declining trend and start to increase slightly.

Reduced fare ridership is expected to increase due to the continued growth of Amtran's Monthly Pass program and implementation of a mobile ticketing option.

2. Originating Passengers per Vehicle Hour

Amtran anticipates that some service adjustments will take place during the planning period. If due to these adjustments, vehicle hours do not increase as per current trends, this projection will change.

3. Farebox Recovery and Operating Ratio Trends

Farebox recovery is expected to decrease by 2.33%, because of a change in Amtran's rental properties, and the operating ratio will increase by 2.27% across the planning period.

CONCLUSIONS

From the discussion above, Amtran believes it will have more than adequate financial capability to operate bus service in Blair County in the years ahead. The projections are based on past trends and provide a realistic standard to set Amtran's future financial and productivity goals.

In the event that operating assistance at the federal, state, or local level is cut drastically, Amtran will respond with a balanced approach of fare increases and service cuts.

Amtran's financial goals in the coming years will be to maximize operating revenues, so that they remain level with operating expenses. Amtran will seek to reduce operating expenses wherever feasible through greater monitoring of internal efficiencies as well as service performance and service levels. Amtran is committed to providing cost-effective public transportation in the service area and will strive in every way to meet this goal.

TABLE 1

Statement of Revenue and Expenses

FY 2016-2017 - FY 2020-2021

Operating Revenue	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	% change
Passenger Fares	390,281	388,697	399,949	300,291	245,930	-58.70%
Other Federal Eligible Revenue	129,248	111,535	166,265	120,616	104,131	-24.12%
Total Federal Eligible Revenue	519,529	500,232	566,214	420,907	350,061	-48.41%
Local Student Fare Assistance	285,095	287,946	296,584	216,693	244,031	-16.83%
Other Federal Non-Eligible Revenue	92	441	3,093	3,104	2,138	95.70%
Total Federal Non-Eligible Revenue	285,187	288,387	299,677	219,797	246,169	-15.85%
Total Non-subsidy Revenue	804,716	788,619	865,891	640,704	596,230	-34.97%
Federal Operating Assistance	1,235,149	1,214,222	1,175,960	1,397,944	1,837,525	32.78%
State Operating Assistance	2,949,971	3,041,083	3,136,851	3,207,473	3,315,833	11.03%
Local Operating Assistance	157,502	165,002	172,877	173,646	182,328	13.62%
Total Operating Assistance	4,342,622	4,420,307	4,485,688	4,779,063	5,335,686	18.61%
Total Operating Revenue	5,147,338	5,208,926	5,351,579	5,419,767	5,931,916	13.23%
Operating Expenses						
Labor	2,039,275	2,142,971	2,237,088	2,224,558	2,284,983	10.75%
Benefits	1,372,423	1,447,506	1,468,771	1,572,681	2,050,902	33.08%
Services	272,579	451,664	302,658	309,364	419,543	35.03%
Materials and Supplies	396,756	520,424	404,636	352,754	384,085	-3.30%
Utilities	75,422	77,002	72,285	83,907	74,908	-0.69%
Casualty & Liability	107,241	126,990	100,210	57,487	79,073	-35.62%
Purchased Transportation	213,817	212,084	196,680	120,490	88,386	-141.91%
Misc. Expenses	176,059	203,141	321,048	281,836	286,349	38.52%
Total Operating Expenses	4,653,572	5,181,782	5,103,376	5,003,077	5,668,229	17.90%
Operating Surplus (Deficit)	493,766	27,144	248,203	416,690	263,687	-87.25%
Capital Expense						
Federal Capital Assistance	312,050	11,963	980,000	2,096,607	1,207,600	74.16%
State Capital Assistance	703,974	125,655	601,070	2,629,440	729,595	3.51%
Local Capital Assistance	73,731	4,335	100,281	13,480	24,805	-197.24%
Total Capital Assistance	1,089,755	141,953	1,681,351	4,739,527	1,962,000	44.46%

TABLE 2
Productivity Trends FY 2016-2017 - FY 2020-2021

	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	% change
Adult Cash Fare	107,639	103,382	108,238	80,293	88,284	-21.92%
Senior Citizen	69,831	64,264	69,288	68,646	61,059	-14.37%
Reduced Fare	133,534	135,016	136,635	103,647	91,674	-45.66%
Students	14,384	13,702	14,918	10,968	3,369	-326.95%
Persons with Disabilities	-	-	-	-	-	0.00%
Paratransit	12,431	12,224	11,441	6,866	5,306	-134.28%
School Passes	181,154	177,143	176,271	101,036	40,427	-348.10%
Transfers	30,317	33,937	34,025	27,018	21,336	-42.09%
Other Social*	6,191	5,131	5,532	3,779	1,649	-275.44%
Non-Revenue	14,660	12,379	11,275	64,250	7,032	-108.48%
Total Passengers	570,141	557,178	567,623	466,503	320,136	-78.09%
Originating Passengers **	539,824	523,241	533,598	439,485	298,800	-80.66%
Vehicle Hours	44,323	39,812	45,073	44,743	45,678	2.97%
Originating Passengers per Vehicle Hour	12.18	13.14	11.84	9.82	6.54	-86.19%
Farebox Recovery	17%	13%	11%	13%	11%	-61.30%
Total Non-Subsidy Revenue	865,891	640,704	596,230	640,704	596,230	-45.23%
Total Operating Expenses	5,103,376	5,003,077	5,668,229	5,003,077	5,668,229	9.97%
Operating Ratio	5.89	7.81	9.51	7.81	9.51	38.00%

* 'Other Social' includes ridership from all Community Support Transportation Programs.

** 'Originating Passengers' excludes transfers.

TABLE 3

Net Quick Asset Trends FY 2016-2017 - FY 2020-2021

	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	% change
Cash & Cash Items	4,602,494	4,184,679	5,018,273	4,974,545	4,616,515	0%
Receivables	103,153	761,373	577,772	1,066,669	1,746,947	94%
Subtotal	4,705,647	4,946,052	5,596,045	6,041,214	6,363,462	26%
Trade Payables	68,685	48,184	330,768	289,408	342,862	80%
Accrued Payroll Liabilities	357,124	421,641	444,075	436,779	432,340	17%
Other Current Liabilities	37,064	32,131	35,127	36,517	37,562	1%
Subtotal	462,873	501,956	809,970	762,704	812,764	43%
Net Quick Assets	4,242,774	4,444,096	4,786,075	5,278,510	5,550,698	24%

TABLE 4

Statement of Revenue and Expenses

FY 2021-2022 - FY 2025-2026

Operating Revenue	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	% change
Passenger Fares	378,000	343,000	386,000	395,000	404,000	6.44%
Other Federal Eligible Revenue	93,000	145,000	97,000	99,000	101,000	7.92%
Total Federal Eligible Revenue	471,000	488,000	483,000	494,000	505,000	6.73%
Local Student Fare Assistance	320,000	321,000	326,000	329,000	332,000	3.61%
Other Federal Non-Eligible Revenue	1,000	2,000	1,000	1,100	1,200	16.67%
Total Federal Non-Eligible Revenue	321,000	323,000	327,000	330,100	333,200	3.66%
Total Non-subsidy Revenue	792,000	811,000	810,000	824,100	838,200	5.51%
Federal Operating Assistance	2,932,395	1,303,414	1,329,482	1,356,072	1,383,193	-112.00%
State Operating Assistance	3,436,118	3,887,730	4,004,362	4,124,493	4,248,228	19.12%
Local Operating Assistance	191,444	201,016	211,068	221,622	232,703	17.73%
Total Operating Assistance	6,559,957	5,392,160	5,544,912	5,702,187	5,864,124	-11.87%
Total Operating Revenue	7,351,957	6,203,160	6,354,912	6,526,287	6,702,324	-9.69%
Operating Expenses						
Labor	2,352,000	2,599,000	2,422,000	2,507,000	2,594,000	9.33%
Benefits	2,428,000	2,052,200	2,501,000	2,578,000	2,658,000	8.65%
Services	384,300	301,000	395,000	405,000	415,000	7.40%
Materials and Supplies	412,500	427,000	448,600	457,600	466,600	11.59%
Utilities	65,500	83,500	85,000	87,000	89,000	26.40%
Casualty & Liability	140,500	148,000	150,500	153,500	156,500	10.22%
Purchased Transportation	160,000	160,000	163,000	166,000	169,000	5.33%
Misc. Expenses	263,500	202,000	166,000	169,000	173,000	-52.31%
Total Operating Expenses	6,206,300	5,972,700	6,331,100	6,523,100	6,721,100	7.66%
Operating Surplus (Deficit)	1,145,657	230,460	23,812	3,187	(18,776)	6201.71%
Capital Expense						
Federal Capital Assistance	1,207,600	13,000	13,000	13,000	13,000	-9189.23%
State Capital Assistance	729,595	90,000	1,590,000	90,000	90,000	-710.66%
Local Capital Assistance	24,805	4,000	4,000	4,000	4,000	-520.13%
Total Capital Assistance	1,962,000	107,000	107,000	107,000	107,000	-1733.64%

TABLE 5
Productivity Trends FY 2021-2022 - FY 2025-2026

	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	% change
Adult Cash Fare	81,473	82,300	83,900	84,700	85,500	4.71%
Senior Citizen	65,499	66,200	67,500	68,200	68,900	4.94%
Reduced Fare	72,907	73,600	75,100	75,900	76,700	4.95%
Students	1,956	2,000	2,000	2,000	2,000	2.20%
Paratransit	5,603	5,700	5,800	5,900	6,000	6.62%
School Passes	129,639	130,900	133,500	134,800	136,100	4.75%
Transfers	21,487	21,700	22,100	22,300	22,500	4.50%
Non-Revenue	62,124	62,700	64,000	64,600	65,200	4.72%
Total Passengers	440,687	445,100	453,900	458,400	462,900	4.80%
Originating Passengers **	419,200	423,400	431,800	436,100	440,400	4.81%
Vehicle Hours	46,721	47,000	48,000	48,000	48,000	2.66%
Originating Passengers per Vehicle Hour	8.97	9.01	9.00	9.09	9.18	2.21%
Farebox Recovery	13%	14%	13%	13%	12%	-2.33%
Total Non-Subsidy Revenue	792,000	811,000	810,000	824,100	838,200	5.51%
Total Operating Expenses	6,206,300	5,972,700	6,331,100	6,523,100	6,721,100	7.66%
Operating Ratio	7.84	7.36	7.82	7.92	8.02	2.27%

** 'Originating Passengers' excludes transfers.