

**Centre County Long Range Transportation Plan
DRAFT Fiscal Constraint Analysis - 4/16/2008**

Transit Funding Estimated to be Available

				Estimated Funding Allocation for Long Range Plan						Total Funding 2009- 2030
Funding Source	Funding Allocation for 2003-2006 TIP	Funding Allocation for 2005-2008 TIP	Funding Allocation for 2007-2010 TIP	Funding Allocation for 2009-2010	Funding for Projects in 2011-2018		Funding for Projects in 2019-2026		Funding for Projects in 2027-2030	
					2011-2014	2015-2018	2019-2022	2023-2026		
Federal 5307	\$3,634,856	\$4,059,716	\$8,616,000	\$4,587,000	\$9,934,000	\$11,039,000	\$12,265,000	\$13,629,000	\$15,144,000	\$66,598,000
Federal 5309	\$3,984,000	\$6,184,000	\$14,180,000	\$7,584,000	\$6,400,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$29,984,000
Federal 5310	\$0	\$94,320	\$294,320	\$152,000	\$329,000	\$366,000	\$406,000	\$452,000	\$502,000	\$2,207,000
Job Access/Reverse Commute (JARC)	\$0	\$0	\$0	\$215,000	\$466,000	\$518,000	\$576,000	\$640,000	\$711,000	\$3,126,000
New Freedom	\$0	\$0	\$0	\$77,000	\$166,000	\$185,000	\$205,000	\$228,000	\$253,000	\$1,114,000
Flex Funding	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Formula Capital Improvement	\$4,724,000	\$4,736,000	\$4,416,000	\$2,070,000	\$4,459,000	\$4,922,000	\$5,433,000	\$5,996,000	\$6,619,000	\$29,499,000
State Discretionary Asset Improvement	\$0	\$0	\$0	\$1,000,000	\$3,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$8,000,000
State Operating Assistance	\$3,868,172	\$3,690,864	\$3,750,888	\$7,432,000	\$17,469,000	\$19,662,000	\$22,130,000	\$24,907,000	\$28,033,000	\$119,633,000
Local Capital Share	\$1,489,666	\$1,574,635	\$2,262,633	\$125,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,375,000
Local Operating Share				\$861,000	\$1,996,000	\$2,426,000	\$2,949,000	\$3,584,000	\$4,357,000	\$16,173,000
Notes and Assumptions:										\$277,709,000

- 1) Federal formula allocation funds (Section 5307) are assumed to grow at 2.67% annually, based on historical federal transit funding trends, and consistent with financial guidance received from PennDOT. Federal Section 5307 funds can be used for capital or operating projects.
- 2) Estimates of federal discretionary funds (Section 5309) are based on the amount expected to be requested by CATA and other project sponsors. Amounts received will vary depending on the level of funding requested by CATA and other project sponsors. The actual cost of capital projects financed with discretionary funding will depend on the level of such funding provided by authorization and appropriations legislation. For example, the actual cost, timing, and extent of CATA's fleet rehabilitation and replacement projects will vary depending on the level of discretionary funds provided, and the project scopes will be adjusted accordingly.
- 3) Federal Section 5310 funding for paratransit vehicles is allocated on a competitive basis. For this analysis, funds are assumed to be allocated for the purchase of one paratransit vehicle for CATA or other project sponsors in each year of the plan. This is consistent with local historical trends.
- 4) No Federal Job Access / Reverse Commute (JARC) funds have been allocated to candidate projects at the time of this analysis. Such funds are expected to be available beginning in FFY 2009, however, and are assumed to grow at 2.67% annually, based on historical federal transit funding trends, and consistent with financial guidance received from PennDOT.
- 5) No New Freedom funds have been allocated to candidate projects at the time of this analysis. Such funds are expected to be available beginning in FFY 2009, however, and are assumed to grow at 2.67% annually, based on historical federal transit funding trends, and consistent with financial guidance received from PennDOT.
- 6) Federal Surface Transportation Program (STP) funds were flexed to CATA in the 2005-08 TIP. Although highway funds have been flexed to transit projects in past TIPs, this is not a common practice; therefore, this analysis does not project future flexing of highway funds to transit.
- 7) Based on the passage of Act 44 of 2007, and consistent with financial guidance received by CATA and used for their budgetary purposes, the state formula capital improvement program increases by 2.5% annually.
- 8) Estimates of state discretionary asset improvement funds are based on the amount expected to be requested by CATA and other project sponsors. Amounts received will vary depending on the level of funding requested by CATA and other project sponsors. The actual cost of capital projects financed with discretionary funding will depend on the level of such funding provided by PennDOT.
- 9) Based on the passage of Act 44 of 2007, and consistent with financial guidance received by CATA and used for their budgetary purposes, the state operating assistance program increases by 20% from 2009 to 2010, then increases by 3% annually thereafter.
- 10) Because the scope and cost of capital projects varies from year to year, CATA's member municipalities have historically provided a variable amount of assistance to support such projects. These member municipalities recently approved a set annual contribution to capital projects in an effort to smooth out this variability and simplify their individual budget processes. For this analysis, local capital contributions are assumed to remain constant until such time as CATA member municipalities approve a higher level of contribution.
- 11) CATA's budget assumes a 5% annual increase in local operating assistance. Act 44 of 2007 specifies a firm level of local operating assistance as a condition of receiving an increasing level of state operating assistance.