

Cambria County Transit Authority

September 2018

Transit Asset Management Plan



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Executive Summary

Cambria County Transportation Authority (CamTran) has initiated an assessment of public transit in the Johnstown area, presented in this Transit Asset Management (TAM) Plan. The TAM Plan establishes the objectives for a state of good repair (SGR) and assists in the strategic planning of funding and future development.

In April 2018, CamTran and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) met to initiate the TAM Plan process. The five-step planning process ultimately entailed inventorying assets; defining measures, targets, and policies; analyzing assets; determining priorities and defining roles; and developing the TAM Plan. Combining all these elements, a draft TAM Plan was developed and then was reviewed by PennDOT BPT and CamTran officials. Comments that arose during the review were incorporated into the plan and the final TAM Plan was approved by the CamTran Board before its final submission.

Inventory & Condition Assessment

An inventory of all vehicles, equipment, and facilities was completed to ensure that the Capital Planning Tool (CPT) was up to date and contained all the information necessary for reporting FTA requirements to the National Transit Database (NTD). Each asset was given a condition rating to determine if the asset was in a SGR. Assets not in a SGR would require replacement prioritization to ensure that CamTran provides safe, clean, and reliable transportation. The condition ratings were used to further develop performance measures and targets for each asset.

Asset	Condition Rating	Performance Measure
Rolling Stock	Estimated Service Life (ESL)	% that has met or exceeded ESL
Non-Revenue Service Vehicles	Estimated Service Life (ESL)	% that has met or exceeded ESL
Facilities	TERM Scale	% with rating below 3.0 on TERM Scale
Infrastructure	Performance Restriction	% of track with Performance Restriction

State of Good Repair

An asset is in a state of good repair (SGR) if the asset is safe, sufficient to operate at a full performance level, and meets its manufactured design function.

The SGR will be achieved and maintained by:

- Developing and maintaining comprehensive list of capital assets and rolling stock
- Developing and maintaining an asset management plan integrated into CamTran's management processes and practices, and;
- Developing and maintaining performance measures to ensure capital assets are functioning at an acceptable capacity and assets are rehabilitated, upgraded and replaced consistent with life expectancy.

Decision Support Tools & Investment Prioritization

A variety of decision support tools will be used by CamTran to achieve and maintain a SGR for all assets. Several of these tools are used by CamTran as part of its day-to-day operations and will assist with achievement of the TAM objectives. While, CamTran primarily uses asset condition, mileage, or age to determine capital investments and replacement prioritization, CamTran developed additional categories

to determine prioritization of projects. These tools and prioritization categories will be used to determine how funds are allocated based on the assessed asset inventory to help achieve and maintain a SGR.

Implementation Strategies

Implementation strategies and activities tie into CamTran's current framework of procedures. These strategies and activities ensure compliance with TAM requirements, maintain a SGR, and enhance CamTran's operations by providing affordable, clean, safe, reliable and convenient mobility services. These strategies and activities focus on the management of an asset's lifecycle including acquisition, monitoring and maintenance, rehabilitation, and replacement

Four Year-Horizon

CamTran established a broader, long-term cycle that covers the four-year horizon period of the TAM Plan. These activities include components of the annual planning process in consideration with other requirements of the TAM Plan, such as the data and narrative reporting and performance measure targets. These yearly actions identified in the plan will ensure compliance with FTA's regulations.

Introduction & Background

In accordance with the federal transportation authorizing legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), the USDOT, Federal Transit Administration (FTA) developed the Transit Asset Management (TAM) model to:

- Monitor and manage public transportation assets
- Improve safety
- Increase reliability and performance
- Establish asset performance measures.

TAM is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures to reach and maintain public transportation assets in a State of Good Repair (SGR).

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum TAM standards to help transit agencies keep their systems operating smoothly and efficiently. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

Tier I

- Operates Rail **OR**
- Operates over 100 vehicles across all fixed route modes **OR**
- Operates over 100 vehicles in one non-fixed route mode

Tier II

- Urban and Rural Fixed Route (5307, 5310 and 5311 eligible) **OR**
- Operates up to and including 100 vehicles across all fixed route modes **OR**
- Operates up to and including 100 vehicles in one non-fixed route mode

Under FTA regulations, Tier I agencies must submit an individual TAM plan that complies with all nine TAM elements. Tier II agencies must either complete an individual TAM plan or participate in a sponsored group plan. Because Tier II agencies tend to have less complex operations, Tier II agencies are only required to comply with the first four TAM elements. CamTran is considered a Tier I agency despite operating less than 100 vehicles due to the operation of the Johnstown Incline Plan, which is considered a rail fixed guideway.

Tier	Element
Tier I & II	Inventory of Assets
	Condition Assessment of Inventoried Assets
	Description of a Decision Support Tool
	Prioritized List of Investments
Tier I Only	Transit Asset Management and State of Good Repair Policy
	Implementation Strategy
	List of Key Annual Activities
	Identification of Resources
	Evaluation of Plans

FTA regulations require that TAM plans must cover a four-year period and must be updated in its entirety every four years. If there were significant changes to either an agency's inventory or the condition of the assets that would have been unknown when creating the TAM plan, the TAM plan should be updated accordingly.

In addition, TAM rules require every agency to submit two asset management reports every year. The Data Report must provide FTA with a description of the agency's current condition, as well as provide the SGR targets for the upcoming year. Agencies must also submit a Narrative Report which describes the changes in the system condition and updates the FTA with the agency's progress on meeting the previous year's targets and measures.

TAM Process

Cambria County Transportation Authority (CamTran) operates fixed-route and shared-ride bus service as well as an inclined plane in the greater Johnstown, Pennsylvania, area. While the bus network is similar to Tier II agencies, the Johnstown Inclined Plane is considered a rail fixed guideway and requires CamTran to complete a Tier I TAM Plan.

In April 2018 the initial CamTran TAM Plan Kick-off Meeting, which included CamTran and Pennsylvania Department of Transportation Bureau of Public Transit (PennDOT BPT) officials, identified assets for the condition assessment, established roles and responsibilities, and determined a milestone schedule for the project.

Following the Kick-off Meeting, an inventory and conditions assessment of CamTran's assets was completed utilizing the PennDOT BPT Capital Planning Tool (CPT) as a baseline. A visual inspection was completed for each asset. For assets requiring a conditions assessment, the National Transit Database (NTD) Transit Economic Requirements Model (TERM) condition assessment scale was utilized. In addition, there was a meeting with maintenance staff to discuss maintenance records and the condition assessment for each asset found in the CPT.

A half-day meeting in June 2018 further developed TAM Plan elements. CamTran and BPT officials reviewed the initial asset inventory and conditions assessment report completed by the consultant team in April 2018. CamTran's SGR policy was developed. TAM performance measures were further developed and priority projects for capital asset inventory were established.

Building on the second meeting, a decision-making tool that assists in capital asset investment prioritization and estimates capital needs over time was developed. A prioritization of projects was created to improve the SGR for capital assets and communicated CamTran's finalized TAM performance measures to the Johnstown Metropolitan Planning Organization (MPO).

With assistance from Michael Baker International under contract with PennDOT, an Implementation Strategy was developed to execute the TAM Plan. It outlined annual activities required to maintain a



SGR, along with staff resources required for each activity. An evaluation plan to monitor progress, evaluate achievement, and regularly update policies was also developed to align with CamTran’s annual operations schedule.

Combining all these elements, a draft TAM plan was developed and was reviewed by PennDOT BPT and CamTran officials. Comments were incorporated into the plan and the final TAM plan was approved by the CamTran Board before its final submission.

Asset Inventory & Condition Assessment

CamTran utilizes PennDOT’s CPT and Fleet-Net to maintain their inventory of assets. The CPT, which contains information for every asset type such as age, condition, year purchased, etc. also maintains a complete history of the asset as it ages. PennDOT requires all public transportation agencies to annually maintain and update the information in the CPT. Fleet-Net is the primary tool used by CamTran to maintain and track their assets. Fleet-Net provides CamTran with their day-to-day work activity, including mileage, oil change, maintenance and replacement schedule’s. Fleet-Net allows CamTran to know which vehicles are costing the most in maintenance and allows for CamTran to update the CPT to reflect current Fleet-Net records.

Rolling Stock (Revenue Vehicles)

Rolling Stock are the revenue vehicles owned and/or operated by CamTran used to provide public transportation. CamTran’s rolling stock consists of 81 vehicles. CamTran operates 35-foot and 30-foot Gillig Low Floors and Hybrid Low Floors, Gillig Phantoms, Gillig Standards, CMC and Ford mini-buses, Ford hi-top vans, incline plane rail cars, freightliners, and a trolley. Of these vehicles, nine vehicles are leased to CamTran from other transit agencies and eight vehicles are currently awaiting disposal.

In general, condition ratings for rolling stock are expressed in terms of the percentage of vehicles that have met or exceeded its Useful Life Benchmark (ULB) as determined by the FTA. However, CamTran will express the condition rating for their rolling stock as the percentage of vehicles that have met or exceeded its Estimated Useful Life Benchmark (ESL) as determined by PennDOT standards. The ESL recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturers guidelines, and the default asset ULB derived from the FTA. Assets that have met or exceeded their ESL indicate that these assets are not in SGR and may require prioritization by CamTran in order to provide clean, safe, and efficient transportation.

Asset Description	Total Number	Average Age	ULB	% Met ULB	ESL	% Met ESL	Average Condition
Bus (BU)	38	10.74	14	28.9%	12	39.5%	2.89
Cutaway (CU)	40	5.43	10	5.0%	5	67.5%	2.56
Vans (VN)	1	17	8	100%	4	100%	1
Incline Plane Vehicle (IP)	2	3	56	0%	25	0%	3

A detailed assessment of CamTran’s rolling stock can be found in Appendix A.

Facilities

CamTran owns three combined administrative and maintenance facilities. Of these three compounds, the Woodvale Facility and Ebensburg Facility are currently being operated by CamTran. CamTran intends to put out an Request for Proposal (RFP) for the Moxham Facility, which is currently being used for the storage of vehicles awaiting disposal only. In addition, CamTran owns and operates three passenger facilities. These include the Johnstown Transit Center, the Inclined Plane Upper Station and Visitor Center, and the Inclined Plane Lower Station.

CamTran will utilize the FTA TERM Scale to express a facility's condition rating. The condition ratings range from a 5.0 meaning the facility or facility components are in excellent condition to a 1.0 meaning that the facility or its components are in poor condition. Assets with a condition rating of at least 3.0 would be considered in a SGR. While those with a rating below 3.0 would not be considered in a SGR and may require prioritization by CamTran.

State	TERM Rating	Definition
Excellent	5.0	Brand new asset; no visible defects.
Good	4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
Adequate	3.0	Asset has reached its mid-life; some moderately defective or deteriorated component(s).
Marginal	2.0	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.0	Asset is past its useful life and needs immediate repair or replacement; may have critically damaged component(s).

Each facility component and subcomponent were given a condition rating based on the above definitions. The overall facility condition was calculated using the Median Value Method.

Both the Ebensburg Facility and Moxham Facility contain multiple buildings. For this plan, each building was considered a separate facility and given its own TERM rating.

The Johnstown Transit Center is part of the Main Street Garage, which is owned by the City of Johnstown. However, CamTran owns its portion of the Transit Center and does not lease it from Johnstown. For this TAM Plan, an assessment was completed for the Main Street Garage parking structure but was not included in CamTran's performance measures or targets since it is not owned or operated by CamTran.

Facility Description	Asset Classification	Owner	Location	Year Built	Lot Size (acres)	Building Size	TERM Rating
Incline Upper Station & Visitor Center	Simple At-Grade Platform Station	CamTran	Johnstown	1891	< 1	17,918	3
Inclined Plane Lower Station	At-Grade Fixed Guideway Station	CamTran	Johnstown	1891	< 1	500	3
Johnstown Transit Center	Bus Transfer Center	CamTran	Johnstown	1983	< 1	16,132	4
Moxham Facility	Administrative	CamTran	Johnstown	1891	< 1	33,600	1
Moxham Facility	Maintenance Facility	CamTran	Johnstown	1891	< 1	22,205	1

Facility Description	Asset Classification	Owner	Location	Year Built	Lot Size (acres)	Building Size	TERM Rating
Main Street Garage	Parking Structure	City of Johnstown	Johnstown	1981	< 1	187,800	2
Woodvale Facility	Combined Administrative and Maintenance	CamTran	Johnstown	2013	5.6	85,865	5
Ebensburg Facility	Combined Administrative and Maintenance	CamTran	Ebensburg	1969	4.3	20,000	3
Ebensburg Facility	Other – Vehicle Storage	CamTran	Ebensburg		4.3	15,700	3

A detailed assessment of the TERM condition ratings for each facility and its components can be found in Appendix B.

Equipment

Non-Revenue Service Vehicles

Non-revenue service vehicles are vehicles that are used in daily operations for administrative, maintenance, or operations purposes. CamTran operates 14 non-revenue service vehicles. This includes pickup trucks, SUVs, vans, and sedans/station wagons. Of the 14 non-revenue service vehicles, two are awaiting disposal.

Similar to rolling stock, CamTran will utilize the ESL to express the condition rating for non-revenue service vehicles.

Asset Description	Total Number	Average Age	ULB	% Met ULB	ESL	% Met ESL	Average TERM Rating
Automobile (AO)	1	12	8	100%	10	100%	1
Truck & Other Rubber Tire Vehicles (ORTV)	13	8.9	14	30.8%	4	84.6%	2.77

A detailed assessment of CamTran's non-revenue service vehicles can be found in Appendix C.

Equipment > \$50,000

Per FTA requirements, equipment with an acquisition value greater than \$50,000 used in the operations for providing transportation must have its own condition assessment. Condition ratings for equipment are expressed in the TERM scale condition rating.

Classification	Item	In-Service Date	Age	Quantity	ESL	Met ESL	Status	TERM Rating
Bus Maintenance Equipment	Woodvale Bus Wash	8/31/2014	3	1	10	No	In-service	4
Bus Maintenance Equipment	Woodvale Fuel Tank System	8/31/2014	3	1	30	No	In-service	4
Other Facilities Equipment (Bus)	Ebensburg Bus Wash	1/1/2004	14	1	10	Yes	In-Service	1
Bus Maintenance Equipment	Bus Lifts	8/31/2014	3	2	12	No	In-service	5

Infrastructure

The TAM rules established a new infrastructure performance measure requirement for fixed guideway. The condition rating is expressed as the percentage of track segments that have a performance restriction preventing operation at full service speed. Track segments that have performance restrictions indicate that these segments are not in a SGR and would require prioritization.

CamTran's inclined plan operates from April to December. During the winter months, the inclined plane is closed due to potential hazards from snow and ice. It is during this time that all major maintenance and repairs are performed. When in operation, the inclined plane does not have any performance restrictions.

Segment ID	Description	From	To	Track Miles (Feet)	Full Service Speed (FPM)	Speed Restrictions (FPM)	Performance Restrictions
A	Track 1	0.00	896.5	896.5	384	N/A	N
B	Track 2	0.00	896.5	896.5	384	N/A	N

While the incline plane does not have any performance restrictions, a study completed in December 2017 assessed the condition of the several inclined plan components including the drive equipment, the rope, reeving layout, and the cars. Based on the findings, the study recommended both short-term and long-term repairs to improve the safety and performance of the inclined plane. A copy of this report can be found in Appendix D.

Policy

Transit Asset Management Policy

CamTran shall implement this transit asset management plan to maintain the agencies core values with the regulatory requirements of MAP-21.

Safety, reliability, affordability, convenience and cleanliness will be enhanced through the analysis of lifecycle factors to determine capital prioritization; the promotion of a management culture that prioritizes effective management business practices and tools; the standardization of practices that improve expertise across the agency through collaboration and coordination; and the employment of quality assurance to ensure assets are maintained, operated and utilized consistent with applicable performance standards.

The transit asset management plan will support the agencies mission of providing affordable, clean, safe, reliable and convenient mobility services to the public by insuring CamTran capital assets function at the proper performance level and the life cycle investment needs of the asset have been met or recovered through proper, adequate and timely maintenance, rehabilitation and replacement.

Definition of State of Good Repair

CamTran's Executive Director, in the role of the Accountable Executive, is responsible for coordination with CamTran departments to ensure that CamTran's assets are functioning at a level of a state of good repair (SGR). An asset is in a SGR if the asset is safe, sufficient to operate at a full performance level, and meets its manufactured design function.

The SGR will be achieved and maintained by:

- Developing and maintaining comprehensive list of capital assets and rolling stock
- Developing and maintaining an asset management plan integrated into CamTran's management processes and practices, and;
- Developing and maintaining performance measures to ensure capital assets are functioning at an acceptable capacity and assets are rehabilitated, upgraded and replaced consistent with life expectancy.

Performance Measures and Targets

To comply with FTA regulations, performance measures and targets were established for each of the assets. Performance measures for facilities and infrastructure are based on current FTA standards and guidelines while the performance measures for rolling stock and equipment are determined by the PennDOT ESL, which recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturers guidelines, and the default asset ULB derived from the FTA.

Targets are based on the current number of assets and equipment not in a SGR and CamTran's desired priority for replacing assets in the upcoming fiscal year. Targets will be reviewed and updated annually.

Asset	ESL	Current %	Target %	Performance Measure
Rolling Stock - Revenue vehicles by mode				
Bus (BU)	12	39.5%	39.5%	Percentage of vehicles that have met or exceeded ESL
Cutaway (CU)	5	67.5%	67.5%	
Vans (VN)	4	100%	100%	
Incline Plane Vehicle (IP)	25	0%	0%	
Equipment - Non-revenue service vehicles				
Automobile (AO)	10	100%	100%	Percentage of vehicles that have met or exceeded ESL
Truck & Other Rubber Tire Vehicles	4	84.6%	84.6%	

Asset	TERM Rating	Current %	Target %	Performance Measure
Facilities - Maintenance and Administrative facilities; and passenger stations (buildings) and parking facilities				
Administration & Maintenance	3	40%	40%	Percentage of assets with conditions rating below 3.0 on FTA TERM Scale
Passenger & Parking	3	0%	0%	

Asset	Performance Restrictions	Current %	Target %	Performance Measure
Infrastructure - Only rail fixed-guideway, track, signals and systems				
Track 1	> 0%	0%	0%	Percentage of track segments with performance restrictions by class
Track 2	> 0%	0%	0%	

Assets that have met or exceeded their ESL or have a TERM condition rating lower than 3.0 indicate that these assets may not be in a SGR. These assets would require replacement prioritization to ensure that CamTran provides safe, clean, and reliable transportation.

Decision Support Tools

CamTran will utilize a variety of decision support tools to achieve and maintain a SGR for all assets. Several of these tools are used by CamTran as part of its day-to-day operations and will assist with achievement of the TAM objectives.

Tool	Description
TAM Plan	Establishes the SGR objectives and planning which assists in the strategic planning of funding and future development.
CamTran Maintenance Plan	Details all policies and procedures related to CamTran-owned vehicles.
Capital Planning Tool	Database of all capital assets required by PennDOT that allows for long-term capital planning.
Transportation Improvement Program (TIP)	A list of upcoming transportation projects for the next four-years that includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan.
Fleet-Net	Software that tracks, schedules, and records the day-to-day vehicle maintenance activities and costs.

CamTran currently adopts yearly operating and capital budgets. As part of the budget development, CamTran senior management, and the directors and managers of primary agency functions discuss capital objectives and needs to determine priorities. This process includes updating and analyzing the asset inventory and conditions assessment and analyzing the TIP and other state and federal funding opportunities. This analysis results in long-term plans containing projects.

Once a draft of potential projects has been developed, CamTran officials utilize Fleet-Net and the CPT to evaluate priorities and specifications to be used in the procurement process. Based on this information, CamTran will finalize and update projects in the annual capital plan. CamTran will begin procuring assets based on defined timelines and funding availability. Once procured, assets will be continually monitored through the CPT and Fleet-Net. This ensures that the information is accurate and up-to-date, which will aid in future decision making.

Project-Based Prioritization

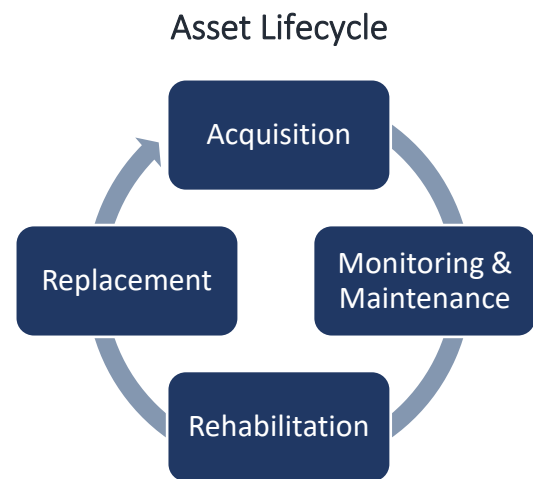
CamTran primarily uses asset condition, mileage, or age to determine capital investments and replacement prioritization. In addition to the asset's age and condition, CamTran uses additional categories to determine prioritization of projects. These categories are further broken down into a high, medium, or low priority.

Priority	Description
Funding	Type and amount of funding available
Safety	Safety of both riders and employees
Cost	Cost to maintain and operate an asset
Capacity	Ability to maintain current level of service

Implementation

Implementation Strategy & Activities

CamTran developed implementation strategies and activities that tie into their current framework of procedures. The goal of these strategies and activities is to ensure compliance with TAM requirements, as well as, maintain a SGR and enhance CamTran's operations by providing affordable, clean, safe, reliable and convenient mobility services. These strategies and activities focus on the management of an asset's lifecycle including acquisition, monitoring and maintenance, rehabilitation, and replacement.



Strategy	Activities	Time
Acquisition		
Procure new assets based on a defined criteria & process	• Adopt operating and capital budgets	Yearly
	• Discuss capital objectives and needs to determine priorities	Yearly
	• Update asset inventory in CPT	Quarterly
	• Draft list of potential projects based on inventory, condition assessment, and funding available through TIP, federal, and other state opportunities	Yearly
	• Evaluate priorities utilizing Fleet-Net, CPT, and CamTran's established prioritization process	Yearly

Strategy	Activities	Time
	<ul style="list-style-type: none"> Finalize and update projects in the annual capital plan 	Yearly
	<ul style="list-style-type: none"> Begin procuring assets based on defined timelines & funding availability 	Yearly
Monitoring & Maintenance		
Ensure that assets are maintained in a SGR, consistent with the standards defined by this plan and TAM guidance	<ul style="list-style-type: none"> Utilize Fleet-Net to maintain, schedule, and track day-to-day vehicle activity and maintenance 	Daily
	<ul style="list-style-type: none"> Follow regular and preventative maintenance standards outlined in CamTran's Maintenance Plan and Procedures (see Appendix E) 	As needed, per guidelines
Rehabilitation		
Maintain an adequate condition of the assets	<ul style="list-style-type: none"> Repair damaged or non-functional assets and components 	As needed
	<ul style="list-style-type: none"> Seek additional funding from state or federal sources, especially if the asset is not eligible for replacement according to FTA or PennDOT guidelines 	As needed
Replacement/Disposal		
Replace and dispose of assets that are no longer in a SGR	<ul style="list-style-type: none"> Determine if the ESL has been met based on Replacement Schedule (See Appendix F) 	Yearly
	<ul style="list-style-type: none"> Seek approval from PennDOT for early disposal for when an asset is considered a total loss by the insurance company 	As needed

Four-Year Horizon

TAM guidelines require that CamTran establish a broader, long-term cycle that covers the four-year horizon period of the TAM Plan. These activities include components of the annual planning process in consideration with other requirements of the TAM Plan, such as the data and narrative reporting and performance measure targets.

ACTIVITIES	HORIZON	DEADLINE
<ul style="list-style-type: none"> Complete and submit Asset Modules on NTD. Submit Transit Asset Management Performance Measure Targets Federal Fiscal Year 18 (FFY18). Draft initial Asset Inventory utilizing Capital Planning Tool Discuss initial TAM requirements and objectives. 	PRE-IMP.	October 2017
<ul style="list-style-type: none"> Asset service, condition, and mileage annual update for CPT. Determine capital needs Review and evaluation by Executive Director and Controller. Finalize unconstrained plan and requests input into CPT. Board approvals of annual management work plan. 	IMP. YEAR	January - May 2018

ACTIVITIES	HORIZON	DEADLINE
<ul style="list-style-type: none"> Finalize Transit Asset Management Plan. Share TAM Plan with MPO and PennDOT Complete and submit FFY18 Asset Modules on NTD. Complete and submit TAM Narrative Report and Data Report (FFY18). Review, Revise, and submit Transit Asset Management Performance Measure Targets (FFY19). 	IMP. YEAR	October 2018
<ul style="list-style-type: none"> Asset service, condition, and mileage annual update for CPT. Determine capital needs. Review and evaluation by Executive Director and Controller. Finalize unconstrained plan and requests input into CPT. Board approvals of annual management work plan. 	YEAR 1	January - May 2019
<ul style="list-style-type: none"> Complete and submit Report FFY19 Asset Modules on NTD. Complete and submit TAM Narrative Report and Data Report (FFY19). Review, Revise, and submit Transit Asset Management Performance Measure Targets (FFY20). 	YEAR 1	October 2019
<ul style="list-style-type: none"> Asset service, condition, and mileage annual update for CPT. Determine capital needs. Review and evaluation by Executive Director and Controller. Finalize unconstrained plan and requests input into CPT. Board approvals of annual management work plan. 	YEAR 2	January - May 2020
<ul style="list-style-type: none"> Complete and submit Report FFY20 Asset Modules on NTD. Complete and submit TAM Narrative Report and Data Report (FFY20). Review, Revise, and submit Transit Asset Management Performance Measure Targets (FFY21). 	YEAR 2	October 2020
<ul style="list-style-type: none"> Asset service, condition, and mileage annual update for CPT. Determine capital needs. Review and evaluation by Executive Director and Controller. Finalize unconstrained plan and requests input into CPT. Board approvals of annual management work plan. 	YEAR 3	January - May 2021
<ul style="list-style-type: none"> Complete and submit Report FFY21 Asset Modules on NTD. Complete and submit TAM Narrative Report and Data Report (FFY21). Review, Revise, and submit Transit Asset Management Performance Measure Targets (FFY22). 	YEAR 3	October 2021
<ul style="list-style-type: none"> Asset service, condition, and mileage annual update for CPT. Determine capital needs. Review and evaluation by Executive Director and Controller. Finalize unconstrained plan and requests input into CPT. Board approvals of annual management work plan. 	YEAR 4	January - May 2022
<ul style="list-style-type: none"> Review, and revise Transit Asset Management Plan. Complete and submit Report FFY22 Asset Modules on NTD. Complete and submit TAM Narrative Report and Data Report (FFY22). Review, Revise, and submit Transit Asset Management Performance Measure Targets (FFY23). 	YEAR 4	October 2022

Identification of Resources

CamTran identified staff and other resources essential to developing and implementing the TAM Plan.

Staff & Other Resources	Role/Responsibility
Executive Director (Accountable Executive)	<ul style="list-style-type: none"> Implements the TAM Plan Ensures supporting records & documentation are maintained Monitors the progress of achieving the TAM targets Provides direction on long-term capital strategy Coordinates with MPO and PennDOT Finalizes annual TAM Performance Targets
Board of Directors	<ul style="list-style-type: none"> Adopts TAM Plan Approves capital plans and annual management work plans Provides guidance on long-term capital planning
Director of Maintenance	<ul style="list-style-type: none"> Ensures that maintenance schedules and procedures are followed Utilizes Fleet-Net to maintain maintenance records Provides guidance on disposal priority and replacement of assets
Controller	<ul style="list-style-type: none"> Solicits, collects, and prepares capital requests Submits capital funding requests Executes capital funds
Assistant Controller/Grants Manager	<ul style="list-style-type: none"> Updates the Capital Planning Tool Compiles and submits of NTD reporting package Prepares Annual TAM Performance Targets Seeks funding from various sources
Procurement Specialist	<ul style="list-style-type: none"> Analyzes fleet size and scheduling for upcoming capital investments Procures new assets
Mechanics	<ul style="list-style-type: none"> Reports vehicle issues or failures Follows regular and preventative maintenance standards Repairs damaged or non-functional assets and components Completes a TAM condition assessment for each vehicle
Director of Safety & Security	<ul style="list-style-type: none"> Ensures the safety of all facilities
Building & Grounds Supervisor	<ul style="list-style-type: none"> Ensures that maintenance schedules and procedures are followed to maintain a SGR Provides guidance on disposal priority and replacement of assets
Building & Grounds	<ul style="list-style-type: none"> Maintains assets so they are in a SGR Reports issues or failures of assets Repairs damaged or non-functional assets and components
Parts/Service Manager	<ul style="list-style-type: none"> Ensures that part inventory is maintained Ensure that assets are in a SGR

Staff & Other Resources	Role/Responsibility
Fleet-Net or Other Maintenance Software	<ul style="list-style-type: none">• Maintains the day-to-day maintenance activities, records, and costs for each vehicle
Capital Planning Tool	<ul style="list-style-type: none">• Serves as the database for all capital assets

Evaluation of Plan

The Accountable Executive, who is CamTran's Executive Director, is responsible for the maintenance and implementation of the plan, as well as maintaining all supporting records and documentation.

Each year, CamTran will review and evaluate the TAM Plan. As part of this review process, CamTran will submit two asset management reports every year to the NTD. The Data Report will provide FTA with a description of the CamTran's current condition, as well as provide the SGR targets for the upcoming year. In addition, CamTran will submit an annual Narrative Report which describes the changes in the system condition and updates the FTA with CamTran's progress on meeting the previous year's targets and measures. If there are significant changes to assets, staff, or operations, CamTran will amend the TAM Plan to incorporate these changes and if necessary update asset targets.

Appendix A: Rolling Stock Inventory



Type	Asset Tag	Description	Location	Status	Age	ULB	ULB Met?	ESL	ESL Met?	Condition	Cost	Mileage	Length	FTA Ownership	FTA Vehicle	FTA Bus Mode	Fuel
Van	C11	FRD Hi-Top Van	Ebensburg	S	17	8	Yes	4	Yes	1	\$41,980	86,880	20	OOPA-Owned outright by a public agency	VN-Van	SR-Shared Ride	DF-Diesel Fuel
Bus Std 35 FT	101	GIL Low Floor	Johnstown	I	6	14	No	12	No	4	\$387,380	221,131	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	102	GIL Low Floor	Johnstown	I	6	14	No	12	No	4	\$387,380	207,937	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	103	GIL Low Floor	Johnstown	I	6	14	No	12	No	4	\$387,380	213,361	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	104	GIL Low Floor	Johnstown	I	6	14	No	12	No	4	\$387,380	215,543	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	105	GIL Low Floor	Johnstown	I	6	14	No	12	No	4	\$387,380	206,447	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	106	GIL Low Floor	Johnstown	I	6	14	No	12	No	4	\$387,380	219,470	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	107	GIL Low Floor	Johnstown	I	6	14	No	12	No	4	\$387,380	199,198	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	171	GIL Low Floor	Johnstown	I	0	14	No	12	No	5	\$524,815	34,032	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	CNG-Compressed Natural Gas
Bus Std 35 FT	172	GIL Low Floor	Johnstown	I	0	14	No	12	No	5	\$524,815	30,815	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	CNG-Compressed Natural Gas
Bus Std 35 FT	173	GIL Low Floor	Johnstown	I	0	14	No	12	No	5	\$524,815	27,797	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	CNG-Compressed Natural Gas
Bus Std 35 FT	502	GIL Low Floor	Johnstown	S	18	14	Yes	12	Yes	1	\$250,553	587,246	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	504	GIL Low Floor	Johnstown	S	18	14	Yes	12	Yes	1	\$250,553	551,604	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	510	GIL Low Floor	Johnstown	I	18	14	Yes	12	Yes	1	\$250,553	566,839	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	511	GIL Low Floor	Johnstown	I	18	14	Yes	12	Yes	1	\$250,553	549,003	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	512	GIL Low Floor	Johnstown	I	17	14	Yes	12	Yes	1	\$251,981	510,784	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	513	GIL Low Floor	Johnstown	I	17	14	Yes	12	Yes	2	\$251,981	348,956	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	515	GIL Phantom	Johnstown	I	12	14	No	12	Yes	3	\$303,733	337,286	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	516	GIL Phantom	Johnstown	I	12	14	No	12	Yes	3	\$303,733	314,925	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	517	GIL Phantom	Johnstown	I	12	14	No	12	Yes	3	\$303,733	313,378	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	518	GIL Phantom	Johnstown	I	12	14	No	12	Yes	3	\$303,733	326,467	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	900	GIL Hybrid Low Floor	Johnstown	I	7	14	No	12	No	4	\$581,121	185,990	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	HD-Hybrid Diesel
Bus 30 FT	215	GIL Low Floor	Ebensburg	I	2	14	No	12	No	4	\$500,644	101,433	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	CNG-Compressed Natural Gas
Bus 30 FT	719	GIL Standard	Johnstown	I	11	14	No	12	No	3	\$260,241	267,227	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	720	GIL Low Floor	Johnstown	I	11	14	No	12	No	3	\$260,241	340,952	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	721	GIL Low Floor	Johnstown	I	11	14	No	12	No	3	\$260,241	322,354	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	722	GIL Low Floor	Johnstown	I	11	14	No	12	No	3	\$260,241	354,298	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	723	GIL Low Floor	Johnstown	I	11	14	No	12	No	4	\$260,241	318,842	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	724	GIL Low Floor	Johnstown	O	11	14	No	12	No	1	\$260,241	310,933	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	725	GIL Low Floor	Johnstown	I	11	14	No	12	No	4	\$260,241	329,388	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	726	GIL Low Floor	Johnstown	I	11	14	No	12	No	3	\$260,241	342,233	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	727	GIL Low Floor	Johnstown	I	11	14	No	12	No	3	\$260,241	359,426	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	801	GIL Low Floor	Johnstown	I	9	14	No	12	No	4	\$309,810	246,573	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	802	GIL Low Floor	Johnstown	I	9	14	No	12	No	4	\$309,810	255,113	29	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus 30 FT	C81	FRC Freightliner	Ebensburg	I	14	14	Yes	12	Yes	1	\$97,747	212,087	30	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	A81	FRD Mini-Bus	Ebensburg	I	4	10	No	5	No	3	\$80,938	110,218	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A82	FRD Mini-Bus	Ebensburg	I	4	10	No	5	No	3	\$80,938	109,867	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A83	FRD Mini-Bus	Ebensburg	I	4	10	No	5	No	3	\$80,938	102,311	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A84	FRD Mini-Bus	Ebensburg	I	4	10	No	5	No	3	\$80,938	110,872	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A85	FRD Mini-Bus	Ebensburg	I	4	10	No	5	No	3	\$80,938	108,513	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline



Type	Asset Tag	Description	Location	Status	Age	ULB	ULB Met?	ESL	ESL Met?	Condition	Cost	Mileage	Length	FTA Ownership	FTA Vehicle	FTA Bus Mode	Fuel
Bus < 30 FT	C-164	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	4	\$113,453	53,729	28	OOPA-Owned outright by a public agency	CU-Cutaway	B-Both	GA-Gasoline
Bus < 30 FT	C-165	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	4	\$113,453	57,717	28	OOPA-Owned outright by a public agency	CU-Cutaway	B-Both	GA-Gasoline
Bus < 30 FT	C-166	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	4	\$113,453	53,189	28	OOPA-Owned outright by a public agency	CU-Cutaway	B-Both	GA-Gasoline
Bus < 30 FT	C26	CMC Minibus	Ebensburg	I	7	10	No	5	Yes	1	\$72,038	165,683	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	C27	CMC Minibus	Ebensburg	I	7	10	No	5	Yes	1	\$72,688	180,714	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	A60	FRD Mini-Bus	Johnstown	I	8	10	No	5	Yes	1	\$50,958	165,868	23	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A61	FRD Mini-Bus	Ebensburg	I	8	10	No	5	Yes	2	\$50,608	149,240	23	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A76	FRD Mini-Bus	Ebensburg	I	5	10	No	5	Yes	2	\$53,624	129,183	23	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A77	FRD Mini-Bus	Ebensburg	I	5	10	No	5	Yes	3	\$53,624	120,400	23	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A78	FRD Mini-Bus	Ebensburg	I	5	10	No	5	Yes	3	\$53,624	131,378	23	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A79	FRD Mini-Bus	Ebensburg	I	5	10	No	5	Yes	3	\$53,624	126,428	23	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	A80	FRD Mini-Bus	Ebensburg	I	5	10	No	5	Yes	3	\$53,624	126,079	23	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C28	CMC Minibus	Ebensburg	I	5	10	No	5	Yes	3	\$74,205	126,325	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	C29	CMC Minibus	Ebensburg	I	5	10	No	5	Yes	3	\$73,855	120,520	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	C31	CMC Minibus	Ebensburg	I	9	10	No	5	Yes	1	\$66,553	274,073	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	C91	CMC Minibus	Ebensburg	O	8	10	No	5	Yes	1	\$66,588	223,325	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	C-161	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	5	\$138,814	26,537	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	CNG-Compressed Natural Gas
Bus < 30 FT	C-162	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	5	\$138,814	20,209	25	OOPA-Owned outright by a public agency	CU-Cutaway	B-Both	CNG-Compressed Natural Gas
Bus < 30 FT	C-163	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	5	\$140,954	33,351	28	OOPA-Owned outright by a public agency	CU-Cutaway	B-Both	CNG-Compressed Natural Gas
Bus < 30 FT	C05	Minibus	Johnstown	I	9	10	No	5	Yes	2		181,316		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C09	Minibus	Johnstown	I	10	10	Yes	5	Yes	2		161,798		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C86	Minibus	Johnstown	I	6	10	No	5	Yes	2		164,509		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C861	Minibus	Ebensburg	I	7	10	No	5	Yes	2		184,745		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C863	Minibus	Ebensburg	I	7	10	No	5	Yes	2		191,161		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C867	Minibus	Ebensburg	I	7	10	No	5	Yes	2		179,805		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C868	Minibus	Ebensburg	I	7	10	No	5	Yes	2		182,144		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C87	Minibus	Johnstown	I	6	10	No	5	Yes	2		219,549		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C08	Minibus	Ebensburg	O		10	Yes	5	Yes			187,946		Leased or borrowed from related parties by a public agency (LRPA)	CU-Cutaway		
Bus Std 35 FT	509	GIL Low Floor	Johnstown	I	19	14	Yes	12	Yes	1		505,413	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus < 30 FT	C-161	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	5	\$138,814	26,537	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	CNG-Compressed Natural Gas
Bus < 30 FT	C-162	FRD Mini-Bus	Ebensburg	I	1	10	No	5	No	5	\$138,814	20,209	25	OOPA-Owned outright by a public agency	CU-Cutaway	B-Both	CNG-Compressed Natural Gas
Incline Railway Car	RC NORTH	ZZZ N/A	Incline Plane	I	3	56	No	25	No	3			20	OTHR-Other	IP-Inclined Plan Vehicle		EP-Electric Propulsion Power
Incline Railway Car	RC SOUTH	ZZZ N/A	Incline Plane	I	3	56	No	25	No	3			20	OTHR-Other	IP-Inclined Plan Vehicle		EP-Electric Propulsion Power
Bus < 30 FT	C93	CMC Minibus	Ebensburg	O	8	10	NO	5	Yes	1	\$66,588	198,848	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline



Type	Asset Tag	Description	Location	Status	Age	ULB	ULB Met?	ESL	ESL Met?	Condition	Cost	Mileage	Length	FTA Ownership	FTA Vehicle	FTA Bus Mode	Fuel
Bus < 30 FT	C95	CMC Minibus	Ebensburg	O	8	10	NO	5	Yes	1	\$66,588	193,209	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus Trolley Std	124	CHA Trolley	Johnstown	O	17	14	Yes	12	Yes	1	\$265,137	83,205	25	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	503	GIL Low Floor	Johnstown	O	18	14	Yes	12	Yes	1	\$250,553	582,895	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus Std 35 FT	505	GIL Low Floor	Johnstown	O	18	14	Yes	12	Yes	1	\$250,553	569,704	35	OOPA-Owned outright by a public agency	BU-Bus	FR-Fixed Route	DF-Diesel Fuel
Bus < 30 FT	C24	CMC Minibus	Johnstown	O	9	10	NO	5	Yes	1	\$65,403	Scrapped	25	OOPA-Owned outright by a public agency	CU-Cutaway	SR-Shared Ride	GA-Gasoline
Bus < 30 FT	C33	CMC Minibus	Moxham	O	9	10	NO	5	Yes	1	\$66,533	201,855	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline
Bus < 30 FT	C37	CMC Minibus	Moxham	O	9	10	No	5	Yes	1	\$65,403	244,591	25	OOPA-Owned outright by a public agency	CU-Cutaway	FR-Fixed Route	GA-Gasoline

Appendix B: Facilities Assessment Forms



Inspection Date:	April 18, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Combined Administrative Maintenance Facility
Facility Name:	CamTran Woodville Facility
Address/Location:	502 Maple Avenue, Johnstown, PA
TERM Condition	5

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5	4	3	2	1
					Excellent	Good	Adequate	Marginal	Poor
A.	Substructure	<ul style="list-style-type: none">Foundations: Walls, columns, pilings other structural componentsBasement: Materials, insulation, slab, floor underpinnings			X				
B.	Shell	<ul style="list-style-type: none">Superstructure / structural frame: columns, pillars, wallsRoof: Roof surface, gutters, eaves, skylights, chimney surroundsExterior: Windows, doors, and all finishes (paint, masonry)Shell appurtenances: Balconies, fire escapes, gutters, downspouts			X				
C.	Interior	<ul style="list-style-type: none">Partitions: walls, interior doors, fittings such as signageStairs: Interior stairs and landingsFinishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>			X				
D.	Conveyance	<ul style="list-style-type: none">ElevatorsEscalatorsLifts: any other such fixed apparatuses for the movement of goods or people	Elevator		X				
E.	Plumbing	<ul style="list-style-type: none">FixturesWater distributionSanitary wasteRain water drainage			X				
F.	HVAC	<ul style="list-style-type: none">Energy supplyHeat generation and distribution systemsCooling generation and distribution systemsTesting, balancing, controls and instrumentationChimneys and vents			X				
G.	Fire Protection	<ul style="list-style-type: none">SprinklersStandpipesHydrants and other fire protection specialties			X				
H.	Electrical	<ul style="list-style-type: none">Electrical service & distributionLighting & branch wiring (interior and exterior)Communications & securityOther electrical system-related pieces such as lightning protection, generators, and emergency lighting			X				
I.	Equipment	<ul style="list-style-type: none">Equipment related to the function of the facility, including maintenance or vehicle service equipment <p><i>For clarity, includes only items valued above \$10,000 and related to facility function</i></p>				X			
J.	Site	<ul style="list-style-type: none">Roadways/driveways and associated signage, markings, and equipmentParking lots and associated signage, markings, and equipmentPedestrian areas and associated signage, markings, and equipmentSite development such as fences, walls, and miscellaneous structuresLandscaping and irrigationSite Utilities			X				



Inspection Date:	April 18, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Combined Administrative Maintenance Facility
Facility Name:	CamTran Ebensburg Facility
Address/Location:	1226 Center Street, Ebensburg, PA
TERM Condition	3

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5	4	3	2	1
					Excellent	Good	Adequate	Marginal	Poor
A.	Substructure	<ul style="list-style-type: none">• Foundations: Walls, columns, pilings other structural components• Basement: Materials, insulation, slab, floor underpinnings					X		
B.	Shell	<ul style="list-style-type: none">• Superstructure / structural frame: columns, pillars, walls• Roof: Roof surface, gutters, eaves, skylights, chimney surrounds• Exterior: Windows, doors, and all finishes (paint, masonry)• Shell appurtenances: Balconies, fire escapes, gutters, downspouts						X	
C.	Interior	<ul style="list-style-type: none">• Partitions: walls, interior doors, fittings such as signage• Stairs: Interior stairs and landings• Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>					X		
D.	Conveyance	<ul style="list-style-type: none">• Elevators• Escalators• Lifts: any other such fixed apparatuses for the movement of goods or people		N/A					
E.	Plumbing	<ul style="list-style-type: none">• Fixtures• Water distribution• Sanitary waste• Rain water drainage				X			
F.	HVAC	<ul style="list-style-type: none">• Energy supply• Heat generation and distribution systems• Cooling generation and distribution systems• Testing, balancing, controls and instrumentation• Chimneys and vents							X
G.	Fire Protection	<ul style="list-style-type: none">• Sprinklers• Standpipes• Hydrants and other fire protection specialties				X			
H.	Electrical	<ul style="list-style-type: none">• Electrical service & distribution• Lighting & branch wiring (interior and exterior)• Communications & security• Other electrical system-related pieces such as lightning protection, generators, and emergency lighting				X			
I.	Equipment	<ul style="list-style-type: none">• Equipment related to the function of the facility, including maintenance or vehicle service equipment <p><i>For clarity, includes only items valued above \$10,000 and related to facility function</i></p>					X		
J.	Site	<ul style="list-style-type: none">• Roadways/driveways and associated signage, markings, and equipment• Parking lots and associated signage, markings, and equipment• Pedestrian areas and associated signage, markings, and equipment• Site development such as fences, walls, and miscellaneous structures• Landscaping and irrigation• Site Utilities					X		



Inspection Date:	April 18, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Other – Vehicle Storage
Facility Name:	CamTran Ebensburg Facility
Address/Location:	1226 Center Street, Ebensburg, PA
TERM Condition	3

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5	4	3	2	1
					Excellent	Good	Adequate	Marginal	Poor
A.	Substructure	<ul style="list-style-type: none">• Foundations: Walls, columns, pilings other structural components• Basement: Materials, insulation, slab, floor underpinnings					X		
B.	Shell	<ul style="list-style-type: none">• Superstructure / structural frame: columns, pillars, walls• Roof: Roof surface, gutters, eaves, skylights, chimney surrounds• Exterior: Windows, doors, and all finishes (paint, masonry)• Shell appurtenances: Balconies, fire escapes, gutters, downspouts						X	
C.	Interior	<ul style="list-style-type: none">• Partitions: walls, interior doors, fittings such as signage• Stairs: Interior stairs and landings• Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>					X		
D.	Conveyance	<ul style="list-style-type: none">• Elevators• Escalators• Lifts: any other such fixed apparatuses for the movement of goods or people		N/A					
E.	Plumbing	<ul style="list-style-type: none">• Fixtures• Water distribution• Sanitary waste• Rain water drainage				X			
F.	HVAC	<ul style="list-style-type: none">• Energy supply• Heat generation and distribution systems• Cooling generation and distribution systems• Testing, balancing, controls and instrumentation• Chimneys and vents							X
G.	Fire Protection	<ul style="list-style-type: none">• Sprinklers• Standpipes• Hydrants and other fire protection specialties				X			
H.	Electrical	<ul style="list-style-type: none">• Electrical service & distribution• Lighting & branch wiring (interior and exterior)• Communications & security• Other electrical system-related pieces such as lightning protection, generators, and emergency lighting				X			
I.	Equipment	<ul style="list-style-type: none">• Equipment related to the function of the facility, including maintenance or vehicle service equipment <p><i>For clarity, includes only items valued above \$10,000 and related to facility function</i></p>					X		
J.	Site	<ul style="list-style-type: none">• Roadways/driveways and associated signage, markings, and equipment• Parking lots and associated signage, markings, and equipment• Pedestrian areas and associated signage, markings, and equipment• Site development such as fences, walls, and miscellaneous structures• Landscaping and irrigation• Site Utilities					X		



Inspection Date:	April 19, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Simple At-Grade Platform Station
Facility Name:	CamTran Incline Plane Upper Station/Observation Deck/Visitor Center
Address/Location:	711 Edgehill Drive, Johnstown, PA
TERM Condition	3

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
A.	Substructure	<ul style="list-style-type: none">• Foundations: Walls, columns, pilings other structural components• Basement: Materials, insulation, slab, floor underpinnings					X		
B.	Shell	<ul style="list-style-type: none">• Superstructure / structural frame: columns, pillars, walls• Roof: Roof surface, gutters, eaves, skylights, chimney surrounds• Exterior: Windows, doors, and all finishes (paint, masonry)• Shell appurtenances: Balconies, fire escapes, gutters, downspouts					X		
C.	Interior	<ul style="list-style-type: none">• Partitions: walls, interior doors, fittings such as signage• Stairs: Interior stairs and landings• Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>					X		
D.	Conveyance	<ul style="list-style-type: none">• Elevators• Escalators• Lifts: any other such fixed apparatuses for the movement of goods or people				X			
E.	Plumbing	<ul style="list-style-type: none">• Fixtures• Water distribution• Sanitary waste• Rain water drainage					x		
F.	HVAC	<ul style="list-style-type: none">• Energy supply• Heat generation and distribution systems• Cooling generation and distribution systems• Testing, balancing, controls and instrumentation• Chimneys and vents				X			
G.	Fire Protection	<ul style="list-style-type: none">• Sprinklers• Standpipes• Hydrants and other fire protection specialties		N/A					
H.	Electrical	<ul style="list-style-type: none">• Electrical service & distribution• Lighting & branch wiring (interior and exterior)• Communications & security• Other electrical system-related pieces such as lightning protection, generators, and emergency lighting					X		
I.	Fare Equipment	<ul style="list-style-type: none">• Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement		N/A					
J.	Site	<ul style="list-style-type: none">• Roadways/driveways and associated signage, markings, and equipment• Parking lots and associated signage, markings, and equipment• Pedestrian areas and associated signage, markings, and equipment• Site development such as fences, walls, and miscellaneous structures• Landscaping and irrigation• Site Utilities				X			



Inspection Date:	April 19, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	At-Grade Fixed Guideway Station
Facility Name:	CamTran Incline Plane Lower Station
Address/Location:	Edgewood Avenue, Johnstown, PA
TERM Condition	3

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
A.	Substructure	<ul style="list-style-type: none">Foundations: Walls, columns, pilings other structural componentsBasement: Materials, insulation, slab, floor underpinnings				X			
B.	Shell	<ul style="list-style-type: none">Superstructure / structural frame: columns, pillars, wallsRoof: Roof surface, gutters, eaves, skylights, chimney surroundsExterior: Windows, doors, and all finishes (paint, masonry)Shell appurtenances: Balconies, fire escapes, gutters, downspouts						X	
C.	Interior	<ul style="list-style-type: none">Partitions: walls, interior doors, fittings such as signageStairs: Interior stairs and landingsFinishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>					X		
D.	Conveyance	<ul style="list-style-type: none">ElevatorsEscalatorsLifts: any other such fixed apparatuses for the movement of goods or people		NA					
E.	Plumbing	<ul style="list-style-type: none">FixturesWater distributionSanitary wasteRain water drainage					X		
F.	HVAC	<ul style="list-style-type: none">Energy supplyHeat generation and distribution systemsCooling generation and distribution systemsTesting, balancing, controls and instrumentationChimneys and vents					X		
G.	Fire Protection	<ul style="list-style-type: none">SprinklersStandpipesHydrants and other fire protection specialties		N/A					
H.	Electrical	<ul style="list-style-type: none">Electrical service & distributionLighting & branch wiring (interior and exterior)Communications & securityOther electrical system-related pieces such as lightning protection, generators, and emergency lighting					X		
I.	Fare Equipment	<ul style="list-style-type: none">Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement		N/A					
J.	Site	<ul style="list-style-type: none">Roadways/driveways and associated signage, markings, and equipmentParking lots and associated signage, markings, and equipmentPedestrian areas and associated signage, markings, and equipmentSite development such as fences, walls, and miscellaneous structuresLandscaping and irrigationSite Utilities				X			



Inspection Date:	April 19, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Bus Transfer Station
Facility Name:	CamTran Transit Center
Address/Location:	551 Main Street, Johnstown, PA
TERM Condition	4

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
A.	Substructure	<ul style="list-style-type: none">• Foundations: Walls, columns, pilings other structural components• Basement: Materials, insulation, slab, floor underpinnings				X			
B.	Shell	<ul style="list-style-type: none">• Superstructure / structural frame: columns, pillars, walls• Roof: Roof surface, gutters, eaves, skylights, chimney surrounds• Exterior: Windows, doors, and all finishes (paint, masonry)• Shell appurtenances: Balconies, fire escapes, gutters, downspouts				X			
C.	Interior	<ul style="list-style-type: none">• Partitions: walls, interior doors, fittings such as signage• Stairs: Interior stairs and landings• Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>					X		
D.	Conveyance	<ul style="list-style-type: none">• Elevators• Escalators• Lifts: any other such fixed apparatuses for the movement of goods or people				X			
E.	Plumbing	<ul style="list-style-type: none">• Fixtures• Water distribution• Sanitary waste• Rain water drainage				X			
F.	HVAC	<ul style="list-style-type: none">• Energy supply• Heat generation and distribution systems• Cooling generation and distribution systems• Testing, balancing, controls and instrumentation• Chimneys and vents				X			
G.	Fire Protection	<ul style="list-style-type: none">• Sprinklers• Standpipes• Hydrants and other fire protection specialties				X			
H.	Electrical	<ul style="list-style-type: none">• Electrical service & distribution• Lighting & branch wiring (interior and exterior)• Communications & security• Other electrical system-related pieces such as lightning protection, generators, and emergency lighting				X			
I.	Fare Equipment	<ul style="list-style-type: none">• Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement		N/A					
J.	Site	<ul style="list-style-type: none">• Roadways/driveways and associated signage, markings, and equipment• Parking lots and associated signage, markings, and equipment• Pedestrian areas and associated signage, markings, and equipment• Site development such as fences, walls, and miscellaneous structures• Landscaping and irrigation• Site Utilities				X			



Inspection Date:	April 19, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Parking Structure
Facility Name:	Main Street Garage
Address/Location:	551 Main Street, Johnstown, PA
TERM Condition	2

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5	4	3	2	1
					Excellent	Good	Adequate	Marginal	Poor
A.	Substructure	<ul style="list-style-type: none">• Foundations: Walls, columns, pilings other structural components• Basement: Materials, insulation, slab, floor underpinnings						X	
B.	Shell	<ul style="list-style-type: none">• Superstructure / structural frame: columns, pillars, walls• Roof: Roof surface, gutters, eaves, skylights, chimney surrounds• Exterior: Windows, doors, and all finishes (paint, masonry)• Shell appurtenances: Balconies, fire escapes, gutters, downspouts							x
C.	Interior	<ul style="list-style-type: none">• Partitions: walls, interior doors, fittings such as signage• Stairs: Interior stairs and landings• Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>						X	
D.	Conveyance	<ul style="list-style-type: none">• Elevators• Escalators• Lifts: any other such fixed apparatuses for the movement of goods or people					X		
E.	Plumbing	<ul style="list-style-type: none">• Fixtures• Water distribution• Sanitary waste• Rain water drainage						X	
F.	HVAC	<ul style="list-style-type: none">• Energy supply• Heat generation and distribution systems• Cooling generation and distribution systems• Testing, balancing, controls and instrumentation• Chimneys and vents			NA				
G.	Fire Protection	<ul style="list-style-type: none">• Sprinklers• Standpipes• Hydrants and other fire protection specialties							
H.	Electrical	<ul style="list-style-type: none">• Electrical service & distribution• Lighting & branch wiring (interior and exterior)• Communications & security• Other electrical system-related pieces such as lightning protection, generators, and emergency lighting					X		
I.	Equipment	<ul style="list-style-type: none">• Equipment related to the function of the facility, including maintenance or vehicle service equipment <p><i>For clarity, includes only items valued above \$10,000 and related to facility function</i></p>						X	
J.	Site	<ul style="list-style-type: none">• Roadways/driveways and associated signage, markings, and equipment• Parking lots and associated signage, markings, and equipment• Pedestrian areas and associated signage, markings, and equipment• Site development such as fences, walls, and miscellaneous structures• Landscaping and irrigation• Site Utilities				X			



Inspection Date:	April 18, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Administrative Facility
Facility Name:	Moxham Facility
Address/Location:	630 Central Avenue, Johnstown, PA
TERM Condition	1

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5	4	3	2	1
					Excellent	Good	Adequate	Marginal	Poor
A.	Substructure	<ul style="list-style-type: none">• Foundations: Walls, columns, pilings other structural components• Basement: Materials, insulation, slab, floor underpinnings						X	
B.	Shell	<ul style="list-style-type: none">• Superstructure / structural frame: columns, pillars, walls• Roof: Roof surface, gutters, eaves, skylights, chimney surrounds• Exterior: Windows, doors, and all finishes (paint, masonry)• Shell appurtenances: Balconies, fire escapes, gutters, downspouts						X	
C.	Interior	<ul style="list-style-type: none">• Partitions: walls, interior doors, fittings such as signage• Stairs: Interior stairs and landings• Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>							X
D.	Conveyance	<ul style="list-style-type: none">• Elevators• Escalators• Lifts: any other such fixed apparatuses for the movement of goods or people						X	
E.	Plumbing	<ul style="list-style-type: none">• Fixtures• Water distribution• Sanitary waste• Rain water drainage							X
F.	HVAC	<ul style="list-style-type: none">• Energy supply• Heat generation and distribution systems• Cooling generation and distribution systems• Testing, balancing, controls and instrumentation• Chimneys and vents							X
G.	Fire Protection	<ul style="list-style-type: none">• Sprinklers• Standpipes• Hydrants and other fire protection specialties							X
H.	Electrical	<ul style="list-style-type: none">• Electrical service & distribution• Lighting & branch wiring (interior and exterior)• Communications & security• Other electrical system-related pieces such as lightning protection, generators, and emergency lighting							
I.	Equipment	<ul style="list-style-type: none">• Equipment related to the function of the facility, including maintenance or vehicle service equipment <p><i>For clarity, includes only items valued above \$10,000 and related to facility function</i></p>							X
J.	Site	<ul style="list-style-type: none">• Roadways/driveways and associated signage, markings, and equipment• Parking lots and associated signage, markings, and equipment• Pedestrian areas and associated signage, markings, and equipment• Site development such as fences, walls, and miscellaneous structures• Landscaping and irrigation• Site Utilities							X



Inspection Date:	April 18, 2018
Inspector Name(s):	Mike Flack and Rebecca Bankard
Facility Type	Maintenance Facility
Facility Name:	Moxham Facility
Address/Location:	630 Central Avenue, Johnstown, PA
TERM Condition	1

ID	Component	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5	4	3	2	1
					Excellent	Good	Adequate	Marginal	Poor
A.	Substructure	<ul style="list-style-type: none">• Foundations: Walls, columns, pilings other structural components• Basement: Materials, insulation, slab, floor underpinnings						X	
B.	Shell	<ul style="list-style-type: none">• Superstructure / structural frame: columns, pillars, walls• Roof: Roof surface, gutters, eaves, skylights, chimney surrounds• Exterior: Windows, doors, and all finishes (paint, masonry)• Shell appurtenances: Balconies, fire escapes, gutters, downspouts						X	
C.	Interior	<ul style="list-style-type: none">• Partitions: walls, interior doors, fittings such as signage• Stairs: Interior stairs and landings• Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>							X
D.	Conveyance	<ul style="list-style-type: none">• Elevators• Escalators• Lifts: any other such fixed apparatuses for the movement of goods or people						X	
E.	Plumbing	<ul style="list-style-type: none">• Fixtures• Water distribution• Sanitary waste• Rain water drainage							X
F.	HVAC	<ul style="list-style-type: none">• Energy supply• Heat generation and distribution systems• Cooling generation and distribution systems• Testing, balancing, controls and instrumentation• Chimneys and vents							X
G.	Fire Protection	<ul style="list-style-type: none">• Sprinklers• Standpipes• Hydrants and other fire protection specialties							X
H.	Electrical	<ul style="list-style-type: none">• Electrical service & distribution• Lighting & branch wiring (interior and exterior)• Communications & security• Other electrical system-related pieces such as lightning protection, generators, and emergency lighting							
I.	Equipment	<ul style="list-style-type: none">• Equipment related to the function of the facility, including maintenance or vehicle service equipment <p><i>For clarity, includes only items valued above \$10,000 and related to facility function</i></p>							X
J.	Site	<ul style="list-style-type: none">• Roadways/driveways and associated signage, markings, and equipment• Parking lots and associated signage, markings, and equipment• Pedestrian areas and associated signage, markings, and equipment• Site development such as fences, walls, and miscellaneous structures• Landscaping and irrigation• Site Utilities							X

Appendix C: Non-Revenue Service Vehicle Inventory



Type	FTA Vehicle	Asset Tag	Description	Location	Status	Age	ULB	ULB Met	ESL	ESL Met	Condition	Cost	Mileage	FTA Ownership
Pickup Truck	Truck & Other Rubber Tire Vehicles	C-01	FRD FORD C01	Ebensburg	I	12	14	No	4	Yes	3	\$39,135	22,098	OOPA-Owned outright by a public agency
Sports Utility Vehicle	Truck & Other Rubber Tire Vehicles	C-06	CMD CHEVROLET C06	Ebensburg	O	14	14	Yes	4	Yes	1	\$25,735	95,900	OOPA-Owned outright by a public agency
Van	Truck & Other Rubber Tire Vehicles	C-13	DTD DODGE	Johnstown	I	7	14	No	4	Yes	3	\$20,573	53,020	OOPA-Owned outright by a public agency
Sports Utility Vehicle	Truck & Other Rubber Tire Vehicles	T-09	GMC GMC	Moxhen	O	17	14	Yes	4	Yes	1	\$23,710	82,025	OOPA-Owned outright by a public agency
Sports Utility Vehicle	Truck & Other Rubber Tire Vehicles	T-10	CMD CHEVROLET	Johnstown	I	12	14	No	4	Yes	2	\$26,999	113,994	OOPA-Owned outright by a public agency
Sports Utility Vehicle	Truck & Other Rubber Tire Vehicles	T-14	FRD FORD	Johnstown	I	6	14	No	4	Yes	3	\$23,498	34,122	OOPA-Owned outright by a public agency
Pickup Truck	Truck & Other Rubber Tire Vehicles	T-88	CMD CHEVROLET	Johnstown	I	15	14	Yes	4	Yes	2	\$63,957	30,607	OOPA-Owned outright by a public agency
Pickup Truck	Truck & Other Rubber Tire Vehicles	T-89	CMD CHEVROLET	Johnstown	I	14	14	Yes	4	Yes	1	\$32,550	97,877	OOPA-Owned outright by a public agency
Other Support Vehicle	Truck & Other Rubber Tire Vehicles	T-95	FRD FORD	Johnstown	I	7	14	No	4	Yes	3	\$57,833	20,115	OOPA-Owned outright by a public agency
Pickup Truck	Truck & Other Rubber Tire Vehicles	T-96	GMC GMC	Johnstown	I	6	14	No	4	Yes	3	\$29,952	32,546	OOPA-Owned outright by a public agency
Other Support Vehicle	Truck & Other Rubber Tire Vehicles	T-97	FRD FORD T97	Ebensburg	I	4	14	No	4	Yes	4	\$21,991	3,595	OOPA-Owned outright by a public agency
Pickup Truck	Truck & Other Rubber Tire Vehicles	T-98	FRD F-350 Pickup Truck	Johnstown	I	1	14	No	4	No	5	\$33,286	9,417	OOPA-Owned outright by a public agency
Van	Truck & Other Rubber Tire Vehicles	T-99	DTD DODGE Caravan	Johnstown	I	1	14	No	4	No	5	\$21,887	12,261	OOPA-Owned outright by a public agency
Pickup Truck	Truck & Other Rubber Tire Vehicles	C-01	FRD FORD C01	Ebensburg	I	12	14	No	4	Yes	3	\$39,135	22,098	OOPA-Owned outright by a public agency

Appendix D: Incline Plane Repair Procedures Summary Report

Appendix E: Maintenance Plans and Procedures

Appendix F: Replacement Schedule

Replacement Schedule		
Category	Class	Description
Rolling Sock	Buses	Buses have an ESL of 12 years/ 500,000 miles. As per the state initiative and expansion of Compressed Natural Gas (CNG) CPTA is striving to replace diesel and hybrid diesel assets with CNG-equipped fleet.
	Cutaways	Light-duty buses less than 30 feet in length have an ESL of 5 years/150,000 miles.
	Vans	Vans have an ESL of 4 years/100,000 miles.
	Incline Plane	Incline Planes have and ESL of 25 years.
Equipment	Service Vehicles (Automobiles)	Automobiles have an ESL of 8 years/100,000 miles.
	Service Vehicles (Trucks & Other Rubber Tire Vehicles)	Trucks & Other Rubber Tire Vehicles have an ESL of 4 years/100,000 miles.
	Equipment (non- vehicles)	Replaced as per manufacturer recommendations.
Facilities	Admin/Maintenance Facilities	Replacement, expansion, or disposition of facilities is consistent with the guidance of FTA C 5010.1E and is planned out several years in advance.
	Passenger Facilities	Replacement, expansion, or disposition of facilities is consistent FTA guidelines and is planned out several years in advance.