

SOUTH CENTRAL TRANSIT AUTHORITY
FY 2023 TRANSIT ASSET MANAGEMENT PLAN
PERFORMANCE MEASURE TARGETS
(November 7, 2022)

Background

In 2021 SCTA's updated Transit Asset Management Plan (TAMP) was adopted by the SCTA Board at its July 21, 2021 meeting. The MPO's for the Reading and Lancaster Urbanized Areas approved the updated TAMP at their respective meetings on September 16, 2021 and September 27, 2021. SCTA's FY 2022 Performance Measure Targets were also considered and approved by the SCTA Board and the MPO's at the same meetings along with the updated TAMP.

The TAMP was updated in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and FTA guidelines. The goal of the TAMP is for SCTA to reach and maintain a state of good repair for all of its capital assets through a Performance Based Planning and Programming process. The adopted TAMP outlines the performance measures, targets, and implementation strategies SCTA will use to maintain their transit system assets. In addition, the TAMP outlines the Authority's performance philosophy and policy, and covers performance management related to vehicles, facilities and equipment used by SCTA in providing service.

The TAM process requires SCTA to annually set performance measure targets and report performance against those targets for three Asset Classes. The Asset Classes and the performance measure for each Asset Class are:

- Rolling Stock – Percentage of revenue vehicles within a particular vehicle asset class past their Useful Life Benchmark (ULB) (age only).
- Facilities – Percentage of facilities that are below a 3 on the FTA's Transit Economic Recovery Model (TERM) Scale. The TERM Scale is used to describe the condition of an asset: 5.0—Excellent, 4.0—Good, 3.0—Adequate, 2.0—Marginal and 1.0—Poor.
- Equipment – Percentage of non-revenue service and maintenance vehicles and equipment with a value of \$50,000 or more past their ULB (age only).

SCTA's Performance Measure Targets are authority-wide and reflect consideration of Rolling Stock, Facilities and Equipment supporting its Lancaster (RRTA) and Reading (BARTA) operations. It was decided to prepare authority-wide targets, since SCTA is required to report its National Transit Data (NTD) information as SCTA with the RRTA and BARTA operating data combined.

SCTA presents its Performance Measure Targets for Rolling Stock in three separate groups: Fixed Route Buses/Directly Operated, Shared Ride Vehicles/Directly Operated and Shared Ride Vehicles/Purchased Transportation.

FY 2022 and Proposed FY 2023 Performance Measure Targets

Annually, Performance Measure Targets are developed for the Asset Classes listed below. The table below compares the FY 2022 Performance Measure Targets with the proposed FY 2023

Performance Measure Targets. The expectation is that by achieving the FY 2023 Performance Measure Targets SCTA will reach and maintain a state of good repair for the Asset Class identified. Please note that a lower Performance Measure Target equals a better State of Good Repair (SOGR).

ASSET CLASS	FY 2022 PERFORMANCE MEASURE TARGETS	PROPOSED FY 2023 PERFORMANCE MEASURE TARGETS
Fixed Route Buses/ Directly Operated	0% past Useful Life Benchmark of 12 years	0% past Useful Life Benchmark of 12 years
Shared Ride Vehicles/ Directly Operated	0% past Useful Life Benchmark of 5 years	0% past Useful Life Benchmark of 5 years
Shared Ride Vehicles/ Purchased Transportation	8% past Useful Life Benchmark of 5 years	0% past Useful Life Benchmark of 5 years
Facilities	0% below 3 on the TERM Scale	0% below 3 on the TERM Scale
Equipment	10% past Useful Life Benchmark	18% past Useful Life Benchmark

Projected FY 2023 Performance Measure Targets Project Information

Fixed Route Buses and Shared Ride Vehicles

The Performance Measure Target for vehicles is based on the percentage of vehicles meeting or exceeding the Useful Life Benchmark (ULB). The ULB used by SCTA is 12 years or 500,000 miles for fixed route buses and 5 years or 150,000 miles for shared ride vehicles. As part of its analysis, SCTA calculates the average age of its fleet and the number of vehicles in its fleet that exceed the ULB.

As of July 1, 2022, the average age of the Fixed Route Bus fleet was 5.4 years, the average age of the Shared Ride fleet Directly Operated was 3.8 years, and the average age of the shared ride fleet contracted with the private operator was 2.5 years. The average vehicle ages reported were achieved with the delivery of four (4) fixed route buses for the Reading operation in October 2021; the delivery of six (6) shared ride vehicles in December 2021 for the Directly Operated Shared Ride operation; and the delivery of ten (10) shared ride vehicles in November 2021 and eight (8) shared ride vehicles in March 2022 for the Purchased Transportation Shared Ride operation. This investment in Fixed Route Buses and Shared Ride Vehicles/Purchased Transportation over the last year also resulted in SCTA achieving its FY 2022 Performance Measure Targets.

FY 2022 ended with 18% of SCTA’s directly operated fleet of 40 shared ride vehicles exceeding its ULB of five years. SCTA was unable to receive delivery of the ordered replacement vehicles by the end of FY 2022 due to the overall supply chain issues being experienced in the economy.

SCTA operates a fleet of 93 fixed route buses; 42 buses and one (1) spare in Lancaster/RRTA and 50 buses in Reading/BARTA. SCTA has in place a program providing for programming funds on an annual basis for the purchase of replacement vehicles. This program results in a

Performance Measure Target of 0% for Fixed Routes Buses in FY 2023. This Target will be achieved with the delivery of one (1) replacement bus to Lancaster in January 2023 and five (5) replacement buses to Reading in October 2022 and four (4) replacement buses to Reading in March 2023.

Funding is also programmed on an annual basis for the purchase of shared ride vehicles. As previously noted, SCTA directly operates a fleet of 40 shared ride vehicles as part of its BARTA Special Services division. The FY 2023 Performance Measure Target for Shared Ride Vehicles/Directly Operated is 0%. This Performance Measure Target will be achieved with the delivery of seven (7) vehicles in March 2023 to replace 2016 model vehicles and the delivery of twelve (12) vehicles in August 2023 to replace 2017 model vehicles. The production and scheduled delivery of these vehicles may be impacted by the overall supply chain issues being experienced in the economy.

SCTA leases 86 shared ride vehicles to a third party contractor who operates the Red Rose Access service in Lancaster County and supplemental shared ride service in Berks County. The FY 2023 Performance Measure Target for Shared Ride Vehicles/Purchased Transportation is 0%. This Performance Measure Target will be achieved with the delivery of nine (9) vehicles in February 2023 to replace 2016 model vehicles and the delivery of eleven (11) vehicles in August 2023 to replace 2017 model vehicles. The production and scheduled delivery of these vehicles may be impacted by the overall supply chain issues being experienced in the economy.

Facilities

SCTA manages seven (7) facilities between its Lancaster and Reading operations. The seven (7) facilities include the Lancaster Operations Center & Maintenance Facility, Queen Street Station, Queen Street Station Parking Garage, Reading Operations Center & Maintenance Facility, BARTA Transportation Center, BARTA Park-‘n-Transit Facility and Franklin Street Station. Regular inspections of the facilities and their operating systems are performed. An overall condition assessment is performed on an annual basis. Based on this condition assessment each facility is ranked on the 5-point TERM scale.

SCTA’s facilities are in relatively good shape based on past renovations and improvements completed over the last several years. For example, in early 2020 improvements to the Reading Operations Center were completed that enables nearly the entire fleet of fixed route buses and shared ride vehicles to be stored under roof. The Reading Operations Center project also included upgrades to the operating systems that improved energy efficiency. The roof at the BARTA Transportation Center (BTC) was replaced in 2019 and upgrades to the HVAC and fire alarm system were completed in the spring of 2021.

The investment in SCTA’s facilities continued in FY 2022. SCTA completed upgrades in the fall of 2021 to its parking structures with the replacement of expansion joints at the Queen Street Station Parking Garage in Lancaster and the Park-n-Transit Garage in Reading, and waterproofing the bus lane area at the BTC which also included work in the parking garage underneath. Additional work completed at the BTC included an upgrade to the lighting and sprinkler improvements. The sidewalk at the Reading Operations Center along 11th Street and Exeter Streets was also replaced. This investment in facilities over the last year resulted in

SCTA achieving its FY 2022 Performance Measure Target of having no facility ranked below a 3 on the TERM scale.

The completed capital investment described above, the planned capital investment in infrastructure and operating systems in FY 2023 and the on-going maintenance of the facilities results in a FY 2023 Performance Target of 0% since no facility is ranked below a 3 on the TERM scale. One of the major capital projects being advanced in FY 2023 is the replacement of the above-ground diesel fuel tanks at the Lancaster and Reading Operations Centers.

Equipment

The SCTA Transit Asset Management Plan Equipment Listing includes eleven (11) pieces of equipment that have a value of \$50,000 or more.

SCTA achieved its FY 2022 Performance Target for Equipment based on the investments made in the past year and consideration of the condition assessment of each piece of equipment. This past year three (3) 2006 in-ground bus lifts in the Reading Maintenance Facility were replaced with new bus lifts; an additional in-ground bus lift was installed in the Lancaster Maintenance Facility; and the Lancaster Bus Wash was refurbished which extended its useful life. The Lancaster Radio Tower was inspected and considered structurally sound. Based on this inspection, it was determined the Tower could be strengthened to allow for the co-location of additional antennae. This work extended the useful life of the Tower.

A condition assessment of the equipment is also performed. Based on this assessment, no piece of equipment has a ranking under a 3 on the TERM scale.

The FY 2023 Performance Target is 18% based on two pieces of equipment exceeding their ULB. One piece of equipment, Bus Vacuum, is scheduled for replacement in FY 2024. The second piece of equipment is snow blowers leased to and maintained by the City of Lancaster; the snow blowers rank as a 3 on the TERM scale. In FY 2023 the Reading Bus Wash, which has exceeded its useful life, is scheduled for replacement.

It is important to note there is a significant amount of equipment used and maintained by SCTA below the \$50,000 threshold. SCTA evaluates all equipment and records the condition rating in the PennDOT Capital Planning Tool. The condition and useful life information maintained in the Capital Planning Tool and SCTA's Asset Inventory are resources used on an annual basis to identify equipment that needs to be replaced in order to maintain a State of Good Repair and funding is included in its capital budget for the purchase of replacement equipment.