South Central Transit Authority

Transit Asset Management Plan 2025 Update

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APPENDIX

I. Introduction

In July 2012, the President signed into law the Moving ahead for Progress in the 21st Century Act (MAP-21) that provided new requirements for transit authorities on asset management and investment strategy. MAP-21 established requirements for transit agencies to develop a performance-based asset management plan and thus have a strategic and systematic means of operating, maintaining, and improving public transportation capital assets effectively. Resources to replace vehicles, facilities and equipment tend to be limited so the funds need to be allocated effectively. SCTA developed its initial Plan in FY 2018 to address these new requirements and set performance goals for reaching a State of Good Repair (SOGR). This update to the asset management plan is designed to provide a review of actions for the last four years in terms of meeting the ultimate goal of reaching the SOGR for SCTA. It also provides an investment strategy that could optimize the asset's performance at the lowest cost. The South Central Transit Authority (SCTA) is required to meet the provisions of MAP-21 and the guidelines provided by the Federal Transit Administration (FTA) to prepare a Transit Asset Management Plan (TAMP) and update the Plan every four years.

A. Background

SCTA became into existence as a result of the merger of the administrative staffs of the Red Rose Transit Authority (RRTA) in Lancaster, Pennsylvania and the Berks Area Regional Transportation Authority (BARTA) in Reading, Pennsylvania in January 2015. As a result of the merger, SCTA became the designated recipient for all federal and state funds for both the Lancaster and Reading Urbanized Areas and has the responsibility for compliance for both urbanized areas. It should be noted that both BARTA and RRTA continue to be the operating arm of SCTA and employ all the drivers and mechanics needed to provide service. Because there remained open federal grants at both of these agencies prior to the merger, SCTA is also responsible to meet the compliance requirements of these open grants; however, federal requirements, such as developing the TAMP, will only be by SCTA. Further, as part of the merger, both BARTA and RRTA have leased all the assets to SCTA in order that the maintenance and rehabilitation costs are eligible for federal funding. It is the intent over time that the ownership of vehicles and equipment as they are replaced become property of SCTA rather than BARTA or RRTA. This is a very unique arrangement in the industry in terms of merging two transit systems, but SCTA has been able to consolidate all the compliance and reporting requirements at the federal and state levels and is completing a combined report for the National Transit Database (NTD).

In terms of operating characteristics, RRTA currently operates fixed route bus service with 42 buses and contracts with a private carrier to operate 66 buses for shared-ride demand responsive

services throughout Lancaster County. RRTA owns three major facilities: the Erick Road Operations Center, Queen Street Station in downtown Lancaster and the Queen Street Station Parking Garage, which connects to the Queen Street Station bus terminal. BARTA currently operates fixed route bus service with 50 buses and directly operates most of the shared-ride demand responsive services in Berks County with 40 buses, plus contracts with the same private contractor used in Lancaster to supplement the service and leases 14 buses to them to provide service. BARTA owns four major facilities: the Operations Center on 11th Street, the BARTA Transportation Center in downtown Reading, Park-n-Transit Garage and Franklin Street Station which are adjacent to each other and across the street from the transit center in downtown Reading.

Together, annual fixed route ridership was 3,228,219 and annual paratransit ridership was 332,690 in FY 2023 for SCTA. The total budget for FY 2023 was $44,544,814 with a combined 3,248,208 revenue miles for fixed route and 2,265,240 revenue miles for paratransit service. SCTA's service area is 1,850 square miles, which includes all of Berks, and Lancaster Counties in Pennsylvania with a combined population of 983,004 reported in the 2021 Census. It should be noted that SCTA is comprised of Board members with five members appointed by each County served. The five from each County also then comprise the Board of Directors for RRTA and BARTA, respectively.

SCTA defines State of Good Repair (SOGR) following the federal guideline. According to SCTA's definition, the State of Good Repair is achieved when all capital assets are properly maintained or replaced and are functioning at ideal capacity within their designed life. This report also includes RRTA and BARTA's previous financial performance and the anticipated funding level in the upcoming fiscal years.

B. Plan Requirements

In accordance with FTA requirements published in 49 CFR parts 625 and 630, the TAM Plan should include the following elements:

(1) An inventory of the number and type of capital assets. The inventory must include all capital assets that a system owns, except equipment with an acquisition value under $50,000 that is not a service vehicle. An inventory also must include third party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a system in the provision of public transportation. The asset inventory must be organized at a level of detail in the systems program of capital projects;

(2) A condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization;

(3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.

(4) A project based prioritization of investments, developed in accordance with Section 625.33.

(5) A TAM and SGR policy;

(6) A TAM plan implementation strategy;

(7) A description of key TAM activities that a system intends to engage in over the TAM plan horizon period;

(8) A summary or list of resources, including personnel needed to develop and carry out the TAM plan; and

(9) An outline of how to monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

For the purposes of the TAM plan, the horizon period must cover at least a four year period which should coincide with the development of the Transportation Improvement Program (TIP). The Plan should be amended whenever there is a significant change to the asset inventory, condition assessments, or investment prioritization that was not reasonably anticipated during the development of the TAM plan.

The TAM plan must include an investment prioritization that identifies the programs and projects to improve or manage over the TAM plan horizon period the state of good repair of capital assets for which there is direct capital responsibility by SCTA. SCTA must rank projects to improve or manage the state of good repair of capital assets in order of priority and anticipated project year. The project rankings must be consistent with the TAM policy and strategies. When developing an investment strategy, SCTA must give due consideration to those state of good repair projects to improve the quality of service and/or that pose an identified unacceptable safety risk when developing its investment prioritization. Also, when developing an investment prioritization, SCTA must take into consideration its estimation of funding levels from all available sources that it expects to receive each fiscal year.

C. Definitions

Accountable Executive - means the person who has ultimate responsibility for carrying out the transit asset management practices at SCTA, which is the Executive Director.

Asset Category - means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class - means a subgroup of capital assets within an asset category.

Asset inventory - means a register of capital assets and information about those assets.

Capital Asset - means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision support tool - means an analytic process or methodology: 1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or 2) To assess financial needs for asset investments over time.

Equipment - means an article of nonexpendable, tangible property having a useful life of at least one year.

Facility- means a building or structure that is used in providing public transportation.

Full level of performance - means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon period - means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan.

Implementation strategy- means an approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure - means the underlying framework or structures that support a public transportation system.

Investment prioritization - means the ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that are reasonably anticipated to be available over the TAM plan horizon period.

Key asset management activities - means a list of activities that are critical to achieving its TAM goals.

Life cycle cost - means the cost of managing as asset over its whole life.

Performance Measure - means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Performance target - means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.

Rolling Stock- means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare free services.

Service vehicle - means a unit of equipment that is used primarily either to support maintenance and repair work for a system or for delivery of materials, equipment, or tools.

State of Good Repair (SGR) - means the condition in which a capital asset is able to operate at a full level of performance.

TERM scale - means the five (5) category rating system used in the FTA's Transit Economic Requirements Model to describe the condition of an asset: 5.0-Excellent, 4.0-Good, 3.0-Adequate, 2.0-Marginal, 1.0-Poor.

Tier I provider - means a transit system that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II provider - means a recipient that owns, operates, or manages one hundred (100) or fewer vehicles in revenue service during peak regular service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode.

Transit asset management (TAM) means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks and costs over their life cycles, for the purpose of providing safe, cost-effective and reliable public transportation.

Transit asset management plan - means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit asset management policy- means a documented commitment to achieving and maintaining a state of good repair for all of its capital assets.

Transit asset management strategy - means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

Transit asset management system - means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Useful life - means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB)-means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by the system or the default benchmark provided by FTA.

SCTA is required to project funding that it reasonably expects will be available in each fiscal year during the TAM plan horizon period. Further, SCTA must take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features and the requirements under 49 CFR 37.43 concerning alteration of transportation facilities.

D. Performance Management

The goal of the TAM Plan is for SCTA to reach and maintain a state of good repair for all of its capital assets. In order to reach this goal, there must be performance measures in place to monitor all of SCTA's capital assets to determine if and when the state of good repair is reached. The FTA has established standards in the guidance to determine when an asset has reached a state of good repair as follows:

(1) The capital asset is able to perform its designed function;

(2) The use of the asset in its current condition does not pose an identified unacceptable safety risk; and

(3) The life-cycle investment needs of the asset have been met, or recovered, including all scheduled maintenance, rehabilitation, and replacements.

The FTA also developed guidance on performance measures for capital assets that can be used to determine if the goal of reaching a state of good repair is being met for each asset class as follows:

(1) *Equipment: (non-revenue) service vehicles.* The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their Useful Life Benchmark (ULB).

(2) *Rolling Stock.* The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.

(3) *Infrastructure: rail fixed-guideway, track, signals, and systems.* The performance measure for rail fixed guideway, track, signals, and systems is the percentage of track segments with performance restrictions.

(4) *Facilities.* The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.

For the performance measures to be effective, it is important that SCTA set performance targets for each applicable capital assets. The performance target should be based on realistic expectations, and both the most recent data available and the financial resources from all sources

that SCTA reasonably expects will be available during the TAM plan horizon period. Performance targets must be set for the following fiscal year for each asset class included in its TAM plan. It will be the responsibility of the Executive Director of SCTA to approve the performance targets each year and coordinate with the MPO in each of its service areas on the targets. SCTA must report the annual results of its performance targets, and condition, information to the FTA, through the National Transit Database, including a narrative report, that provides a description of any change in the condition of SCTA's system from the previous year. It also describes the progress made during the year to meet the performance targets set the previous reporting year.

II. ASSET INVENTORY

As contained in the definitions, the FTA requires transit systems to identify all capital assets with a value of $50,000 or more for the purposes of this Plan. The regulations also define asset categories that include rolling stock, equipment, infrastructure, and facilities. For rolling stock, this includes all the buses and paratransit vehicles operated and managed by SCTA that includes a fleet of 42 Fixed Route buses and 66 paratransit buses in Lancaster and 50 Fixed Route buses and 54 paratransit buses in Reading. A complete roster of buses are shown in Appendix A.

SCTA has been able to keep pace with the replacement of revenue vehicles with available funding levels from the FTA and PADOT. Also, SCTA has taken the lead for the third time for the statewide procurement of buses and awarded a five year contract in November, 2020 that greatly eases the process of replacing vehicles. This contract ends in November 2025. SCTA further took the lead for the first time for a statewide procurement of paratransit vehicles for an initial two year contract with the option for three additional one year extensions, which ends March 31, 2025. Both the Statewide Contracts will be curated by Rabbit Transit in 2025.

As a result of these statewide procurements, SCTA has been able to maintain the average age of the bus fleet as of June 30, 2023 to 5.8 years. During the last four year time period of SCTA's TAM Plan, a total of six (6) buses have been replaced in Lancaster and thirteen (13) buses have been replaced in Reading. For the next four year time period of this Update, SCTA anticipates replacing eighteen (18) buses in Lancaster and nine (9) buses in Reading that will have all reached their useful life and should be replaced on time with available funding.

With the statewide contract for paratransit buses in place, SCTA has maintained the average fleet age of 1.6 years with directly operated buses and to 2.5 years for contracted services.
Over the next four year time period, SCTA has programmed to replace forty six (46) paratransit buses in Lancaster and thirty one (31) paratransit buses in Reading that will be beyond their useful life. At the current rates of available funding, SCTA expects to financially be able to make all these replacements on time.

In terms of equipment, which includes non-revenue vehicles and maintenance equipment with a value over $50,000, is listed Appendix B for both locations. For facilities, the categories include administrative and maintenance facilities, passenger facilities, and parking facilities. SCTA currently manages and maintains seven facilities that include two administrative-maintenance facilities, three passenger facilities and two parking facilities. SCTA also owns a 12.192 Acre parcel, of raw land on Yellow Goose Road in East Hempfield Township, Lancaster PA. A listing and location of all the facilities is shown in Appendix C. Recognizing the need to protect its assets, particularly revenue vehicles, SCTA has initiated the design and engineering for the construction of a new facility to house the paratransit fleet being operated by the private contractor in Lancaster and Reading on the Yellow Goose parcel. The current contractor leases two facilities, one in Lancaster and one in Reading to operate the contracted paratransit service with the vehicles all being stored outside. These two facilities do not include equipment for the

daily washing or fueling of the fleet, which must be done off-premises and increases the cost of operation.

Traditionally, SCTA has based capital asset replacements on the general expected useful guidelines established by the FTA in its grant management circular (FTA 5010). These general guidelines include such useful life parameters as 12 years or 500,000 miles for buses, five years for paratransit transit buses, 50 years for all facilities, and 8-15 years for equipment, not including non-revenue vehicles that can be anywhere from 5-15 years depending on the vehicle purpose and mileage. While SCTA has generally tracked its own assets internally, it should be noted that the Pennsylvania Department of Transportation (PADOT), through its Bureau of Public Transit (BPT), developed its own capital planning tool software. SCTA is required to keep a listing of all of its capital assets on the state's system that includes annual mileages for revenue vehicles. The state system includes more assets with lower dollar values than required by the FTA, but does provide a good tool for determining annual capital funding needs for state dollars. It should also be noted, that due to funding constraints, PADOT has opted to modify the standard useful life measures used by the FTA for revenue vehicles. In particular, rolling stock, such as buses and paratransit vans, are considered to be beyond their useful life if both the years of service and mileage levels are reached rather than using one of those measures that the FTA guidelines state. However, PADOT has indicated that it will consider other factors in the decision to fund replacement vehicles which is critical to SCTA's ability to reach a state of good repair since PADOT is the primary source for non-federal funds for all capital purchases. This is also a factor that SCTA must consider in the development of performance measures under this Plan.

The assets discussed in TAM are the physical capital assets located in Lancaster and Reading. SCTA keeps a full list of all capital assets retained at both the Lancaster and Reading locations. There are 27 asset groups and the assets in Lancaster and Reading are separately listed. The Asset Inventory lists the main services, vehicle, facilities, maintenance equipment, as well as communication equipment, service equipment, office equipment and miscellaneous equipment. The Asset Inventory is updated at the end of every fiscal year. All assets listed are active and assets that are sold during the fiscal year will be removed and the newly bought assets will be added.

SCTA has developed an individual asset inventory sheet that includes the asset tag, title, vendor, location, description, date of in-service and asset serial numbers. Most of the assets are owned and maintained by SCTA. Most vehicles are located at either Erick Road Operation Center in Lancaster or the 11th Street Operation Center in Reading. SCTA also has shared-ride vehicles both in Lancaster and Reading that are operated and maintained by Easton Coach, the private operator under contract. The replacement date for each asset is calculated based on the year in service and the useful life developed by SCTA's life cycle policy which will be illustrated in the later section of this report. The condition of each asset other than vehicles is rated from 5 to 1. Each number respectively represents "Excellent", "Good", "Fair", "Poor" and "Beyond useful

life" with 5 for "Excellent" and 1 for "Beyond useful life". The condition of vehicles is evaluated by the mileage of individual vehicle, which is collected at the end of every year.

The inventory sheet also shows the purchase cost, supplemental cost and total cost for each asset. SCTA keeps track of the use of public funds with a listing of federal and state grants that have been used to purchase the asset recorded and the percentage of FTA funds that is used for the asset is also indicated on the sheet. After the asset is beyond its useful life and the disposition of the asset is completed, the inventory sheet records this information and the sheet is maintained in a separate "disposition" file. A sample of this form for a vehicle, equipment, facility, and disposition sheet is shown in Appendix D.

III. CAPITAL ASSET CONDITION ASSESSMENT

Once SCTA has conducted an inventory of the capital assets to be included in the TAM Plan, the next step is to determine the condition of each asset. This is important for evaluating the useful life of an asset and the need to either replace or in the case of facilities, if renovations and upgrades are needed to achieve SOGR. In order to properly assess the condition of an asset, it is important that SCTA have procedures and data collection efforts in place that provide the necessary data needed to assess the condition of an asset. As required, a condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization. Therefore, it is important for SCTA to determine the acceptable condition and performance measures, the frequency of data collection, and the inspection approach, either visual or manual inspections with technology-enabled monitoring. It is also necessary that SCTA staff be properly trained and have the skills required to conduct the inspections.

SCTA recognizes the importance and value of conducting assessments and performance monitoring that include:

Improved ability to proactively invest in preventive maintenance activities to minimize premature asset failure (risk management) through targeted condition inspections and better use of condition data;

Improve capital, operations, and maintenance budget forecasting based on more accurate predictive modeling of an asset's condition (based on improved historic and current asset condition data);

Refined maintenance strategies (based on improved understanding of an asset's condition throughout its lifecycle), which can improve resource allocation and asset performance;

Avoidance of premature asset failure (based on targeted condition inspections), which can improve overall reliability and cost effectiveness goals;

Avoidance of premature asset replacement based on condition data that demonstrates the asset is meeting its level of service requirements.

Key implementation principles associated with the establishment of an asset management condition assessment and performance monitoring include the following:

The criticality of the asset (If the asset fails, what are the consequences? How safety critical is this asset?)

The type, usage, and age of the asset (Is the asset close to the end of its useful life, so more likely to fail?)

The asset environment (Is the asset exposed to environmental conditions that might cause faster deterioration.)

The asset usage (How much is this asset used and how well it is operating.)

The ability of SCTA to improve the asset's performance through maintenance activities.

The ability to access the assets (Is the asset underground or in another remote location.)

The past performance of the assets reflecting level of deterioration.

As with most rolling stock, equipment, and sub-components of facilities, the manufacturers recommended preventive maintenance program forms the foundation to the inspection program. The FTA TAM Rule specifies standards for measuring the condition of capital assets and SGR performance measures for assets. The following requirements must be met for an asset to be considered able to operate at a full level of performance:

1. The asset must be able to perform its designed functions.
2. The use of the asset does not pose an identified unacceptable safety rule.
3. The lifecycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

An individual asset may operate at a full level of performance regardless of whether or not other capital assets in the system are in a state of good repair.

With these principles in mind, SCTA conducted a review of the data collection efforts currently in place that evaluate the performance of each asset. For SCTA, the Preventive Maintenance Plan for the revenue fleet provides very detailed performance data for each vehicle type and individual vehicle. The current maintenance software being used, Asset Works tracks all maintenance data for each vehicle and tracks the preventive maintenance schedule for each vehicle based on mileage. The preventive maintenance schedule is based on the vehicle manufacturer's recommended intervals.

Vehicle Fleet

For the bus fleet, there is a 6,000 mile, 12,000 mile, 30,000 mile and 60,000 mile service with each service level including a greater level of maintenance as shown in the preventive maintenance checklist for each interval in Appendix E. The Maintenance Department produces a monthly performance report that includes vehicle miles, fuel usage, oil usage, road calls (both major and minor) and overall performance measures, such as miles between road calls and fuel economy of the fleet as shown in Appendix F. The annual performance is also tracked for trend analysis and benchmarking against national performance on road call rates through the NTD reports. Appendix G shows the road call rates for both locations and SCTA overall from FY 2015 to FY 2023. As shown, SCTA compares fairly well with the national trends for road call rates.

For the paratransit fleet, a similar frequency of preventive maintenance schedule is utilized. The main difference between the bus and paratransit fleet is that a large majority of the paratransit fleet is contracted maintenance with a private operator providing all the service in Lancaster and roughly a quarter of the service in Reading. A requirement of the contract with the private operator, Easton Coach, is that the same preventive maintenance schedule is followed as recommended by the vehicle manufacturer. Easton Coach also uses a maintenance software program to track maintenance on the vehicles and is made available to SCTA upon request at any time to ensure that the preventive maintenance schedule is being followed. A monthly report is provided to SCTA by Easton Coach that includes vehicle miles, fuel usage, and road call records for the month. Unfortunately, the NTD does not provide summaries for paratransit service on these measures as done with bus service. The only method to obtain such information would be to compile from data for each individual system that would be very time consuming and difficult to determine trends.

As noted earlier, SCTA generally follows the guidance contained in FTA Circular 5010 for the useful life of rolling stock, equipment and facilities with the slight modification for the PADOT guidance on useful life criteria. For heavy duty buses operated by SCTA, the useful life is twelve years and 500,000 miles (PADOT) and for paratransit buses, it is five years and 150,000 (PADOT) miles. As shown in Appendix A, the vehicles in Lancaster tend to have higher mileage at twelve years generally exceeding the 500,000 mile mark due to the more rural nature of the service. In Reading, the buses tend to have lower mileages at the end of twelve years in

the 400,000 plus miles due to the more urban nature of that service. For the paratransit buses, both locations generally are near or exceed the 150,000 mile mark at the end of five years.

SCTA also reports the annual mileages for the rolling stock into PADOT's capital planning tool as noted previously to enable funding decisions by the State to be based on actual data for determining replacement needs. Management staff at SCTA then utilizes all the data for rolling stock to determine priorities for vehicle replacements.

Facilities

In the case of evaluating the condition of facilities, SCTA will utilize the five point scale used by FTA's Transit Economic Requirements Model (TERM). This scale has the following values:

5-Excellent 4-Good 3-Adequate 2-Marginal I-Poor

Based on this scale, a rating of 3 or higher is considered to be in a good state of repair for an asset, while a rating of 1 or 2 is considered to be not in a good state of repair. To evaluate each of its facilities, SCTA will inspect and assess the following components at each facility as follows:

1. Substructure
2. Shell
3. Interiors
4. Conveyance (elevators)
5. Plumbing
6. HVAC
7. Fire Protection
8. Electrical
9. Equipment
10. Site

Each of these components will be rated based on the TERM scale and then aggregated to determine the overall rating for each facility. For the Administrative/Maintenance Facility assessment, SCTA will inspect components and sub-components as recommended in the FTA Facility Condition Assessment Guidebook that include the following:

Component	**Sub-Component**
Substructure	Foundations: Wall columns, pilings, other structural components. Basement: Materials, insulation, slab, floor, underpinnings.
Shell	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.
Interiors	Partitions: walls, interior doors, fittings, such as signage.
	Stairs: Interior stairs and landings
	Finishes: Materials used on walls, floors, ceilings.
Conveyance	Elevators Escalators Lifts: any other such fixed apparatuses for the movement of goods and people.
Plumbing	Fixtures
	Water distribution Sanitary Waste Rain water drainage
HVAC	Energy Supply Heat generation and distribution systems Cooling generation and distribution systems Testing, balancing, controls and instrumentation Chimneys and vents
Fire Protection	Sprinklers Standpipes Hydrants and other fire protection specialties
Electrical	Electrical service and distribution Lighting and branch wiring (interior & exterior) Communications and security Other electrical system-related pieces, such as lightning protection, generators, and emergency lighting.

Equipment	Equipment related to the function of the facility, including maintenance or vehicle service equipment with a value over $10,000.
Site	Roadways/driveways and associated signage, markings and equipment.
	Parking lots and associated signage, markings, and equipment.
	Site development, such as fences, walls and miscellaneous structures.
	Landscaping and irrigation.
	Site utilities.

For passenger waiting facilities and parking garages, all the above would apply, plus adding a section for fare collection equipment. This includes ticket machines, pay stations and any other major equipment requiring capital funds to replace.

As noted, SCTA will be using the TERM scale for evaluating the condition of each of its facilities. This rating scale will be applied as follows:

Rating	Condition	Description
5	Excellent	No visible defects, new or near new Condition, may still be under warranty, if applicable.
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional.
3	Adequate	Moderately deteriorated or defective Components; but has not exceeded useful life.
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life.
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life.

To effectively apply the TERM scale and the recommended component inspection at each facility, SCTA has developed a facility inspection form for the two asset facility classes in operation as shown in Appendix H and Appendix I. Appendix H will be used for Administrative/Maintenance facilities and Appendix I will be used for Passenger Waiting and Parking facilities.

SCTA has designated the Director of Facilities and Systems the responsibility for conducting the facility condition assessments. Each facility will be assessed using either Appendix H or Appendix I on an annual fiscal year basis with completion by June 30th each year to coincide with annual reporting required by the NTD. It should be noted that facility inspections are being conducted on a monthly basis in accordance with SCTA's Preventive Maintenance Plan. These inspections concentrate more on routine maintenance and safety-related items, such as lighting, security cameras, fire prevention systems and other related items. These routine inspection forms are shown in Appendix I.

To determine the rating for each facility, SCTA has decided to utilize the Median Value option as contained in FTA's Guidelines for Facility Condition Assessment due to limited data on component replacement costs. It is possible that in subsequent years as component replacement costs become known, SCTA may switch to the weighted average condition approach in the future. The median value will be calculated by tabulating the component quantity inspected at each condition rating, and use as the overall component rating the lowest rating achieved by at least half of the component quantity. SCTA will then determine the median value across components. This will be calculated by tabulating the number of components inspected at each condition rating and use as the overall rating the lowest rating achieved by at least half of the components.

Using the above described methodology, SCTA performed an assessment for each of the seven facilities in operation. The assessment was performed using the appropriate form for each facility class with the following results:

Administrative/Maintenance Facility- Lancaster- The overall score for this facility was a 3.0 with the facility being in good condition in all aspects. This facility underwent a complete renovation in 2010 with all new systems being installed.

Administrative/Maintenance Facility- Reading- The overall score for this facility was a 4.0 with the facility being in generally good condition. SCTA completed an expansion and renovation of the bus storage area that improved this rating and enables the entire fleet to be stored under roof. This project included upgrades to the HVAC systems for the entire facility that will improve energy efficiency and was completed the Spring of 2020.

Queen Street Station-Lancaster- The overall score for this facility is a 3.0 due to Installing a backup generator that is capable of keeping the facility operational during a power loss in 2018. Reconstruction of the paved driving areas kept this facility as a 3.0, Renovations to update the

passenger waiting area, public rest rooms, and customer service area, as well as a new driver's lounge are in process currently, to bring this facility to a five rating on the TERM scale.

Queen Street Station Parking Garage - Lancaster - The overall score for this facility was a 4.0 with the facility in very good condition and only eight years old. All components are in very good condition. SCTA is currently performing planned maintenance at the garage for the replacement of all lighting to LED and improved security railing at the openings on the upper floors. This project is expected to be completed by spring of 2025. After completion of this work, the rating for the facility will be at 5.0.

BARTA Transportiation Center (BTC) -Reading - The overall score for this facility is 3.0 after upgrades to the HVAC, new roof, security and lighting upgrades were completed in June, 2020. And in 2022 replacing and waterproofing the wear course of the bus travel lanes to eliminate the cracking and potholes that have occurred over the last 17 years of use. This facility has parking under the majority of the transit center for 100 vehicles and this maintenance will eliminate the leaking through the floor to the parking areas. The BTC is currently being renovated with updated lighting, flooring, restrooms, freshly painted walls, additional offices and ADA accessibility, this project is expected to be completed by Fall of 2025.

BARTA Park-n-Transit Parking Garage-Reading-This facility had an overall score of 4 since improvements have been made within the last few years to upgrade lighting and security systems. SCTA also recently replaced the expansion joints, caulking, and re- striping as part of its effort to keep the facility updated.

Franklin Street Station- Reading - The overall score for this facility was a 3.0 since the facility had all exterior doors replaced for increased security in 2023. This is the former Reading Railroad passenger terminal that was originally constructed in 1929.

From a facility standpoint, SCTA is in good shape with all facilities having an overall score of 3 or higher. SCTA has been very proactive in the preventive maintenance of its facilities and ensuring that systems and equipment are on routine preventive maintenance schedules. This has been accomplished either through in-house employees or contracted vendors in accordance with SCTA's Preventive Maintenance Plan.

Equipment

As previously noted, the TAM Plan is required to include assets under the equipment class that have a value of $50,000 or more. As shown in Appendix B, SCTA currently maintains twelve pieces of equipment that fall into this category. It is important to note that there is a lot of other equipment being used and maintained by SCTA and is included on the PADOT Capital Planning Tool for tracking purposes, but the dollar values are below the $50,000 level for the TAM Plan

to include. SCTA still does evaluate all equipment and records the condition rating to PADOT. All of the equipment listed in Appendix B is maintained in accordance with the OEM recommendations.

PERFORMANCE TARGETS

SCTA has traditionally followed the life cycle management practices, whether it was historically RRTA or BARTA as separate agencies. This practice has generally followed the FTA Useful Life criteria as contained in the FTA Grant Management Circular 5010, especially for revenue vehicles. This basic principle has governed how funds have been programmed each year on the Transportation Improvement Program (TIP) at the four and twelve year levels based on anticipated funding levels. To ensure that the reliability of the fleet, equipment and facilities, SCTA uses a data driven approach to maintenance to identify performance issues, deploy resources efficiently, and improve maintenance procedures.

A. Vehicles

As with most transit systems, one of the common measures of performance, particularly with the revenue fleet, is miles between road calls. The number of major and minor road calls is required to be tracked by the FTA for the NTD report. In accordance with the NTD, a major maintenance system failure prevents a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of brakes, doors, engine cooling systems, steering, axles, and suspensions. SCTA does follow this definition in recording major road calls.

For other mechanical system failures, SCTA again follows the NTD definition which includes anything that can prevent a vehicles from completing or starting a scheduled revenue trip even though the vehicle is physically able to continue in revenue service without creating a safety concern. This would include breakdowns of the fare boxes, wheelchair lifts, heating, air conditioning, and AVL systems.

Based on these definitions, SCTA has tracked performance of both fleets in terms of road calls per revenue mile operated. As shown in Appendix G, the historic road call rate from FY 2015 to FY 2024 is shown for Lancaster, Reading and combined SCTA. As shown, SCTA has benchmarked the road call rates against the national averages derived from the NTD report. Overall, the road call performance for SCTA has been somewhat lower than the NTD average due to the higher average age of the fleet. SCTA is currently showing an average age of 5.6 years for FY 2024 while the national average was 6.4 years for FY 2021 the latest the data was available on a national level. The trends clearly show that when the average age of the fleet is around 6.0 years, the road call rate improves greatly and usually meets or exceeds the national average.

One of the effects of the average age of the fleet stems from larger quantity purchases in the past due to funding availability. In Reading, there were 17 buses purchased in 2018 and 18 buses purchased in 2019 or 37% of the total bus fleet. In the time of funding "emmarks", this was very common, but does place a strain on the system when large quantities reach their useful life. SCTA has recognized this issue and is attempting to smooth out the purchase of buses to avoid large quantity purchases and to smooth out the funding requirements moving forward in an attempt to maintain a lower average age of the fleet.

Ideally, to maintain the lowest average age of the fleet, SCTA would need to plan for the replacement of 3.5 buses per year in Lancaster and 4.1 buses per year in Reading. This would keep the average age of both fleets at roughly 6.5 years. Moving forward, further attempts to reduce larger replacement quantities will be analyzed with the goal of improving performance of the fleet and smoothing out the funding requirements each year for vehicle replacements.

In addition, in terms of performance, SCTA analyzes the trends in breakdowns to identify reoccurring themes or components causing issues. Through routine oil analysis, the performance of the engines can be monitored to identify the potential for major rebuilds or replacements of engines or transmissions. Identifying the root cause for breakdowns is a guiding principle in evaluating the effectiveness of the preventive maintenance program and for improving the performance measures for reliability.

For the paratransit fleet, SCTA has also been able to perform routine replacements of vehicles at their end of their useful life for fleets in Lancaster and Reading. As shown in Appendix A, the average age of the paratransit fleet in Lancaster for FY 2024 is 2.0 years. For the Reading office, the average age of their useful life is 2.1 years.

B. Facilities

As noted earlier, the facilities under SCTA's control are all in relatively good shape with recent renovations to both Operations & Maintenance Facilities. The transit centers are currently both undergoing renovations to the facilities. A summary of the condition assessment for each facility is as follows:

	Rating
Lancaster Operations & Maintenance Facility	4
Queen Street Station	5

Queen Street Station Parking Garage	5
Reading Operations & Maintenance Facility	4
BARTA Transportation Center	3
BARTA Park-n-Transit Facility	4
Franklin Street Station	4

As a result, SCTA is showing an average facility rating of 4.1 which is above the acceptable level and with the planned improvements noted previously, it is expected that the condition rating for facilities will increase over the TAM horizon period. Therefore, SCTA has set a performance target of 4.4 for this Plan for facilities.

C. Equipment

As shown in Appendix B, there is only piece of equipment that is beyond its useful life, the snow blower. This was purchased in 1997 and leased to the City of Lancaster at no cost for plowing bus routes during severe winter storms of greater than twelve inches. The City maintains the plow and SCTA inspects them to ensure that the maintenance is being performed. Since this equipment is not used hard or very often throughout a typical winter, even though it is the only piece of equipment beyond its useful life, there are no plans to replace it once it gets to the point when it longer functions. There is one piece of equipment in Reading identified in the initial plan that has reached its stated useful life during the prior TAM horizon period. This included the bus vacuum that has reached its useful life in during FY 2024. SCTA is currently in the process of removing the vacuum systems and has no plans to replace the system. Based on the current replacement schedule and items currently being replaced, SCTA has set a target performance level of 4 based on the current condition of all the equipment.

IV. ANALYTICAL PROCESSES FOR INVESTMENT NEEDS

A by-product of the merger of RRTA and BARTA was an in-depth analysis of the capital needs of both systems over the next twenty-five year period. This was important for determining the funding levels needed to reach a "State of Good Repair" for both systems and more important, what is needed to maintain a SOGR. As noted before, SCTA is the funding recipient for the two urbanized areas and therefore must track the funding received separately for each area. Initially, SCTA generally based the capital needs on the expected useful life of the vehicles, equipment, and facilities for planning funding needs, combined with the current level of funding being received from FTA for each urbanized area. For the most part, the Lancaster Urbanized Area receives a total of $7.5 Million from the FTA for both 5307 urbanized formula funds and 5339 Bus and Bus Facility Funding while the Reading Urbanized Area receives $5.6 Million from the same sources. However, the Reading Urbanized Area has historically flexed nearly $500 Thousand per year to transit from Congestion Management Air Quality (CMAQ) funds for the area. This additional funding makes the two urbanized areas closer to each other in funding each year.

Using the chart developed from the merger for capital needs, SCTA forecasted the funding needs to achieve a SOGR over the next 25 years and showed the funding shortfall each year using flat funding from the FTA. Although the financial guidance issued for the development of the TIP suggests using a growth factor for funding, past experience has shown that funding has not grown to the projected levels for either urbanized area the last few years and SCTA does not expect that trend to change any time soon. It should be noted that SCTA is fortunate to receive a high level of operating funds from PADOT that has resulted in SCTA being able to devote its federal funds mainly towards capital needs rather than operation of the services. This has allowed the long term prognosis for capital funding to be sufficient to meet the immediate needs in both urbanized areas, at least for the next four years. Also, due to state capital funding, SCTA is able to leverage the federal funds it receives and use state funding for smaller purchases under $50,000.

The Long Range Capital Plan as shown in Appendix J for both urbanized areas shows that SCTA can come close to achieving a SOGR for the next 25 years even based on the no growth funding scenario at the federal level. The charts were based on current levels of funding received for FFY 2024 for both urbanized areas and assumes flat funding over the entire time period, while the cost of vehicles is based on an average 3% annual growth rate. Based on replacement of assets on the prescribed Useful Life Benchmark (ULB), SCTA would appear to be able to have close to sufficient funding to meet the capital replacements needs for the next 25 years. Any reductions in funding from the current levels would jeopardize SCTA's ability to reach SOGR. This also assumes PADOT continues to provide the current level of operating funds annually needed to support service. In any case, it is still important to prioritize the needs of the system in case funding would fall short in either urbanized area.

In developing the prioritization for asset replacements, SCTA, as a small system, generally has used the "top down" approach to identify the immediate and short-term needs of the system. The focus is to ensure that the service on the street is not compromised or unsafe to operate. As part of this, SCTA evaluates the risk assessment of the assets related to failure that may lead to an unsafe or significant performance impact. Since SCTA is a small system, there are no multiple levels of management for determining needs from the bottom up. It is also the focus of SCTA to evaluate the need for asset replacement or new technology in terms of reducing on-going operating costs. For example, the use of hybrid electric technology has reduced fuel consumption by 30% or the use of solar panels has reduced electric bills by 50% at the Lancaster Operations Center. SCTA utilizes an annual process for evaluating asset needs as part of the budget process and development of the TIP for each urbanized area. Generally, a meeting of upper management identifies the annual needs for capital projects with an emphasis on revenue vehicle replacements and facility needs depending on available funding from the annual 5307 apportionment with less costly projects included in the annual state capital application for funding. The annual list of projects is then reviewed and approved by the SCTA Board of Directors annually.

While SCTA has developed a 25 year plan for capital improvements, the next four year period will be the main focus of the prioritization of projects as this coincides with first four years of the TIP for the time period covering FY 2025 to FY 2028. As shown in Appendix K, the revenue vehicle replacement needs for fixed-route and paratransit are both programmed as well as the need for a new shared ride facility. This new facility project will further protect the revenue vehicle fleet and is being designed to reduce on-going energy needs with the use of waste-oil burners and skylights throughout to reduce lighting needs, plus the feasibility for solar power. Other projects also include the replacement of maintenance equipment as it reaches its useful life.

One of the most important factors for achieving a SOGR is making sound investment decisions for replacing or rehabilitating vehicles, equipment and facilities based on an analytical process that utilizes available data and performance of the asset. This is particularly important in light of available limited funding each fiscal year. In general, it is the system-wide measures of performance that are of greatest importance from the prospective of reliable service for the public for all services. SCTA recognizes that no one-performance measure has all of the desired attributes, and many common and useful measures have one or more decidedly undesirable attributes.

In considering whether to replace an asset, SCTA will make an evaluation based on three questions:

1. How the asset helps SCTA achieve its performance goals;
2. How performance varies as the asset ages and/or deteriorates; and

3. What the impact on performance would be if the asset failed or was removed from service.

To answer these questions, SCTA will use at least one key measure for each asset type and using common measures across types where possible. A deciding factor in selecting measures for supporting resource allocation is feasibility- a measure is useful only to the extent that it is cost-effective to quantify it. For example, SCTA currently measures mean distance between road calls on a monthly basis for the fleet which can then be tracked as it relates to the age of the vehicle. This in turn, can be translated into excess hours of delay and the resulting impact on customers. SCTA will then use this data to evaluate the need to either replace or rehabilitate a vehicle. While funding is always an issue, as a vehicle ages it is common knowledge and experience that the cost of maintenance increases and reliability of the vehicle decreases. In evaluating and analyzing the data, SCTA will consider the following objectives on whether to replace or rehabilitate:

- Reducing costs
- Reducing breakdowns/failures of an asset
- Improving safety
- Increasing mobility
- Improving the quality of service
- Reducing emissions
- Addressing environmental justice and equity concerns
- Improving the environment
- Increasing the mode share of transit
- Reducing travel times

One of the performance factors commonly used on all classes of assets is the stated useful life and the age of the asset. In order to standardize this process for evaluating and prioritizing the need to replace or rehabilitate, SCTA will utilize the following seven steps:

1. Collect data
2. Analyze asset condition and performance
3. Generate rehabilitation/replacement alternatives
4. Define investment scenarios
5. Prioritize projects
6. Develop investment plan
7. Perform the work

In terms of data collection, SCTA currently tracks mileage for all vehicles, revenue and non-revenue on a regular basis every time a vehicle is fueled and produces a monthly performance report. Both the percentage of useful life remaining in relation to total miles operated is tracked

on an annual basis and used to evaluate the need for replacement or rehabilitation. For the revenue fleet, SCTA also performs engine oil analysis to assist in the evaluating the performance of the engine and potential need for rehabilitation depending on the age and mileage. For equipment and facilities, the basic condition reporting system is used along with the results from routine inspections, preventive maintenance reports, and age in relation to remaining service life are key factors in evaluating the need to replace or rehabilitate an asset. SCTA generally follows the manufacturer's guidance on recommended maintenance intervals and expected useful life.

Once the data is collected, it is then important for SCTA to evaluate the asset condition and performance. Asset availability provides a valuable measure for communicating user impacts for assets, such as mean distance between road calls. This is used to then calculate the excess hours of delay for customers from a vehicle breakdown, which is also used to evaluate the performance of a vehicle.

Traditionally, SCTA has developed a twenty-five year long-range plan for capital improvements needed to reach a state of good repair. The plan is based on established useful life parameters for vehicles, equipment and facilities based on current levels of funding. A separate listing for each service area has been developed in order to properly account for the funding received for each urbanized area. Since SCTA does serve two distinct urbanized areas, namely the Lancaster Urbanized Area and the Reading Urbanized Area, it must be able to demonstrate that the respective funding is only allocated and used within the respective urbanized areas. The twenty-five year plan was also developed using a flat funding scenario from the FTA based on the most recent appropriation level for both urbanized areas.

As noted earlier, SCTA has placed priority on the provision of service for the public that results in revenue vehicle replacements and/or rehabilitation, given the highest priority. The twenty-five year plan reflects this priority, especially in the event that funding would be reduced at the federal level. In looking at the first four years of the capital improvement plan shown in Appendix L, SCTA will be able to achieve the goal of replacing revenue vehicles that will be beyond their useful life even under the flat funding scenario. It is important to note that SCTA will adjust priorities, if needed, to address any asset that may pose an identified unacceptable safety risk. At present, SCTA does not have any assets that would fall into this category.

It should also be noted that in terms of available funding, the Lancaster Urbanized Area (LATS) receives roughly $1 Million more in annual appropriations than the Reading Urbanized Area (RATS) due to the higher population level even though the levels of transit service are slightly higher in Reading service area. However, the RATS MPO made the decision when SAFTEA-LU to flex nearly $500 thousand a year in STU funds to transit for vehicle replacements. This changed when the FAST Act passed and SCTA was requested to switch STU funds for CMAQ funds to provide more funding flexibility for the MPO for highway projects. As a result, both urbanized areas receive nearly the same level of funding from the FTA annually for service and capital needs.

To further plan for the replacement of revenue vehicles, SCTA has made a conscience effort to minimize "lump" purchases of vehicles to more effectively utilize available funding. As with most transit systems, there was an influx of capital funding in the early to mid-1970's when the systems first became public that resulted in the purchase of larger quantities of vehicles in order to preserve service. This was also the case for facilities when many new transit facilities were constructed. Over time, these lump purchases continued through the availability of "earmarks" at the federal level that both Lancaster and Reading were able to secure to keep the fleets up to date. For example, in Lancaster, there was an initial purchase of sixteen buses, while in Reading; the initial purchase was seventeen buses in the late 1970's. With current funding levels and "earmarks" no longer available, it has become extremely difficult to fund such large purchases and still provide for the replacement or rehabilitation of other assets. As a result, SCTA has made a conscience effort to break up these large lump purchases by dividing the delivery of vehicles to spread out the replacement for future years. For Reading, this was done in 2018 with the purchase of ten buses with the deliveries being divided up into five buses being delivered four months apart. Ideally, SCTA would need sufficient funding for roughly 3.5 buses per year in Lancaster and 4.2 buses per year in Reading to maintain an acceptable average age of the fleet of six years. From a funding standpoint based on the current price of hybrid-electric buses, SCTA will need to program roughly $2.7 Million in Lancaster and $3.1 Million in Reading from its annual appropriations from the FTA or a little over half of the current allocation of federal funding dedicated to bus purchases.

For the paratransit fleet, SCTA owns 120 accessible buses with 66 in Lancaster and 54 in Reading with a useful life of five years. This would result in SCTA needing to replace thirteen vehicles per year in Lancaster and eleven vehicles per year in Reading. Based on current costs, SCTA will need to program roughly $1.6 Million per year in Lancaster and $1.3 milliion per year in Reading for paratransit vehicle replacements in order to keep the fleet at an acceptable average age.

As shown in Figure 1 below, the total annual apportionment of 5307 and 5339 funds amounts to $6,955,000 for Lancaster and $5,795,000 for Reading, plus the CMAQ flex that Reading receives of $500 thousand annually from the Reading MPO for vehicle replacements.

Figure 1. SCTA Annual Federal Funding

FFY2025	**Lancaster**	**Reading**
5307	**$6,428,000**	**$4,876,000**
5339	$ **527,000**	$ **419,000**
CMAQ Flex		**$ 500,000**
TOTAL	**$6,955,000**	**$5,795,000**
Annual FR Bus Funding	**($2,664,000)**	**($3,095,000)**

Annual Paratransit Funding	**($1,500,000)**	**($1,285,000)**
Annual ADA Funding	***($ 514,240)***	***($ 390,080)***
BALANCE	**$2,276,760**	**$1,025,000**

The figures above are based on the current levels of service in both communities in terms of vehicle requirements. This means that any large asset needs beyond revenue vehicles will be difficult to finance without securing any additional special funding that may become available at the federal level. Fortunately, the operations and maintenance facilities in both service areas were renovated in 2020 in Reading and 2010 in Lancaster.

In Lancaster, one of the major remaining asset needs is for a vehicle storage facility for the shared ride fleet. This service is currently contracted out to a private operator, but the fleet is stored outdoors as the Contractor leases a facility for office, maintenance, and vehicle parking. The same Contractor also provides some service in the Reading area too for SCTA that supplements the shared ride service with 80 vehicles leased by SCTA to the private operator. With the merger and integration of the paratransit service software, Ecolane, this provides SCTA increased ability to provide service between the two service areas. The construction of a facility would eliminate lease payments for both services and provide the protection for the 80 plus vehicles being leased to the private operator. SCTA purchased 12.10 acres of land in August of 2024 in East Hempfield Township. SCTA estimates that such a facility may cost in the range of $50-53 Million for an estimated 77,000 square foot facility. The feasibility of this facility is currently being explored with a possible decision by the end of 2025.

As noted earlier, SCTA also relies on PADOT to provide a major portion of the non-federal local match for capital projects. SCTA has received additional state funding under the 5310 program for the routine replacement of paratransit vehicles that helps reduce the burden on SCTA's other federal revenue sources. The funding priorities for the next four years for the Lancaster Urbanized Area TIP and the Reading Urbanized Area TIP are shown in Appendix K.

Based on current needs and priorities, as noted previously, SCTA has relied on its long range twenty five year capital improvement plan (Appendix J). This plan was based on the need for revenue vehicle replacements and projected facility and equipment needs for rehabilitation and/or replacement depending on the asset and condition rating. As shown, even with flat federal funding projected over this time period, the Lancaster division appears to receive adequate funding to achieve a SOGR. This is nearly the same case for the Reading division with

the exception of a few out years where the projected demand exceeds available funding, but there is still adequate funding for revenue vehicle replacements that are the priority for service. This capital plan will be updated every two years to match the development of the TIP for each urbanized area. To reflect these potential changes in funding and needs, SCTA will update the TAM Plan every four years, as required.

V. PROJECT BASED PRIORITIZATION

One of the important factors in the management of assets is considering whether to replace an asset. As part of this decision-making process, it is useful to address three questions:

1. How the asset helps SCTA achieve its performance goals.
2. How performance varies as the asset ages and/or deteriorates.
3. What the impact on performance would be if the asset failed or was removed from service.

In general, it is the system-wide measure of performance that are the greatest importance from a perspective of the transit operator, namely SCTA. No one performance measure has all of the desired attributes, and many common and useful measures have one or more decidedly undesirable attributes. SCTA recognizes that selecting performance measures for resource allocation is a balancing act.

Research shows that there are generally two rules of thumb in selecting performance measures that are: leading versus lagging indicators and outcome versus outputs. A leading indicator provides information on where a system is headed, while a lagging indicator reflects where it has been. Leading indicators of a transit systems state of good repair include the amount invested in the system and the percentage of assets in excellent condition. A measure such as mean distance to failure is a lagging indicator in that the value of the measure at a given point is the product of many maintenance and operating decisions made over time, and decisions made today will not result in immediate changes to this measure. The second rule of thumb that measures of outcomes are generally preferred measures of outputs. This is certainly true, but outcome measures, such as passenger boarding or on-time performance, are often more difficult to measure and less amenable to predictions of future conditions. The deciding factor in selecting measures for supporting resource allocation is feasibility - a measure is useful only to the extent that it is cost-effective to quantify it.

SCTA has historically followed the general principles of using the asset's useful life as the main priority for determining when to replace or rehabilitate an asset and budget accordingly. For example, the accumulated mileage on a vehicle is just as important as the overall age in relation to it's useful life. This is particularly important when funding is limited and vehicles cannot all be replaced due to just a useful life measure. SCTA uses seven steps in setting priorities in making the decision to rehabilitate or replace an asset as follows:

1. Collect Data
2. Analyze Asset Condition and Performance
3. Generate rehabilitation/replacement alternatives
4. Define Investment Scenarios
5. Prioritize Projects

6. Develop Investment Plan
7. Perform the Work

For prioritizing vehicles, the data collection is more straight forward as the Maintenance Department tracks the performance of each vehicle and all maintenance performed on each vehicle. Data collection for equipment and facilities is based on scheduled preventive maintenance activities in accordance with the OEM's recommended schedule. Performance measures for facilities in particular, include an assessment of the various sub-components and their condition rating and the useful life established by the OEM. For example, a sub-component of a facility would be the condition of the HVAC system in terms of useful life, annual maintenance program, and actual performance; ie., the number of times unscheduled repairs are required. At a minimum, SCTA characterizes all physical assets based on their condition on a good/fair/poor scale, where an asset in poor condition is one that is at or near the end of its service life, required immediate rehabilitation or replacement, or is deemed to be in poor condition based on its inspection. As recommended, SCTA will calculate the user cost for assets that can impact service performance. This is particularly important since the failure to properly maintain an asset can result in premature failure and drive up future costs. SCTA also reviews the availability of assets in terms of gauging performance, such as the availability of the elevators at its parking garages or the amount of time a vehicle may be out of service. These are valuable measures for communicating user impacts for assets and the effects on service levels and quality of service.

The third step in the process is evaluating assets in terms of rehabilitation or replacement alternatives. SCTA first relies on the manufacturer's guidelines on recommended maintenance and expected life in making such a decision. It is not cost-effective to rehabilitate an asset that may be at or exceed its useful life. However, in times of limited funding, rehabilitation may be the best alternative to maintain service and generally results in extending the life of an asset and reducing operating costs. For vehicles, it is commonly recognized that the older the vehicle is, the higher the costs are to operate and the less dependable it becomes compared to a newer vehicles. While it is very difficult to develop a policy that can be applied to every class of assets in terms of rehabilitation versus replacement, SCTA will consider several factors in making a decision. Service reliability, technology improvements, available funding and improving the quality of service all are considered.

The fourth step is developing potential funding scenarios for a capital improvement program to achieve a state of good repair. While the main focus of the TAM Plan is a four year horizon to match the TIP, as noted earlier, SCTA has developed a twenty-five year capital improvement program that includes all the assets under its umbrella. This scenario is based on the current level of federal funds currently received for both the Lancaster and Reading Urbanized Areas and projected out under a conservative "no growth" scenario. It should be noted that this scenario is not fiscally constrained in order to show the potential funding shortfalls that may

occur during this time period. This is very useful for SCTA in order to properly plan for either rehabilitating or replacing an asset. For Lancaster and Reading, the funding levels are sufficient for the planned asset improvements during the next four years. Unfortunately, as previously noted, SCTA cannot co-mingle funds from the two separate urbanized areas.

In setting priorities for selecting which assets are rehabilitated or replaced, SCTA will review the performance of the assets, how far along the scoping is of the project, the timing of the project, the benefits to the customers, and the funding needed in determining which projects are completed. While there are several tools and processes available in the industry for determining and weighing priorities, it is generally felt that SCTA being a smaller transit system, keeping this process more simple and more subjective and applied to the following questions:

1. Are the projects priorities consistent with the scenario defined previously?
2. Do the resulting priorities match decision makers expectations concerning how funds should be allocated?
3. Do the conditions and performance predicted given the expected budget allocation meet SCTA's performance targets?
4. Are there groups of projects with similar priorities?
5. Are certain assets or activities systematically given low priority?

This is basically the process SCTA has followed in developing the four year TIP with emphasis on being able to replace vehicles and upgrades to systems and equipment to improve efficiency and lower costs. A priority has also been placed on improving the overall safety and security of services and facilities, plus to improve the quality of service for customers. This is Step 6 of the process in developing an investment plan that is fiscally constrained. A copy of the four year TIP for both service areas is included in Appendix L.

The final step then is for SCTA to perform the work needed based on the priorities. SCTA has taken lead on two successive five year bus procurements with 21 other agencies within Pennsylvania which has greatly reduced the procurement burden. Also, PADOT has procured a state-wide contract for paratransit vehicles that every transit system must use for vehicle replacements in order to receive state capital funding.

VI. ASSET MANAGEMENT POLICY

For SCTA to be successful in reaching a State of Good Repair, the development and implementation of this plan must have the commitment of not only the staff, but also the Board of Directors. One of the required elements in the regulations is the development and adoption of a Transit Asset Management and State of Good Repair policy that the Board of Directors must adopt. The SCTA Board is already familiar with the Authority's capital improvement program, which is included in the budget process, which lists the Program of Projects for the upcoming fiscal year along with a project listing using state funds.
The Board also recognizes the importance of the Executive Director being designated as the "Responsible" Executive for the implementation of the plan.

All Board members were given a copy of the TAM Plan for review before the adoption of the policy and performance targets for FY 2025. A copy of the adopted policy and performance targets is included in Appendix M.

VII. IMPLEMENTATION STRATEGY

Recognizing the importance of having an asset management plan that is focused on achieving SOGR, SCTA has designated the Executive Director as the accountable Executive to implement and maintain the Transit Asset Management Plan. This has generally been the case even prior to the TAM rule with the Executive Director having a hands on role in the development of the capital improvement program and ensuring the current assets are properly maintained in accordance with the Authority's Preventive Maintenance Plan. Being a relatively small transit system, all the Department Heads work together to ensure that the vehicles, facilities, and equipment are maintained properly and are regularly inspected to ensure the expected performance is realized. The Director of Facilities and IT and the Directors of Maintenance at both divisions conduct a majority of the oversight and performance measures. SCTA conducts an annual staff meeting related to asset needs and performance measures to improve the delivery of service.

To reinforce that asset management is a priority, it is recommended that all Department heads and the Facility Manager's take the basic "Transit Asset Management Training: Calculating Performance Measures and Setting Targets" provided by the Transportation Safety Institute through the U.S. Department of Transportation. This ensures everyone has a common understanding of what asset management is and having a common language within SCTA. For the implementation to be successful, SCTA understands the importance of establishing leadership and accountability to manage projects. As noted before, SCTA has designated the Executive Director as the accountable executive and the executive sponsor. The accountable executive as required by FTA is the single identifiable person with the ultimate responsibility for carrying out the safety management system of SCTA, responsibility for carrying out transit asset management practices, and control or direction of the human and capital resources needed to develop and maintain both SCTA's public transportation safety plan and TAM Plan. As the Executive Sponsor, the Executive Director has the responsibility for communicating with the Department Heads, the Board of Directors, and other stakeholders, as needed; to ensure that asset management is getting the attention and resources needed to ensure its success.

Further, SCTA has designated the Director of Capital Projects & Planning to be the Asset Management Champion to become the "face" of this program and provide a resource for others as obstacles and challenges are confronted. This position, at present, has over 14 years in public transit and has the experience in funding, developing procurement documents, and planning. To complement this responsibility, SCTA has designated the Director of Facilities & IT as the Asset Management Program Manager. Both the Champion and the Program Manager will be responsible for developing and maintaining the Asset Management Plan, communicating with the Executive Team, leading the staff comprising the Asset Management Improvement Team (AMT), and managing internal and external communications regarding the asset management team. The Asset Management Improvement Team at SCTA is comprised of all Department

heads, the Asst. Director of Capital Projects & Planning, the Manager of Planning, and the Facilities Manager. It is their role to manage across any departmental silos, support the change management initiative, and improve communications between departments. This group is responsible for vetting the asset management plan, leading its implementation, developing lifecycle management plans, compiling and communicating best practices, and supporting all management activities, including capital programming, operations and maintenance budgeting.

SCTA had the Asset Management Team take the Self-Assessment Tool developed by FTA to determine the level of asset management maturity within the Authority. As contained in the Transit Asset Management Guide, FTA Report No. 98, there are five levels of asset management maturity as follows:

Level 1 - At this basic level, an agency has a clear asset management vision. This includes a policy statement that provides top-down direction regarding asset management expectations, a strategy that outlines the approach for accomplishing the policy, and a plan that details the people, activities, and resources needed for addressing the policy and strategy.

Level 2 - At this level, an agency has one or more asset inventories with condition data that support multiple business processes. All of this data has a clear owner and process for maintaining its integrity.

Level 3 - At this level, an agency can conduct a risk analysis and/or performance assessment to evaluate the assets current performance to evaluate how well the policy and strategy objectives are being met.

Level 4 - At this level, an agency can set priorities among and across all asset classes based on risk performance data. This can inform the development of the capital program and operations and maintenance budget.

Level 5 -At this level, an agency can use performance modeling and other analytical tools to optimize how funding is allocated across and within asset classes.

This tool also includes an assessment of the Enterprise Level Framework scores in terms of nine business processes related to the awareness of the Asset Management Team's overall knowledge of the process and the Asset Class Level Framework Scores to review the staffs maturity score for each asset class identified in SCTA's inventory. Further, the self-assessment tool measured the Enabler Asset Management Scores of the seven categories as shown in Figure 2. Enablers are defined as the supportive processes and activities that form the foundation of a successful asset management improvement program. In this case, the Enablers ensure that the asset management business processes can be successful.

Results of the self assessment of the Asset Management Team were fairly consistent across all four measures contained in the tool. As the Framework Level, the average score was 80.1 for all nine measures with the understanding of "Inventory and Budgeting" receiving the highest score at an average score of 91.8. The lowest average scores were shown for "Condition Assessment & Performance" at 66.7 and "Performance Modeling" at an average score of 63.6. This provides a good indication of areas for training and awareness for the Asset Management Team. The full results are shown below.

FIGURE2

FRAMEWORK LEVEL SCORING

	Ave. Score
POLICY	81.6
STRATEGY	83.2
BUSINESS PLAN	80.4
INVENTORY	91.8
CONDITION ASSESSMENT & PERF	66.7
LIFECYCLE MANAGEMENT	74.1
CAPITAL PLANNING	87.5
O&M BUDGETING	91.8
PERFORMANCE MODELING	63.6
OVERALL AVERAGE SCORE	80.

The scoring for the "Enabler" portion of the self-assessment showed a higher average score of 85.1 for the seven categories of supportive processes and activities that form the foundation of a successful asset management program. The area with the highest average score was for "Information Systems" at 86.0, while the lowest average score was for "Communications" at 73.2. The scores for all categories are shown in Figure 3.

Looking at the scoring by Asset Class for SCTA showed that the overall average score was 71.8, with "Rolling Stock" scoring an average of 80.3 compared to "Equipment" that scored a 67.5 and "Facilities" that scored a 67.7. These results were not surprising as rolling stocks clearly the asset that effects service for the customers and has a higher profile with staff than equipment or facilities. This also represents a good opportunity for further training and awareness with the Asset Management Team.

FIGURE3

ENABLER'S SCORING

	Ave. Score
INFORMATION SYSTEMS	86.0
ORGANIZATION & LEADERSHIP	75.6
SKILLS & TRAINING	79.9
COMMUNICATIONS	73.2
VALUES & CULTURE	76.9
PROJECT MANAGEMENT	83.7
CONTINUOUS IMPROVEMENT	83.7
TOTAL AVERAGE SCORE	85.1

The last porton of the self-assessment is the Maturity Level which gauges SCTA's level of asset management practice already in place. As previously noted, there are five levels of asset maturity and a complete asset management program will have all levels functioning well. For SCTA's Asset Management Team, the average overall score was 81.2 which shows a good level of understanding by senior staff of the need for a robust asset management program. As shown in Figure 4, the highest average score was at the Level 2 area while the lowest average score was at the Level 3 area.

Overall, the self assessment completed by the Asset Management Team at SCTA shows that there already exists a good understanding and awareness of the need to properly manage the assets of the Authority. This was not surprising because of the experience levels of most of the staff having between 1 to 26 years of experience in public transit. This shows that SCTA's increased level of asset management awareness directly correlates to the potential success of implementing the TAM Plan. It also shows there are areas that can be improved through additional training and education. This baseline is an important measure for SCTA to use as the Plan becomes fully implemented and approved by the Board.

FIGURE4

SCTA ASSET MANAGEMENT MATURITY LEVEL

	Ave. Score
LEVEL 1 - "I KNOW WHERE I WANT TO BE"	82.3
LEVEL 2- "I KNOW WHAT I HAVE"	89.8
LEVEL 3 - " I KNOW WHERE I AM AGAINST MY OBJECTIVES	73.5
LEVEL 4 - "I USE ASSET LIFECYCLE INFORMATION IN MY BUDGETING PROCESSES	83.5
LEVEL 5 - "I KNOW HOW TO OPTIMALLY MANAGE ACROSS THE LIFECYCLE	76.6
OVERALL AVE. SCORE	81.2

It is recognized that there are three implementation paths that can be followed depending on the Maturity Level of the agency as follows:

#I-Enterprise Driven - This path requires an executive commitment that makes asset management one of the agency's top strategic objectives. It is an enterprise initiative that starts by establishing asset management policies, strategy, and a plan that ensures a well integrated aligned organization. This path uses consistent, up to date and complete asset inventory data to align with the agency's performance management requirements and supports all enterprise level asset management business processes. Staff, at all levels, understand how their jobs support asset management and the agency as a whole is constantly looking for opportunities for improvement.

#2-Asset Class Driven-This path is most likely driven by one or more of the managers of individual asset classes or a department who provides leadership and champions asset management. The focus is less on the enterprise level activities and more on the lifecycle management of individual asset classes. The key to this path is the development of lifecycle management plans for each asset (starting with the most critical assets).

#3-Capital Planning Driven - This path begins asset management improvement in capital

planning and programming process. The general approach is to provide systematic

information on asset condition and capital needs required to meet the level of service or performance targets established for the asset condition. The approach to varying degrees establishes a link between condition and reliability performance. This path focuses on providing information on asset condition from a centralized asset inventory in a consistent way across all asset classes. This involves the development of centralized inventory, the application of consistent condition measures across all assets and the use of tools that prioritize all capital needs based on different levels of funding.

Considering the baseline self-assessment scores and the size of SCTA, it is felt that the "Enterprise Driven" implementation path is the most logical choice for SCTA to follow. There is already a focus on asset management and performance measures in place to meet the desired goal of maintaining a SOGR. SCTA is already focused on continually improving performance with an emphasis on improving reliability, reducing lifecycle costs for delivering the same level of service and improving customer service.

It will be the responsibility of the Asset Management Program Manager (AMPM), working with the Executive Director, to develop a communication strategy that addresses the interests of each stakeholder group. On an ongoing basis, the AMPM and the AMT should be communicating the key activities, accomplishments, and challenges associated with the asset management improvement program. Important considerations for communicating anything related to the asset management improvement program are as follows:

- The message must be created clearly and with sufficient detail, and must convey integrity and commitment.
- The message must be relevant to the recipient's job and it should be clear how asset management could benefit that staff member.
- Staff must be willing to listen, ask questions, and trust the sender.
- The message must be delivered in a format that is accessible and acceptable to staff.

As previously noted, SCTA is required to utilize software that was developed for PADOT for inventorying and performance of capital assets. This software is simply knows as "PADOT Capital Planning Tool" and is designed for use by PADOT for allocating state capital funds for asset rehabilitation/replacements. SCTA is required to input annually the mileage for vehicles and condition assessments for all assets in the system, plus, add new assets as they are placed in service and remove old assets that have been sold. This tool and SCTA's maintenance software are used together to review the status of assets and related performance.

VIII PLAN ACTIVITIES

A critical part of the TAM Plan implementation is to develop a list of activities for SCTA to perform to meet the priorities and requirements of the Plan. This includes activities that SCTA is required to perform as part of FTA's regulations on an annual basis as follows:

1. Establish Annual Performance Targets for each Asset Class
2. Annual Performance Targets must be approved by SCTA's Executive Director as the named accountable executive.
3. Annual Coordination with both the Lancaster and Reading MPO's on adoption of the Performance Targets.
4. An annual data report to FTA's National Transit Database that reflects the SGR performance targets for the following year and condition information for SCTA's assets.
5. An annual narrative report to the National Transit Database that describes any changes in the condition of SCTA's transit system from previous years to meet the performance targets set in the previous reporting year.

In addition to the required annual activities, SCTA will also perform other activities in support of implementing the TAM Plan. As noted earlier, the TAM Plan is required to include a four year horizon to coincide with the planning cycle for the Transportation Improvement Program (TIP). SCTA is recently went through this process for both urbanized areas for the four year period of FFY2025-2028. The transit portion of the TIP for both urbanized areas was developed by SCTA using the priorities set forth in the TAM Plan in order to achieve a SOGR. The projects listed coincide too with SCTA's twenty-five year capital improvement program and is fiscally constrained in accordance with the guidance issued by USDOT and PADOT for highway and transit funding for this four year period. This is one of the most important activities for the development of the annual performance goals for SCTA and is updated every two years to account for any variations in funding levels and potential changes in asset conditions or priorities for funding.

SCTA must also complete other required activities every four years in addition to the four year TIP. It is required that the SCTA Board of Directors review and approve SCTA's TAM Plan and TAM Policy, plus the annual performance measures. The Board approval is slated for action at the June 18th Board meeting. Once approved by the SCTA Board, the Plan will be forwarded to the respective MPO's in Lancaster and Reading for adoption. This approval by the Technical and Coordinating Committees of both MPOs should be accomplished by August 2025. Following this approval process, SCTA is required to update the overall TAM Plan every four years and will follow the same approval process. The TAM Plan and the annual reporting requirements must be in place by September 2025, which SCTA will achieve.

In addition to the required activities for the TAM implementation, SCTA has also included other activities in support of the Plan. Based on the Enterprise Level strategy chosen, SCTA will conduct internal activities to strengthen the implementation of the plan. This includes at a minimum, annual training of SCTA's Asset Management Team on developing and refining performance measures that support achieving a SOGR. All the members of the Asset Management Team have received the FTA Transit Asset Management Systems Handbook (FTA Report No. 0173 to assist with Calculating Performance Measures and Setting Targets.

Further, this effort will also include the Asset Management Team re-taking the self-assessment tool to track individual understanding and scores each year of the initial four year horizon to improve the average sores for each area of the assessment. The goal is that each member of the Asset Management Team achieve a 90+ average score for all facets of asset management. This process would occur every January prior to the budget process. Following the self-assessments, the Asset Management Team will meet quarterly to review and assess performance goals and status of projects, plus develop the performance goals for the following year. It will be important that condition assessment of all assets be completed prior to the setting of the performance goals. Based on funding requirements from PADOT, the annual asset condition ratings will need to be completed by the end of March each year in order to apply for capital funding from PADOT for the next fiscal year. It is expected that the State Capital Planning Tool will produce the reports that will show assets ready for replacement to further strengthen this process.

SCTA will rely on the Director of Capital Projects & Planning as the TAM Champion to complete the required annual reporting and lead the process for setting annual performance goals for the Executive Director's approval. A timeline of activities is shown in Figure 5 below.

FIGURES

TAM PLAN ACTIVITIES

ACTIVITY	MONTH/YEAR
Each FY	
MPO Goals and Plan Approval	September
NTD Reporting Annual Goals	October
AMT Self-Assessment/Training	January
AMT Project Meeting/Goal Review	February
Capital Improvement Project Selection TIP	April
Updates	April
SCTA Board Approval-Performance Goals	June

IX. RESOURCES

To ensure that the implementation of the TAM Plan is carried out as intended, it is important that SCTA commit the necessary resources, including personnel, to develop and carry out the Plan. As outlined, SCTA has staff to commit to the successful implementation of the Plan. This includes key staff in the role of the "Champion" of the Plan that is experienced in dealing with capital improvements and funding to support the Plan. Further, the Director of Facilities and IT will be providing support as the Asset Program Manager, which is nearly identical to their current responsibilities. Both of these staff report directly to the Executive Director that also works closely with both positions to ensure that asset management has a high priority within SCTA. It should be noted that both primary positions that support the TAM Plan, have support staff that are also part of SCTA's Asset Management Team along with remaining Department Heads. An Organizational Chain is shown in Appendix L that shows these resources. A total of Nine management staff or 16% of the administrative staff at SCTA are directly involved in the support of the TAM Plan.

In terms of financial resources, it was noted that the level of federal funding received in both urbanized areas served by SCTA provides the needed capital funds to meet the performance goals. Fortunately, SCTA receives sufficient operating funds from PADOT to meet the current levels of service with federal funds only being used to support ADA complementary services in both communities. This results in 90% of its federal funds being dedicated to capital improvements to support the performance goals of SCTA for meeting SOGR. Also, with SCTA holding a five year contract for bus replacements statewide and PADOT having a statewide contract for paratransit vehicles, the administrative burden of developing and issuing bid specifications for vehicle replacements is greatly reduced for the two biggest on-going capital needs and for meeting the SOGR. SCTA has also in-house experience to develop and obtain all other needed equipment or facilities needs with the current key staff positions.

SCTA also has other resources available to support the TAM Plan and the development of the performance goals. As previously mentioned, PADOT developed a capital planning tool to properly track all asset classes and SCTA is required to use this tool in order to receive funding. The software used by SCTA for its maintenance functions provides for the needed data collection and performance measures for the vehicle fleets and tracks maintenance on equipment in use at SCTA. Together with the record keeping for facility components by the Director of Facilities & IT, SCTA has the resources needed to provide the data and performance measures in support of implementing the TAM Plan.

X. PLAN UPDATES

As required by the FTA regulations, the TAM Plan is to be monitored, evaluated, and updated as needed, but not more than every four years. As previously noted, SCTA will rely on the Director of Capital Projects & Planning as the TAM Champion to complete the required annual reporting and lead the process for setting annual performance goals for the Executive Director's approval. This position and the Director of Facilities & IT, as the Asset Program Manager, will be responsible for updating this Plan every four years and securing the needed approvals. As listed under the Activities Section, the performance measures will be monitored throughout the year and any changes to the priorities or significant changes in the asset conditions will be incorporated into the annual capital improvement plan, depending on funding available.

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APPENDIX A

VEHICLE FLEET ROSTERS

BARTA

FIXED ROUTE BUSES

July, 2025

REVENUE VEHICLES:

VEH #	YEAR	MAKE	MODEL	VIN #	TITLE	LICENSE #	LGTH	FUEL	SEATING CAPACITY	COST-NEW	7/1/2025 ODOMETER	FY 2024 Odometer	FY 2025 Mileage	FUNDING SOURCE	DATE IN SERVICE	YEAR TO BE REPLACED
1098	2010	Gillig	G30D102N4	15GGD3013A1177871	BARTA	MT43065	40 ft.	HE	39	$ 539,236	**409,873**	409,873	0	ARRA	6/15/2010	2023
1099	2010	Gillig	G30D102N4	15GGD3015A1177872	BARTA	MT43066	40 ft.	HE	39	$ 539,236	**416,553**	416,553	0	ARRA	6/1/2010	2023
1542	2015	Gillig	G30D102N4	15GGD3013F1186237	BARTA	MT46089	40 ft.	HE	39	$ 648,395	**277,655**	277,655	0	5307/1514	11/30/2015	2028
1543	2015	Gillig	G30D102N4	15GGD3013F1186238	BARTA	MT46090	40 ft.	HE	39	$ 648,395	**268,257**	268,257	0	LO-NO/1514	1/4/2016	2028
1544	2015	Gillig	G30D102N4	15GGD3013F1186239	BARTA	MT46091	40 ft.	HE	39	$ 648,395	**280,681**	280,681	0	5307/1514	11/30/2015	2028
1605	2016	Gillig	G30D102N4	15GGD3019G1187037	BARTA	MT46971	40 ft.	HE	39	$ 662,299	**250,172**	250,172	0	5307/1514	11/22/2016	2028
1606	2016	Gillig	G30D102N4	15GGD3019G1187038	BARTA	MT46970	40 ft.	HE	39	$ 662,299	**247,265**	247,265	0	5307/1514	11/22/2016	2028
1607	2016	Gillig	G30D102N4	15GGD3019G1187039	BARTA	MT46969	40 ft.	HE	39	$ 662,299	**265,351**	265,351	0	5307/1514	11/22/2016	2028
1608	2016	Gillig	G30D102N4	15GGD3019G1187040	BARTA	MT46968	40 ft.	HE	39	$ 662,299	**249,482**	249,482	0	5307/1514	11/22/2016	2028
1801	2018	Gillig	G30B102N4	15GGB3016J3190415	BARTA	MT47914	35 ft	HE	31	$ 659,450	**212,950**	212,950	0	5339/1514	6/13/2018	2030
1802	2018	Gillig	G30B102N4	15GGB3018J3190416	BARTA	MT47913	35 ft	HE	31	$ 659,450	**213,743**	213,743	0	5307/1517	6/21/2018	2030
1803	2018	Gillig	G30B102N4	15GGB301XJ3190417	BARTA	MT47934	35 ft	HE	31	$ 659,450	**216,357**	216,357	0	5307/1514	6/28/2018	2030
1804	2018	Gillig	G30B102N4	15GGB3011J3190418	BARTA	MT47933	35 ft	HE	31	$ 659,450	**216,069**	216,069	0	5307/1514	6/28/2018	2030
1805	2018	Gillig	G30B102N4	15GGB3013J3190419	BARTA	MT47912	35 ft	HE	31	$ 659,450	**208,247**	208,247	0	STP/1514	6/13/2018	2030
1806	2018	Gillig	G30D102N4	15GGD3017J3190420	BARTA	MT47932	40 ft.	HE	38	$ 663,418	**232,332**	232,332	0	STP/1514	6/25/2018	2030
1807	2018	Gillig	G30D102N4	15GGD3019J3190421	BARTA	MT47911	40 ft.	HE	38	$ 663,418	**215,360**	215,360	0	5339/1514	6/20/2018	2030
1808	2018	Gillig	G30B102N4	15GGB301XJ3190434	SCTA	MT48418	35 ft	HE	31	$ 668,197	**197,650**	197,650	0	STP/1514	1/11/2019	2031
1809	2018	Gillig	G30B102N4	15GGB3011J3190435	SCTA	MT48417	35 ft	HE	31	$ 668,197	**193,273**	193,273	0	STP-CMAQ/1514	1/11/2019	2031
1810	2018	Gillig	G30B102N4	15GGB3013J3190436	SCTA	MT48412	35 ft	HE	31	$ 668,197	**192,768**	192,768	0	STP/1514	1/18/2019	2031
1811	2018	Gillig	G30B102N4	15GGB3015J3190437	SCTA	MT48416	35 ft	HE	31	$ 668,197	**185,381**	185,381	0	STP-CMAQ/1514	1/16/2019	2031
1812	2018	Gillig	G30B102N4	15GGB3017J3190438	SCTA	MT48415	35 ft	HE	31	$ 668,197	**187,248**	187,248	0	CMAQ/5307/1514	1/16/2019	2031
1901	2019	Gillig	G30B102N4	15GGB3017K3190439	SCTA	MT48676	35 ft	HE	31	$ 665,882	**171,098**	171,098	0	5339/5307/1514	5/22/2019	2031
1902	2019	Gillig	G30B102N4	15GGB3013K3190440	SCTA	MT48675	35 ft	HE	31	$ 665,882	**185,119**	185,119	0	5307/1514	5/22/2019	2031
1903	2019	Gillig	G30B102N4	15GGB3015K3190441	SCTA	MT48674	35 ft	HE	31	$ 665,882	**176,043**	176,043	0	5307/1514	5/22/2019	2031
1904	2019	Gillig	G30B102N4	15GGB3017K3190442	SCTA	MT48673	35 ft	HE	31	$ 665,882	**172,124**	172,124	0	5307/1514	5/22/2019	2031
1905	2019	Gillig	G30B102N4	15GGB3019K3190443	SCTA	MT48747	35 ft	HE	31	$ 665,882	**167,407**	167,407	0	5339/5307/1514	6/6/2019	2031
1912	2019	Gillig	G30B102N4	15GGB3019K3192435	SCTA	MT48942	35 ft	HE	31	$ 680,967	**123,651**	123,651	0	CMAQ/5307/1514	9/5/2019	2031
1913	2019	Gillig	G30B102N4	15GGB3010K3192436	SCTA	MT48941	35 ft	HE	31	$ 680,967	**174,619**	174,619	0	CMAQ/1514	9/5/2019	2031
1914	2019	Gillig	G30B102N4	15GGB3012K3192437	SCTA	MT48948	35 ft	HE	31	$ 680,967	**166,644**	166,644	0	CMAQ/1514	9/11/2019	2031
1915	2019	Gillig	G30B102N4	15GGB3014K3192438	SCTA	MT48940	35 ft	HE	31	$ 680,967	**168,838**	168,838	0	5307/1514	9/5/2019	2031
1916	2019	Gillig	G30B102N4	15GGB3016K3192439	SCTA	MT48947	35 ft	HE	31	$ 680,967	**168,887**	168,887	0	5307/1514	9/11/2019	2031
1917	2019	Gillig	G30B102N4	15GGB3012K3192440	SCTA	MT48980	35 ft	HE	31	$ 680,967	**171,159**	171,159	0	5339/5307/1514	9/20/2019	2031
1918	2019	Gillig	G30B102N4	15GGB3014K3192441	SCTA	MT48978	35 ft	HE	31	$ 680,967	**158,929**	158,929	0	5339/5307/1514	9/20/2019	2031
2001	2020	Gillig	G30D102N4	15GGD3013L3195214	SCTA	MT49362	40 ft	HE	37	$ 715,316	**152,440**	152,440	0	CMAQ FLEX/1514	6/19/2020	2032
2002	2020	Gillig	G30D102N4	15GGD3015L3195215	SCTA	MT49363	40 ft	HE	37	$ 715,316	**147,236**	147,236	0	CMAQ/5307/1514	6/2/2020	2032
2003	2020	Gillig	G30B102N4	15GGB301XL3195216	SCTA	MT49364	35 ft	HE	31	$ 711,049	**149,071**	149,071	0	5307/1514	6/13/2020	2032
2004	2020	Gillig	G30B102N4	15GGB3011L3195217	SCTA	MT49365	35 ft	HE	31	$ 711,049	**130,958**	130,958	0	5307/1514	6/9/2020	2032
2005	2020	Gillig	G30B102N4	15GGB3013L3195218	SCTA	MT49366	35 ft	HE	31	$ 711,049	**143,088**	143,088	0	5307/1514	6/13/2020	2032
2006	2020	Gillig	G30B102N4	15GGB3015L3195219	SCTA	MT49367	35 ft	HE	31	$ 711,049	**143,685**	143,685	0	5339/5307/1514	7/8/2020	2032
2104	2021	Gillig	G30B102N4	15GGB3015M3196484	SCTA	MT50136	35 ft	HE	31	$ 733,721	**92,372**	92,372	0	CMAQ/1514	11/24/2021	2033
2105	2021	Gillig	G30B102N4	15GGB3017M3196485	SCTA	MT50109	35 ft	HE	31	$ 733,721	**87,877**	87,877	0	CMAQ/5307/1514	11/17/2021	2033
2106	2021	Gillig	G30B102N4	15GGB3019M3196486	SCTA	MT50217	35 ft	HE	31	$ 733,721	**94,175**	94,175	0	5307/1514	11/17/2021	2033
2107	2021	Gillig	G30B102N4	15GGB3010M3196487	SCTA	MT50110	35 ft	HE	31	$ 733,721	**92,197**	92,197	0	5339/5307/1514	11/19/2021	2033
2201	2022	Gillig	G30D102N4	15GGD3012N3197751	SCTA	MT50505	40 ft	HE	38	$ 743,043	**67,823**	67,823	0	CMAQ/1514	9/22/2022	2034
2202	2022	Gillig	G30D102N4	15GGD3014N3197752	SCTA	MT50506	40 ft	HE	38	$ 743,043	**65,426**	65,426	0	CMAQ/5339/1514	9/26/2022	2034
2203	2022	Gillig	G30D102N4	15GGD3016N3197753	SCTA	MT50507	40 ft	HE	38	$ 743,043	**73,359**	73,359	0	5307/5339/1514	9/26/2022	2034
2204	2022	Gillig	G30D102N4	15GGD3018N3197754	SCTA	MT50508	40 ft	HE	38	$ 743,043	**66,612**	66,612	0	5307/1514	9/28/2022	2034
2205	2022	Gillig	G30D102N4	15GGD301XN3197755	SCTA	MT50548	40 ft	HE	38	$ 743,043	**70,718**	70,718	0	5307/1514	10/25/2022	2034
2301	2023	Gillig	G30D102N4	15GGD3018P3198597	SCTA	MT50966	40 ft	HE	38	$ 726,204	**37,740**	37,740	0	5339/5307/1514	8/17/2023	2035
2302	2023	Gillig	G30D102N4	15GGD301XP3198598	SCTA	MT50967	40 ft	HE	38	$ 726,204	**39,797**	39,797	0	5307/1514	8/11/2023	2035
2303	2023	Gillig	G30D102N4	15GGD3011P3198599	SCTA	MT50968	40 ft	HE	38	$ 726,204	**37,059**	37,059	0	CMAQ/5307/1514	8/17/2023	2035
2304	2023	Gillig	G30D102N4	15GGD3014P3198600	SCTA	MT50969	40 ft	HE	38	$ 726,204	**36,228**	36,228	0	CMAQ/1514	8/11/2023	2035
TOTALS	50								1,695	$35,563,846	8,869,046	8,869,046	0			

BARTA

SHARED RIDE

July, 2025

REVENUE VEHICLES:

VEH #	YEAR	MAKE	MODEL	VIN #	TITLE	LICENSE #	LGTH	FUEL	SEATING CAPACITY	CARRIER	COST-NEW	7/1/2025 ODOMETER	FY 2024 Odometer	FY 2025 Mileage	FUNDING SOURCE	DATE IN SERVICE	YEAR TO BE REPLACED
1766	2017	Ford	E450 Challenger	1FGFE4FS5HDC19011	BARTA	MT47044	23.5 ft.	UNL	14 (4WC)	BARTA	$ 66,583	$ 93,650	93650	0	5307/1516	1/18/2017	2024
1868	2018	Ford	E450 Senator II	1FDFE4FS0JDC24144	SCTA	MT48242	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 148,086	148086	0	5310/1516	10/16/2018	2024
1869	2018	Ford	E450 Senator II	1FDFE4FS9JDC22750	SCTA	MT48237	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 122,453	122453	0	5307/1516	10/1/2018	2024
1870	2018	Ford	E450 Senator II	1FDFE4FS1JDC29997	SCTA	MT48240	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 93,827	93827	0	5310/1516	10/11/2018	2024
1871	2018	Ford	E450 Senator II	1FDFE4FS8JDC29995	SCTA	MT48235	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 101,728	101728	0	5310/1516	10/2/2018	2024
1872	2018	Ford	E450 Senator II	1FDFE4FS9JDC22747	SCTA	MT48232	23ft	UNL	14 (4WC)	BARTA	$ 73,686	$ 109,045	109045	0	5310/1516	10/16/2018	2024
1873	2018	Ford	E450 Senator II	1FDFE4FSXJDC22756	SCTA	MT48234	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 114,424	114424	0	5307/1516	10/16/2018	2024
1874	2018	Ford	E450 Senator II	1FDFE4FS2JDC24145	SCTA	MT48238	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 108,633	108633	0	5310/1516	10/1/2018	2024
1875	2018	Ford	E450 Senator II	1FDFE4FS0JDC22748	SCTA	MT48241	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 122,938	122938	0	5310/1516	10/16/2018	2024
1876	2018	Ford	E450 Senator II	1FDFE4FS5JDC22759	SCTA	MT48236	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 136,628	136628	0	5310/1516	9/27/2018	2024
1877	2018	Ford	E450 Senator II	1FDFE4FS0JDC22751	SCTA	MT48239	23ft	UNL	14 (4WC)	BARTA	$ 73,686	$ 119,328	119328	0	5310/1516	9/28/2018	2024
1878	2018	Ford	E450 Senator II	1FDFE4FS3JDC22758	SCTA	MT48233	23ft	UNL	14 (4WC)	BARTA	$ 73,509	$ 134,141	134141	0	5310/1516	10/16/2018	2024
2025	2021	Ford	E450CEQPhoenix	1FDFE4FN9MDC21807	SCTA	MT49672	23ft	UNL	14 (4WC)	BARTA	$ 77,261	$ 70,264	70264	0	5310/1516	12/16/2020	2026
2026	2021	Ford	E450CEQPhoenix	1FDFE4FN2MDC22703	SCTA	MT49673	23ft	UNL	14 (4WC)	BARTA	$ 77,261	$ 74,533	74533	0	5310/1516	12/15/2020	2026
2027	2021	Ford	E450CEQPhoenix	1FDFE4FN9MDC21810	SCTA	MT49674	23ft	UNL	14 (4WC)	BARTA	$ 77,261	$ 65,582	65582	0	5310/1516	12/21/2020	2026
2028	2021	Ford	E450CEQPhoenix	1FDFE4FN0MDC21811	SCTA	MT49667	23ft	UNL	14 (4WC)	BARTA	$ 77,261	$ 80,969	80969	0	5310/5307/1516	12/10/2020	2026
2029	2021	Ford	E450CEQPhoenix	1FDFE4FN2MDC21812	SCTA	MT49668	23ft	UNL	14 (4WC)	BARTA	$ 77,261	$ 70,935	70935	0	5307/1516	12/11/2020	2026
2030	2021	Ford	E450CEQPhoenix	1FDFE4FN4MDC21813	SCTA	MT49669	23ft	UNL	14 (4WC)	BARTA	$ 77,261	$ 76,375	76375	0	5307/1516	12/15/2020	2026
2031	2021	Ford	E450CEQPhoenix	1FDFE4FN3MDC20460	SCTA	MT49670	23ft	UNL	14 (4WC)	BARTA	$ 77,261	$ 76,640	76640	0	5307/1516	12/16/2020	2026
2125	2022	Ford	E450CEQPhoenix	1FDFE4FN4NDC17584	SCTA	MT50169	23ft	UNL	14 (4WC)	BARTA	$ 78,999	$ 44,899	44899	0	5307/1516	12/17/2021	2027
2126	2022	Ford	E450CEQPhoenix	1FDFE4FN8NDC18107	SCTA	MT50170	23ft	UNL	14 (4WC)	BARTA	$ 78,999	$ 40,392	40392	0	5307/1516	12/29/2021	2027
2127	2022	Ford	E450CEQPhoenix	1FDFE4FNXNDC18108	SCTA	MT50171	23ft	UNL	14 (4WC)	BARTA	$ 78,999	$ 48,207	48207	0	5307/1516	12/29/2021	2027
2314	2023	Ford	E450CEQPhoenix	1FDFE4FN2PDD23888	SCTA	MT50809	23ft	UNL	14 (4WC)	BARTA	$ 87,637	$ 23,597	23597	0	5310/1516	6/9/2023	2028
2315	2023	Ford	E450CEQPhoenix	1FDFE4FN4PDD20832	SCTA	MT50808	23ft	UNL	14 (4WC)	BARTA	$ 87,637	$ 26,512	26512	0	5310/1516	6/9/2023	2028
2316	2023	Ford	E450CEQPhoenix	1FDFE4FN5PDD20855	SCTA	MT50810	23ft	UNL	14 (4WC)	BARTA	$ 87,637	$ 25,615	25615	0	5310/1516	6/9/2023	2028
2317	2023	Ford	E450CEQPhoenix	1FDFE4FN2PDD20862	SCTA	MT50815	23ft	UNL	14 (4WC)	BARTA	$ 87,637	$ 32,668	32668	0	5310/1516	6/9/2023	2028
2318	2023	Ford	E450CEQPhoenix	1FDFE4FN4PDD20829	SCTA	MT50807	23ft	UNL	14 (4WC)	BARTA	$ 87,637	$ 13,820	13820	0	5310/5307/1516	6/9/2023	2028
2319	2023	Ford	E450CEQPhoenix	1FDFE4FN3PDD20854	SCTA	MT50816	23ft	UNL	14 (4WC)	BARTA	$ 87,637	$ 26,145	26145	0	5307/1516	6/9/2023	2028
2320	2023	Ford	E450CEQPhoenix	1FDFE4FN7PDD20856	SCTA	MT50814	23ft	UNL	14 (4WC)	BARTA	$ 87,637	$ 27,459	27459	0	5307/1516	6/9/2023	2028
2403	2024	Ford	E450CEQPhoenix	1FDFE4FN7RDD20276	SCTA	MT51153	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 10,835	10835	0	5310/1516	2/15/2024	2029
2404	2024	Ford	E450CEQPhoenix	1FDFE4FN9RDD20277	SCTA	MT51154	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 8,941	8941	0	5310/1516	2/15/2024	2029
2405	2024	Ford	E450CEQPhoenix	1FDFE4FN4RDD20283	SCTA	MT51155	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 9,275	9275	0	5310/1516	2/15/2024	2029
2406	2024	Ford	E450CEQPhoenix	1FDFE4FN6RDD20284	SCTA	MT51156	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 9,725	9725	0	5310/1516	2/15/2024	2029
2407	2024	Ford	E450CEQPhoenix	1FDFE4FN8RDD20285	SCTA	MT51157	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 9,347	9347	0	5310/1516	2/15/2024	2029
2408	2024	Ford	E450CEQPhoenix	1FDFE4FN1RDD20287	SCTA	MT51158	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 9,067	9067	0	5307/1514	2/15/2024	2029
2409	2024	Ford	E450CEQPhoenix	1FDFE4FN3RDD20288	SCTA	MT51159	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 6,594	6594	0	5307/1514	2/15/2024	2029
2410	2024	Ford	E450CEQPhoenix	1FDFE4FN5RDD20289	SCTA	MT51160	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 9,159	9159	0	5307/1514	2/15/2024	2029
2411	2024	Ford	E450CEQPhoenix	1FDFE4FN1RDD21651	SCTA	MT51161	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 7,358	7358	0	5307/1514	2/15/2024	2029
2412	2024	Ford	E450CEQPhoenix	1FDFE4FN6RDD20298	SCTA	MT51162	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 8,991	8991	0	5307/1514	2/15/2024	2029
2413	2024	Ford	E450CEQPhoenix	1FDFE4FN8RDD20299	SCTA	MT51163	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 8,190	8190	0	5307/1514	2/15/2024	2029
2414	2024	Ford	E450CEQPhoenix	1FDFE4FN0RDD20300	SCTA	MT51164	23ft	UNL	14 (4WC)	BARTA	$ 115,215	$ 8,848	8848	0	5307/1514	2/15/2024	2029
2430	2025	Ford	E450CEQPhoenix	1FDFE4FN0SDD14888	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 292	0	292	5310/1516	12/5/2024	2029
2431	2025	Ford	E450CEQPhoenix	1FDFE4FN8SDD14170	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 282	0	282	5310/1516	12/5/2024	2029
2432	2025	Ford	E450CEQPhoenix	1FDFE4FN9SDD14162	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 280	0	280	5310/1516	12/5/2024	2029
2433	2025	Ford	E450CEQPhoenix	1FDFE4FN0SDD14132	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 283	0	283	5310/1516	12/5/2024	2029
2434	2025	Ford	E450CEQPhoenix	1FDFE4FN9SDD14193	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 283	0	283	5307/1516	12/5/2024	2029
2435	2025	Ford	E450CEQPhoenix	1FDFE4FN5SDD14076	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 255	0	255	5307/1516	12/5/2024	2029
2436	2025	Ford	E450CEQPhoenix	1FDFE4FN3SDD14156	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 270	0	270	5307/1516	12/5/2024	2029
2437	2025	Ford	E450CEQPhoenix	1FDFE4FN1SDD14043	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 251	0	251	5307/1516	12/5/2024	2029
2438	2025	Ford	E450CEQPhoenix	1FDFE4FN2SDD14066	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 253	0	253	5307/1516	12/18/2024	2029
2439	2025	Ford	E450CEQPhoenix	1FDFE4FN1SDD14138	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 251	0	251	5307/1516	12/18/2024	2029
2440	2025	Ford	E450CEQPhoenix	1FDFE4FN5SDD14126	SCTA		23ft	UNL	14 (4WC)	BARTA	$ 119,029	$ 254	0	254	5307/1516	12/18/2024	2029
TOTALS	40										$ 4,958,718	2,338,777	2,335,823	2,954			

BARTA

SHARED RIDE

July, 2025

REVENUE VEHICLES:

VEH #	YEAR	MAKE	MODEL	VIN #	TITLE	LICENSE #	CARRIER	LGTH	FUEL	SEATING CAPACITY	COST-NEW	7/1/2025 ODOMETER	FY 2024 Odometer	FY 2025 Mileage	YEARS USEFUL LIFE	FUNDING SOURCE	DATE IN SERVICE	YEAR TO BE REPLACED
	0				EASTON		EASTON							0				
	0				EASTON		EASTON							0				
	0				EASTON		EASTON							0				
	0				EASTON		EASTON							0				
	0				EASTON		EASTON							-				
	0				EASTON		EASTON							-				
2032	2021	Ford	Phoenix	1FDFE4FNXMDC25204	SCTA	MT49662	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	96,095	96,095	-	5	5310/1516	12/9/2020	2026
2033	2021	Ford	Phoenix	1FDFE4FN1MDC25205	SCTA	MT49663	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	95,784	95,784	-	5	5310/5307/1516	12/9/2020	2026
2034	2021	Ford	Phoenix	1FDFE4FN3MDC25206	SCTA	MT49664	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	116,104	116,104	-	5	5307/1516	12/9/2020	2026
2035	2021	Ford	Phoenix	1FDFE4FN5MDC25207	SCTA	MT49665	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	97,341	97,341	-	5	5307/1516	12/11/2020	2026
2036	2021	Ford	Phoenix	1FDFE4FN7MDC25208	SCTA	MT49658	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	103,730	103,730	-	5	5307/1516	12/11/2020	2026
2037	2021	Ford	Phoenix	1FDFE4FN9MDC25209	SCTA	MT49659	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	92,428	92,428	-	5	5307/1516	12/11/2020	2026
2038	2021	Ford	Phoenix	1FDFE4FN5MDC25210	SCTA	MT49660	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	102,380	102,380	-	5	5307/1516	12/11/2020	2026
2039	2021	Ford	Phoenix	1FDFE4FN9MDC22701	SCTA	MT49661	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	110,487	110,487	-	5	5307/1516	12/11/2020	2026
2040	2021	Ford	Phoenix	1FDFE4FN0MDC22702	SCTA	MT49687	EASTON	23 ft.	UNL	14 (4WC)	$ 76,551	94,212	94,212	-	5	5307/1516	12/23/2020	2026
2120	2022	Ford	Phoenix	1FDFE4FN1NDC18109	SCTA	MT50164	EASTON	23 ft.	UNL	14 (4WC)	$ 78,289	75,621	75,621	-	5	5310/1516	1/11/2022	2027
2121	2022	Ford	Phoenix	1FDFE4FN8NDC18110	SCTA	MT50165	EASTON	23 ft.	UNL	14 (4WC)	$ 78,289	69,642	69,642	-	5	5310/1516	1/11/2022	2027
2122	2022	Ford	Phoenix	1FDFE4FN5NDC17769	SCTA	MT50166	EASTON	23 ft.	UNL	14 (4WC)	$ 78,289	75,233	75,233	-	5	5310/1516	1/11/2022	2027
2123	2022	Ford	Phoenix	1FDFE4FN5NDC18114	SCTA	MT50167	EASTON	23 ft.	UNL	14 (4WC)	$ 78,289	65,885	65,885	-	5	5310/1516	1/11/2022	2027
2124	2022	Ford	Phoenix	1FDFE4FN7NDC18115	SCTA	MT50168	EASTON	23 ft.	UNL	14 (4WC)	$ 78,289	80,827	80,827	-	5	5310/5307/1516	1/11/2022	2027
TOTALS	14										1,080,404	1,275,769	1,275,769	-				

RED ROSE TRANSIT AUTHORITY
EQUIPMENT SCHEDULE
July 1, 2025

REVENUE VEHICLES:

VEHICLE NO.	YEAR	MFG.	SERIAL NUMBER	MODEL	TITLE	LICENSE NO.	LGTH	FUEL	SEATING CAPACITY	MILEAGE AS OF 7-1-25	FY 2024 MILEAGE	FY 2025 MILEAGE	FUNDING SOURCE	DATE IN SERVICE	YEAR TO BE REPLACED
183	2012	Gillig	15GGD3012C1180795	G30D102N4	RRTA	MT51074	40FT	HE	39	533671	533,671	0	5307/1514	8/3/2012	2024
184	2012	Gillig	15GGB3017C1180796	G30B102N4	RRTA	MT51075	35FT	HE	32	431197	431,197	0	5307/1514	7/2/2012	2024
185	2012	Gillig	15GGB3019D1181529	G30B102N4	RRTA	MT44349	35FT	HE	32	403946	403,946	0	5307/1514	2/6/2013	2025
186	2013	Gillig	15GGB3018D1183949	G30B102N4	RRTA	MT44930	35FT	HE	32	398037	398,037	0	5307/1514	11/13/2013	2025
187	2013	Gillig	15GGB3014D1183950	G30B102N4	RRTA	MT44931	35FT	HE	32	428834	428,834	0	5307/1514	12/2/2013	2025
188	2015	Gillig	15GGB3013F1187984	G30B102N4	RRTA	MT46040	35FT	HE	32	367512	367,512	0	5307/1514	10/14/2015	2027
189	2015	Gillig	15GGB3015F1187895	G30B102N4	RRTA	MT46038	35FT	HE	32	369316	369,316	0	5307/1514	10/17/2015	2027
190	2015	Gillig	15GGB3017F1187896	G30B102N4	RRTA	MT46039	35FT	HE	32	385452	385,452	0	5307/1514	10/23/2015	2027
191	2015	Gillig	15GGB3019F1187897	G30B102N4	RRTA	MT46081	35FT	HE	32	379110	379,110	0	5307/1514	10/27/2015	2027
192	2015	Gillig	15GGB3010F1187898	G30B102N4	RRTA	MT46054	35FT	HE	32	394355	394,355	0	5307/1514	10/26/2015	2027
193	2015	Gillig	15GGB3012F1187899	G30B102N4	RRTA	MT46055	35FT	HE	32	372381	372,381	0	5307/1514	10/29/2015	2027
194	2015	Gillig	15GGB3015F1187900	G30B102N4	RRTA	MT46082	35FT	HE	32	367781	367,781	0	5307/1514	11/3/2015	2027
195	2015	Gillig	15GGB3017F1187901	G30B102N4	RRTA	MT46083	35FT	HE	32	373068	373,068	0	5307/1514	11/18/2015	2027
196	2015	Gillig	15GGB3019F1187902	G30B102N4	RRTA	MT46084	35FT	HE	32	399328	399,328	0	5307/1514	11/13/2015	2027
197	2015	Gillig	15GGB3010F1187903	G30B102N4	RRTA	MT46085	35FT	HE	32	360302	360,302	0	5307/1514	11/11/2015	2027
										5,964,290	5,964,290	-			

RED ROSE TRANSIT AUTHORITY
EQUIPMENT SCHEDULE
July 1, 2025

REVENUE VEHICLES:

VEHICLE NO.	YEAR	MFG.	SERIAL NUMBER	MODEL	TITLE	LICENSE NO.	LGTH	FUEL	SEATING CAPACITY	MILEAGE AS OF 7-1-25	FY 2024 MILEAGE	FY 2025 MILEAGE	FUNDING SOURCE	DATE IN SERVICE	YEAR TO BE REPLACED
1601	2016	Gillig	15GGB3015G1188109	G30B102N4	RRTA	MT6936J	35FT	HE	32	374,103	374,103	0	5307/1514	8/26/2016	2028
1602	2016	Gillig	15GGB3011G1188110	G30B102N4	RRTA	MT51073	35FT	HE	32	383,927	383,927	0	5307/1514	6/3/2016	2028
1603	2016	Gillig	15GGB3013G1188111	G30B102N4	RRTA	MT51076	35FT	HE	32	368,163	368,163	0	5307/1514	6/13/2016	2028
1604	2016	Gillig	15GGB3015G1188112	G30B102N4	RRTA	MT51077	35FT	HE	32	387,774	387,774	0	5307/1514	6/13/2016	2028
1701	2017	Gillig	15GGB301XH3190055	G30B102N4	SCTA	MT47371	35FT	HE	32	341,967	341967	0	5307/1514	8/7/2017	2029
1702	2017	Gillig	15GGB3011H3190056	G30B102N4	SCTA	MT47331	35FT	HE	32	330,795	330795	0	TIGGER/1514	8/1/2017	2029
1703	2017	Gillig	15GGB3013H3190057	G30B102N4	SCTA	MT47330	35FT	HE	32	314,308	314308	0	TIGGER/1514	8/24/2017	2029
1704	2017	Gillig	15GGB3015H3190058	G30B102N4	SCTA	MT47329	35FT	HE	32	304,611	304611	0	5307/1514	9/5/2017	2029
1705	2017	Gillig	15GGB3017H3190059	G30B102N4	SCTA	MT47328	35FT	HE	32	327,336	327336	0	5307/1514	9/11/2017	2029
1706	2017	Gillig	15GGD3010H3190060	G30D102N4	SCTA	MT47370	40FT	HE	38	369,917	369917	0	5307/1514	8/17/2017	2029
1707	2017	Gillig	15GGD3012H3190061	G30D102N4	SCTA	MT47369	40FT	HE	38	350,868	350868	0	5307/1514	8/16/2017	2029
1708	2017	Gillig	15GGD3014H3190062	G30D102N4	SCTA	MT47368	40FT	HE	38	367,232	367232	0	5339/1514	9/13/2017	2029
1813	2018	Gillig	15GGB3012J3192629	G30B102N4	SCTA	MT48469	35FT	HE	31	256,576	256576	0	5307/1514	1/25/2019	2031
1814	2018	Gillig	15GGB3019J3192630	G30B102N4	SCTA	MT48414	35FT	HE	31	232,899	232899	0	5307/1514	1/10/2019	2031
1815	2018	Gillig	15GGE2714J3093463	G27E	SCTA	MT48411	30FT	DF	28	143,127	143127	0	5307/1514	1/21/2019	2031
1816	2018	Gillig	15GGE2716J3093464	G27E	SCTA	MT48413	30FT	DF	28	144,860	144860	0	5307/5339/1514	1/17/2019	2031
1817	2018	Gillig	15GGE2718J3093465	G27E	SCTA	MT48410	30FT	DF	28	150,398	150398	0	5339/1514	1/24/2019	2031
1906	2019	Gillig	15GGB3016K3192442	G30B102N4	SCTA	MT48916	35FT	HE	31	217,987	217987	0	5307/5339/1514	8/30/2019	2031
1907	2019	Gillig	15GGB3018K3192443	G30B102N4	SCTA	MT48937	35FT	HE	31	227,201	227201	0	5339/1514	9/6/2019	2031
1908	2019	Gillig	15GGB301XK3192444	G30B102N4	SCTA	MT48972	35FT	HE	31	219,816	219816	0	5307/5339/1514	9/13/2019	2031
1909	2019	Gillig	15GGB3011K3192445	G30B102N4	SCTA	MT48939	35FT	HE	31	218,654	218654	0	5307/1514	9/11/2019	2031
1910	2019	Gillig	15GGB3013K3192446	G30B102N4	SCTA	MT48938	35FT	HE	31	224,807	224807	0	5307/1514	9/6/2019	2031
1911	2019	Gillig	15GGB3015K3192447	G30B102N4	SCTA	MT48979	35FT	HE	31	230,477	230477	0	5307/1514	9/20/2019	2031
2101	2021	Gillig	15GGB301XM3195749	G30B102N4	SCTA	MT49958	35FT	HE	31	151,940	151940	0	5307/1514	7/30/2021	2033
2102	2021	Gillig	15GGB3016M3195750	G30B102N4	SCTA	MT49959	35FT	HE	31	153,398	153398	0	5307/1514	7/19/2021	2033
2103	2021	Gillig	15GGB3018M3195751	G30B102N4	SCTA	MT49960	35FT	HE	31	162,410	162410	0	5307/1514	5/27/2021	2033
2206	2022	Gillig	15GGB3012N3198162	G30B102N4	SCTA	MT50710	35FT	HE	31	70,665	70665	0	5339/5307/1514	3/17/2023	2035
2401	2024	Gillig	15GGB3014R3201083	G30B102N4	SCTA	MT	35FT	HE	31	3,129	0	3129	5307/1514	12/10/2024	2036
2402	2024	Gillig	15GGB3016R3201084	G30B102N4	SCTA	MT	35FT	HE	31	2,898	0	2898	5339/5307/1514	12/11/2024	2036
2441	2024	Gillig	15GGB3018R3201085	G30B102N4	SCTA	MT	35FT	HE	31	2,949	0	2949	5339/5307/1514	12/19/2024	2036
										7,035,192	7,026,216	8,976			

RED ROSE TRANSIT AUTHORITY
SHARED RIDE EQUIPMENT SCHEDULE
July, 2025

REVENUE VEHICLES:

VEHICLE NO.	YEAR	MFG.	MODEL	SERIAL NUMBER	TITLE	LICENSE NO.	SEATING CAPACITY	CARRIER	MILEAGE AS OF 7-1-25	FY 2024 MILEAGE	FY 2025 MILEAGE	FUNDING SOURCE USED FOR PURCHASE	DATE IN SERVICE	YEAR TO BE REPLACED
A-115	2018	Ford	E450 Senator II	1FDFE4FS2JDC17390	SCTA	MT48560	13 (4WC)	Easton	174,479	174,479	0	5310/1516	12/5/2018	2024
A-116	2018	Ford	E450 Senator II	1FDFE4FS3JDC17401	SCTA	MT48561	13 (4WC)	Easton	163,955	163,955	0	5310/1516	3/26/2019	2024
A-117	2018	Ford	E450 Senator II	1FDFE4FS6JDC17411	SCTA	MT48562	13 (4WC)	Easton	149,070	149,070	0	5310/1516	12/5/2018	2024
A-118	2018	Ford	E450 Senator II	1FDFE4FS7JDC22746	SCTA	MT48563	13 (4WC)	Easton	109,845	109,845	0	5310/1516	11/27/2018	2024
A-119	2018	Ford	E450 Senator II	1FDFE4FS2JDC22749	SCTA	MT48557	13 (4WC)	Easton	192,392	192,392	0	5310/1516	12/6/2018	2024
A-120	2018	Ford	E450 Senator II	1FDFE4FS6JDC22754	SCTA	MT48556	13 (4WC)	Easton	177,342	177,342	0	5310/1516	11/27/2018	2024
A-121	2018	Ford	E450 Senator II	1FDFE4FS1JDC22757	SCTA	MT48390	13 (4WC)	Easton	156,118	156,118	0	5310/1516	12/3/2018	2024
A-122	2018	Ford	E450 Senator II	1FDFE4FS2JDC22752	SCTA	MT48389	13 (4WC)	Easton	143,807	143,807	0	5310/1516	12/6/2018	2024
A-124	2018	Ford	E450 Senator II	1FDFE4FS4JDC22753	SCTA	MT48391	13 (4WC)	Easton	176,088	176,088	0	5310/1516	12/7/2018	2024
									1,443,096	1,443,096	0			

RED ROSE TRANSIT AUTHORITY
SHARED RIDE EQUIPMENT SCHEDULE
July, 2025

VEHICLE NO.	YEAR	MFG.	MODEL	SERIAL NUMBER	TITLE	LICENSE NO.	SEATING CAPACITY	CARRIER	MILEAGE AS OF 7-1-25	FY 2024 MILEAGE	FY 2025 MILEAGE	FUNDING SOURCE USED FOR PURCHASE	DATE IN SERVICE	YEAR TO BE REPLACED
A-131	2018	Ford	E450 Senator II	1FDFE4FS7JDC31317	SCTA	MT48430	14 (4WC)	Easton	149,559	149,559	0	5307/1516	1/18/2019	2024
A-132	2018	Ford	E450 Senator II	1FDFE4FS6JDC17392	SCTA	MT48431	14 (4WC)	Easton	126,347	126,347	0	5307/1516	1/18/2019	2024
A-133	2018	Ford	E450 Senator II	1FDFE4FS6JDC37982	SCTA	MT48476	14 (4WC)	Easton	168,196	168,196	0	5307/1516	2/13/2019	2024
A-134	2018	Ford	E450 Senator II	1FDFE4FS2JDC37980	SCTA	MT48477	14 (4WC)	Easton	128,936	128,936	0	5310/1516	2/13/2019	2024
A-135	2018	Ford	E450 Senator II	1FDFE4FS4JDC37978	SCTA	MT48559	14 (4WC)	Easton	171,075	171,075	0	5310/1516	2/13/2019	2024
A-136	2018	Ford	E450 Senator II	1FDFE4FS2JDC37977	SCTA	MT48558	14 (4WC)	Easton	192,270	192,270	0	5310/1516	2/13/2019	2024
2010	2021	Ford	E450 Phoenix	1FDFE4FN3MDC21804	SCTA	MT49683	14 (4WC)	Easton	103,902	103,902	0	5310/1516	2/24/2021	2026
2011	2021	Ford	E450 Phoenix	1FDFE4FN5MDC21805	SCTA	MT49684	14 (4WC)	Easton	112,809	112,809	0	5310/1516	2/24/2021	2026
2012	2021	Ford	E450 Phoenix	1FDFE4FN7MDC21806	SCTA	MT49685	14 (4WC)	Easton	101,193	101,193	0	5310/1516	2/24/2021	2026
2013	2021	Ford	E450 Phoenix	1FDFE4FN0MDC21808	SCTA	MT49686	14 (4WC)	Easton	101,215	101,215	0	5310/1516	2/24/2021	2026
2014	2021	Ford	E450 Phoenix	1FDFE4FN8MDC20454	SCTA	MT49679	14 (4WC)	Easton	130,946	130,946	0	5310/1516	2/24/2021	2026
2015	2021	Ford	E450 Phoenix	1FDFE4FNXMDC20455	SCTA	MT49680	14 (4WC)	Easton	87,366	87,366	0	5310/5307/1516	2/24/2021	2026
2016	2021	Ford	E450 Phoenix	1FDFE4FN1MDC20456	SCTA	MT49681	14 (4WC)	Easton	118,954	118,954	0	5307/1516	2/24/2021	2026
2017	2021	Ford	E450 Phoenix	1FDFE4FN3MDC20457	SCTA	MT49682	14 (4WC)	Easton	86,207	86,207	0	5307/1516	2/24/2021	2026
2018	2021	Ford	E450 Phoenix	1FDFE4FN5MDC20458	SCTA	MT49675	14 (4WC)	Easton	114,643	114,643	0	5307/1516	2/24/2021	2026
2019	2021	Ford	E450 Phoenix	1FDFE4FN7MDC20459	SCTA	MT49676	14 (4WC)	Easton	82,492	82,492	0	5307/1516	2/24/2021	2026
2020	2021	Ford	E450 Phoenix	1FDFE4FN2MDC21809	SCTA	MT49677	14 (4WC)	Easton	106,665	106,665	0	5307/1516	2/24/2021	2026
2021	2021	Ford	E450 Phoenix	1FDFE4FN6MDC21814	SCTA	MT49678	14 (4WC)	Easton	82,143	82,143	0	5307/1516	2/24/2021	2026
2022	2021	Ford	E450 Phoenix	1FDFE4FN8MDC21815	SCTA	MT49671	14 (4WC)	Easton	102,325	102,325	0	5307/1516	2/24/2021	2026
2110	2022	Ford	E450 Phoenix	1FDFE4FN6NDC14105	SCTA	MT50094	14 (4WC)	Easton	91,366	91,366	0	5310/1516	11/3/2021	2026
2111	2022	Ford	E450 Phoenix	1FDFE4FN8NDC14106	SCTA	MT50095	14 (4WC)	Easton	89,260	89,260	0	5310/1516	11/15/2021	2026
2112	2022	Ford	E450 Phoenix	1FDFE4FNXNDC14107	SCTA	MT50096	14 (4WC)	Easton	92,927	92,927	0	5310/1516	11/15/2021	2026
2113	2022	Ford	E450 Phoenix	1FDFE4FN1NDC14108	SCTA	MT50097	14 (4WC)	Easton	94,484	94,484	0	5310/1516	11/3/2021	2026
2114	2022	Ford	E450 Phoenix	1FDFE4FN3NDC14109	SCTA	MT50098	14 (4WC)	Easton	82,495	82,495	0	5310/1516	11/15/2021	2026
2115	2022	Ford	E450 Phoenix	1FDFE4FNXNDC14110	SCTA	MT50099	14 (4WC)	Easton	86,655	86,655	0	5310/5307/1516	11/16/2021	2026
2116	2022	Ford	E450 Phoenix	1FDFE4FN1NDC14111	SCTA	MT50100	14 (4WC)	Easton	75,927	75,927	0	5307/1516	11/10/2021	2026
2117	2022	Ford	E450 Phoenix	1FDFE4FN3NDC14112	SCTA	MT50101	14 (4WC)	Easton	90,033	90,033	0	5307/1516	11/5/2021	2026
2118	2022	Ford	E450 Phoenix	1FDFE4FN5NDC14113	SCTA	MT50102	14 (4WC)	Easton	86,000	86,000	0	5307/1516	11/4/2021	2026
2119	2022	Ford	E450 Phoenix	1FDFE4FN7NDC14114	SCTA	MT50103	14 (4WC)	Easton	96,178	96,178	0	5307/1516	11/3/2021	2026
2212	2022	Ford	E450 Phoenix	1FDFE4FN0NDC37430	SCTA	MT50397	14 (4WC)	Easton	78,600	78,600	0	5310/1516	6/7/2022	2027
2213	2022	Ford	E450 Phoenix	1FDFE4FN3NDC37437	SCTA	MT50398	14 (4WC)	Easton	64,869	64,869	0	5310/1516	5/18/2022	2027
2214	2022	Ford	E450 Phoenix	1FDFE4FN7NDC37439	SCTA	MT50399	14 (4WC)	Easton	88,397	88,397	0	5310/1516	5/19/2022	2027
2215	2022	Ford	E450 Phoenix	1FDFE4FN3NDC37440	SCTA	MT50400	14 (4WC)	Easton	61,831	61,831	0	5310/1516	5/19/2022	2027
2216	2022	Ford	E450 Phoenix	1FDFE4FN5NDC37441	SCTA	MT50401	14 (4WC)	Easton	76,548	76,548	0	5310/1516	5/18/2022	2027
2217	2022	Ford	E450 Phoenix	1FDFE4FN7NDC37442	SCTA	MT50402	14 (4WC)	Easton	91,368	91,368	0	5310/1516	5/18/2022	2027
2218	2022	Ford	E450 Phoenix	1FDFE4FN9NDC37443	SCTA	MT50403	14 (4WC)	Easton	50,735	50,735	0	5310/1516	5/31/2022	2027
2219	2022	Ford	E450 Phoenix	1FDFE4FN0NDC37444	SCTA	MT50404	14 (4WC)	Easton	62,841	62,841	0	5310/1516	5/18/2022	2027
2305	2023	Ford	E450 Phoenix	1FDFE4FN8PDD22101	SCTA	MT50704	14 (4WC)	Easton	39,727	39,727	0	5310/1516	4/28/2023	2028
2306	2023	Ford	E450 Phoenix	1FDFE4FN5PDD22153	SCTA	MT50705	14 (4WC)	Easton	63,311	63,311	0	5310/1516	4/28/2023	2028
2307	2023	Ford	E450 Phoenix	1FDFE4FN0PDD22156	SCTA	MT50706	14 (4WC)	Easton	47,285	47,285	0	5310/1516	4/28/2023	2028
2308	2023	Ford	E450 Phoenix	1FDFE4FN6PDD22159	SCTA	MT50707	14 (4WC)	Easton	59,019	59,019	0	5310/1516	4/25/2023	2028
2309	2023	Ford	E450 Phoenix	1FDFE4FN2PDD22160	SCTA	MT50699	14 (4WC)	Easton	47,958	47,958	0	5310/5307/1516	4/24/2023	2028
2310	2023	Ford	E450 Phoenix	1FDFE4FN6PDD22162	SCTA	MT50700	14 (4WC)	Easton	47,092	47,092	0	5307/1516	4/28/2023	2028
2311	2023	Ford	E450 Phoenix	1FDFE4FNXPDD22164	SCTA	MT50701	14 (4WC)	Easton	39,086	39,086	0	5307/1516	4/25/2023	2028
2312	2023	Ford	E450 Phoenix	1FDFE4FN3PDD22166	SCTA	MT50702	14 (4WC)	Easton	43,104	43,104	0	5307/1516	4/25/2023	2028
2313	2023	Ford	E450 Phoenix	1FDFE4FN9PDD22172	SCTA	MT50703	14 (4WC)	Easton	25,162	25,162	0	5307/1516	4/24/2023	2028
2321	2023	Ford	E450 Phoenix	1FDEE4FK9PDD34730	SCTA	MT50877	14 (4WC)	Easton	37,803	37,803	0	5310/1516	7/27/2023	2028
2322	2023	Ford	E450 Phoenix	1FDEE4FK0PDD34731	SCTA	MT50875	14 (4WC)	Easton	33,812	33,812	0	5310/1516	7/3/2023	2028
2323	2023	Ford	E450 Phoenix	1FDEE4FK2PDD34732	SCTA	MT50874	14 (4WC)	Easton	35,640	35,640	0	5310/1516	7/13/2023	2028
2324	2023	Ford	E450 Phoenix	1FDEE4FK7PDD27663	SCTA	MT50878	14 (4WC)	Easton	27,164	27,164	0	5310/1516	7/28/2023	2028
2325	2023	Ford	E450 Phoenix	1FDEE4FK4PDD34733	SCTA	MT50876	14 (4WC)	Easton	36,680	36,680	0	1516	6/30/2023	2028
2326	2023	Ford	E450 Phoenix	1FDEE4FK6PDD34734	SCTA	MT50884	14 (4WC)	Easton	29,958	29,958	0	1516	7/13/2023	2028
2327	2023	Ford	E450 Phoenix	1FDEE4FK8PDD34735	SCTA	MT50883	14 (4WC)	Easton	37,468	37,468	0	5307/1516	7/31/2023	2028
2328	2023	Ford	E450 Phoenix	1FDEE4FKXPDD34736	SCTA	MT50882	14 (4WC)	Easton	26,363	26,363	0	5307/1516	7/27/2023	2028
2329	2023	Ford	E450 Phoenix	1FDEE4FK1PDD34737	SCTA	MT50881	14 (4WC)	Easton	28,760	28,760	0	5307/1516	7/27/2023	2028
2330	2023	Ford	E450 Phoenix	1FDEE4FK5PDD30478	SCTA	MT50880	14 (4WC)	Easton	18,548	18,548	0	5307/1516	7/14/2023	2028
2331	2023	Ford	E450 Phoenix	1FDEE4FK3PDD30480	SCTA	MT50879	14 (4WC)	Easton	45,657	45,657	0	5307/1516	7/14/2023	2028
									4,497,354	4,497,354	0			
TOTALS	**66**								**5,940,450**	**5,940,450**	**0**			

BARTA

NON REVENUE

JULY, 2025

VEH #	YEAR	MAKE	MODEL	VIN #	TITLE	LICENSE #	FUEL	PSGRS	COST-NEW	7-1-25 ODOMETER	FY 2024 Odometer	FY 2025 Mileage	YEARS USEFUL LIFE	FUNDING SOURCE	DATE IN SERVICE	YEAR TO BE REPLACED
14	2019	Ford	F350 4X4 PickUp	1FDRF3BT1KEF20353	SCTA	MG6254L	Diesel		$ 68,562	15,415	15,415	-	4	1514	10/11/2019	2029
17	2022	Ford	F350 4X4 PickUp	1FDRF3BT6NEE92750	SCTA	MG3277N	Diesel		$ 81,200	13,790	13,790	-	4	5307/1514	8/26/2022	2031
Uninsured/Underinsured Motorist Coverage (Non-Stacked Limit)																
82	2014	Ford	Escape	1FMCU9GX5EUC18827	BARTA	MG-5279H	UNL		$ 24,090	48,494	48,494	-	4	ACT 3 BSG	6/24/2014	2025
83	2019	Nissan	Pathfinder S	5N1DR2MM7KC652322	SCTA	MG-6165L	UNL	7	$ 28,103	35,068	35,068	-	4	5307/1514	10/28/2019	2027
84	2019	Nissan	Pathfinder S	5N1DR2MM5KC652528	SCTA	MG-6164L	UNL	7	$ 28,103	58,945	58,945	-	4	5307/1514	10/28/2019	2027
85	2020	Toyota	Highlander L	5TDCZRBH7LS026509	SCTA	MG-1358M	UNL	7	$ 34,612	34,131	34,131	-	4	5307/1514	9/25/2020	2028
86	2020	Toyota	Highlander L	5TDCZRBH9LS515719	SCTA	MG-1357M	UNL	7	$ 34,612	40,874	40,874	-	4	5307/1514	9/25/2020	2028
87	2022	Toyota	Highlander L	5TDCZRBH8NS174168	SCTA	MG-7287M	UNL	7	$ 36,012	25,692	25,692	-	4	5307/1514	12/16/2021	2028
88	2022	Toyota	Highlander L	5TDCZRBH5NS562684	SCTA	MG-7289M	UNL	7	$ 36,012	55,114	55,114	-	4	5307/1514	12/16/2021	2026
89	2023	Toyota	Highlander SE	5TDKDRAH9PS515785	SCTA	MG-9881N	UNL	7	$ 45,716	19,926	19,926	-	4	DISPOSAL	9/27/2023	2027
TOTALS	10								$ 371,306	327,523	327,523	-				

SCTA Service Vehicles

SERVICE VEHICLES ADMIN:														
57	2019	Nissan	5N1DR2MMXKC589393	Pathfinder S	SCTA	MG0439K			7	58,588	58,588	0	5307/1514	12/5/2018	2028
60	2019	Nissan	5N1DR2MM6KC651923	Pathfinder S	SCTA	MG6163L			7	44,069	44,069	0	5307/1514	10/28/2019	2028
61	2019	Nissan	5N1DR2MM2KC652423	Pathfinder S	SCTA	MG6162L			7	37,868	37,868	0	5307/1514	10/28/2019	2028
62	2022	Toyota	5TDCZRBHXNS562602	Highlander L	SCTA	MG7288M			7	27,266	27,266	0	5307/1514	12/16/2021	2028
NON-REVENUE VEHICLES:														
50	2018	CHEVY	1GB3KYCY3JZ240913	Silverado 3500	SCTA	MG3096K			3	15,781	15781	0	1514	4/9/2018	2028
52	2019	FORD	1FT7W2BT2KEE58211	F-250 XL Pickup	SCTA	2789L MG			5	10,342	10,342	0	5307/1514	5/20/2019	2029
59	2005	FORD WRECKER	1FTYW90U0TVA06736	49214679703RE	RRTA	28920MG			2	472,448	472,448	0	PTAF	9/2/2005	2024
53	2006	FORD	1FTSW21596EC74578	F-250 Pickup	RRTA	MG0397C			3	61,195	61,195	0	PTAF	3/8/2006	2018
NON-REVENUE SUPPORT VEHICLES EASTON COACH:														
A-126	2018	Dodge	2C4RDGBG1JR224710	Grand Caravan	SCTA	MT47860			5(1 WC)	30,744	30,744	0	New Freedom/1516	7/2/2018	2026
A-129	2018	Dodge	2C4RDGBG7JR224713	Grand Caravan	SCTA	MT47858			5(1 WC)	31,009	31,009	0	New Freedom/1516	5/29/2018	2026

APPENDIX B

EQUIPMENT LISTING

EQUIPMENT LISTING

Lancaster	Value	Date of Purchase	Condition Rating	Useful Life
Radio Tower	$82,838	10/10/00-4/17/24	3	20 years
Bus Wash	$170,482	05/08/08	3	15 years
Bus Vacuum	$83,638	01/27/09	3	15 years
Bus Lift	$221,847	09/21/21	5	15 years
Snow Blower	$51,850	01/00/97	3	15 years
Bus Simulator	$358,618	12/01/21	5	15 years
Reading				
3-Inground Bus lifts	$536,049	02/17/21	5	15 years
Fluid System	$73,494	08/01/09	4	15 years
Bus Wash	$510,000	11/29/23	5	15 years
Bus Vacuum	$91,140	07/11/05	3	15 years
Fuel Dispensing	$96,577	01/02/17	5	15 years
M20 Scrubber/Sweeper	$58,732	11/16/23	5	15 years

APPENDIXC

FACILITY LISTING

LANCASTER MAIN OPERATIONS CENTER

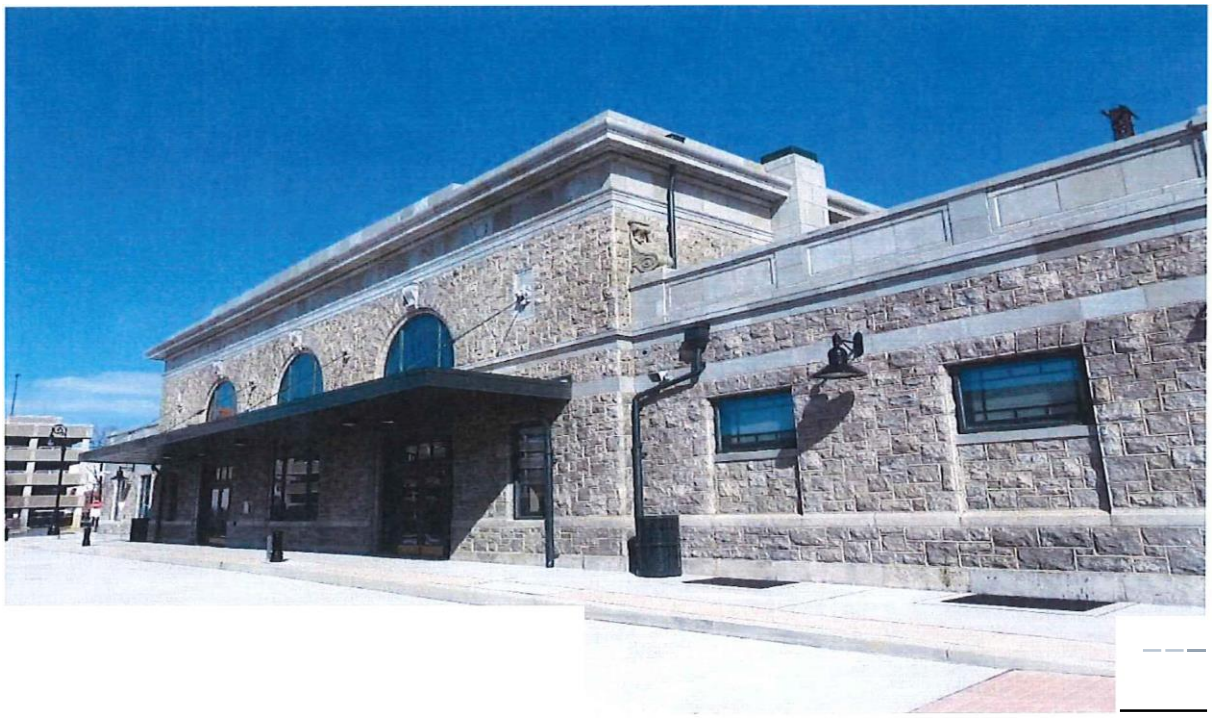
QUEEN STREET STATION PARKING GARAGE - LANCASTER

QUEEN STREET STATION-LANCASTER

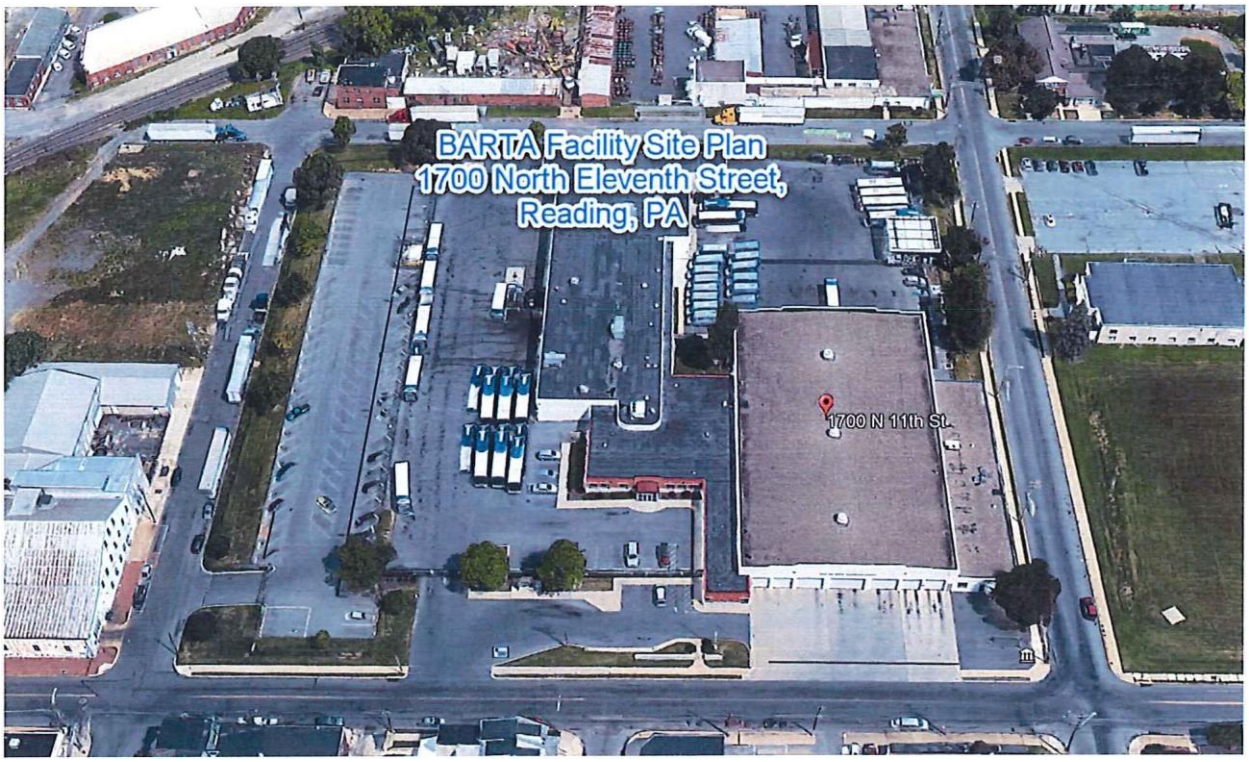
U1
0

BARTA Transportation Center

READING -FRANKLIN STREET STATION



READING OPERATIONS CENTER



PNT Garage

BTC Garage

APPENDIX D

SAMPLE INVENTORY FORMS

SCTA FIXED ASSET INVENTORY-VEHICLE

ASSET TAG NO:	2402	**LOCATION:**	ERICK RD - LANCASTER	
ASSET DESCRIPTION:	2024 35' GILLIG LOW FLOOR HYBRID ELECTRIC G30B102N4			
SERIAL NUMBER:	15GGB3016R3201084			
DATE IN SERVICE:	12/11/24			
EXPECTED LIFE:	12			
REPLACEMENT YEAR:	2036			
PURCHASE PRICE:	$794,727.00			
VENDOR NAME:	GILLIG			
		TITLE:	SCTA	
FUNDING:				**%**
FEDERAL:	$635,781.00	GRANT NO:	PA-2018-044-01 5307 PA-2020-057-08 5339 PA-2021-043-09 5339	80.000%
STATE:	$153,820.16	GRANT NO:	1514 DISCRETIONARY	19.355%
LOCAL:	$5,125.84		Local	0.645%
CONDITION		**USE**		
5-EXCELLENT	✓		ACTIVE	✓
4-GOOD			INACTIVE	
3-FAIR				
2-POOR		**MILEAGE**	2,898	
1-BEYOND USEFUL LIFE		**PLATE#**	MT	
DATE OF INSPECTIONS:	11/05/24	**BY-INTIALS**	KH	
DATE SOLD/DISPOSED:		**AMOUNT:**		

BARTA FIXED ASSET INVENTORY-EQUIPMENT

ASSET TAG NO:	1089	**LOCATION:**	N 11TH STREET	
ASSET DESCRIPTION:	JLG ES3246 SCISSORS LIFT			
SERIAL NUMBER:	M200099631			
DATE IN SERVICE:	11/15/24			
EXPECTED LIFE:	12			
REPLACEMENT YEAR:	2036			
PURCHASE PRICE:	$24,289.00			
VENDOR NAME:	EASTERN LIFT TRUCK CO INC			
		TITLE:	BARTA	
FUNDING:				**%**
FEDERAL:		GRANT NO:		0.00%
STATE:		GRANT NO:		0.00%
LOCAL:	$ 24,289.00		DISPOSAL FUNDS	100.00%
CONDITION		**USE**		
5-EXCELLENT	✓		ACTIVE	✓
4-GOOD			INACTIVE	
3-FAIR				
2-POOR				
1-BEYOND USEFUL LIFE				
DATE OF INSPECTIONS:	11/15/24	**BY-INTIALS**	KH	
DATE SOLD/DISPOSED:		**AMOUNT:**		

RRTA FIXED ASSET INVENTORY-EQUIPMENT

ASSET TAG NO:	3500	**LOCATION:**	Queen Street Parking Garage	
ASSET DESCRIPTION:	S30 Rider Sweeper Propane			
SERIAL NUMBER:	S30-12064			
PURCHASE DATE:	04/24/24			
EXPECTED LIFE:	12			
REPLACEMENT YEAR:	2036			
PURCHASE PRICE:	$50,395.00			
VENDOR NAME:	Tennant Company			
		TITLE:	RRTA	
FUNDING:				**%**
FEDERAL:		GRANT NO:		
STATE:		GRANT NO:		
LOCAL:	$50,395.00		Asset Disposal	100.00%
CONDITION		**USE**		
5-EXCELLENT	✓		ACTIVE	✓
4-GOOD			INACTIVE	
3-FAIR				
2-POOR				
1-BEYOND USEFUL LIFE				
DATE OF INSPECTIONS:	04/24/24	**BY-INTIALS**	KH	
DATE SOLD/DISPOSED:		**AMOUNT:**		

APPENDIX E

PREVENTIVE MAINTENANCE CHECKLIST

AB INSPECTION (6,000 Miles)

RED ROSE TRANSIT AUTHORITY
PREVENTIVE MAINTENANCE INSPECTION - 6,000 MILE

UNIT __ MILEAGE __ DATE _____ MECHANIC ____

Line No.

1	[ ]	Review History Card
2	[ ]	Walk Around Coach Damage Check- Record on Last Sheet
2A	[ ]	Paint Condition - Good/Fair/Poor
3	[ ]	Test Drive Unit - Noise - Smoke - Performance Check Heater and A/C Operation - (Run A/C in winter to lube seals)
4	[ ]	Engine Wash-Battery Wash Rear Wheels Wash
5	[ ]	Bleed Down Brake - Buzzer on at ___ PSI
6	[ ]	D1yer Blows off at __ PSI
7	[ ]	Steering Wheel Condition
8	[ ]	Steering Wheel Play
9	[ ]	Steering Wheel Column Mounting
9A	[ ]	Kneeler - Operation
10	[ ]	Horn
11	[ ]	Lights Dash and High Beam Indicators
12	[ ]	Wiper Washers - Operation
13	[ ]	Heater- Defroster- Operation (Driver Area)
13A	[ ]	Run Webasto Heater Check Operation
14	[ ]	Driver Seat Condition and Mounting - Check Seat Alarm
14A	[ ]	Roller on Brake Pedal Lubed and be sure it rolls free
15	[ ]	Wheelchair Lift or Ramp Operation - Steam Clean Platform - lube all hinge and pivots points. Check wires on sensors for frayed or torn wires - Check Hoses for Chafing. Check sensors for proper clearances.
15A	[ ]	Verify Voice Annunciator and Microphone Are Functioning Properly
16	[ ]	Walk Through Inspection
17	[ ]	Bell Strips and Buttons
18	[ ]	Seat Mounts - Side Wall Condition
18A	[ ]	Verify Wheelchair Seatbelts Are Clean and Function Properly
19	[ ]	Emergency Exits - Check Operation Lube as necessary
20	[ ]	Grab Handles
21	[ ]	Inside Lighting

22 [ ] Floor Condition - Bus Cleanliness

22A [ ] Replace HVAC Filters or Clean - Drain Tubes

23 [ ] Wiper Blade Condition - Replace as necessary

24 [ ] Front Grill Compartment -Fill Windshield Washer Solvent

25 [ ] Lights Exterior

25A [ ] Mirrors and Mounts Tighten

26 [ ] Exterior Glass Condition - Note: Breaks - Cracks. Record condition

27 [ ] Door Seal Condition Lube Hinges if needed. DO NOT OVERGREASE WIPE OFF EXCESS GREASE

28 [ ] Battery Condition - Battery Connections Cleaned - Adjust voltage regulator if needed.

29 [ ] Motor Oil ___ qts. installed.

29A [ ] Clean Spinner Filter

30 [ ] Transmission Oil ___ qts. Installed

31 [ ] Front Brake Lining ___ % left

31A [ ] Check Slack Adjusters for Proper Operation - Adjust Brakes

32 [ ] Front Suspension Condition - King Pins - EQ Links

33 [ ] Front Steering Linkage

33A [ ] Lube Chassis

34 [ ] Front Bellows

35 [ ] Air Tanks Drained- Excessive oil or water indicates repairs are necessary

36 [ ] Fuel Tank Straps and Bolts Tight

36A [ ] Change Oil - Fuel - Water - Transmission Filters **COLLECT OIL SAMPLE**

37 [ ] Rear Suspension - Radius Rods And Bushings - Check Rear End Lube

38 [ ] Rear Bellows

39 [ ] Rear Brake Shoes ___ % left

40 [ ] Engine Mounts

40A [ ] Check Fan Belt Idler Pulley's

41 [ ] Drive Shaft - U-Joints - Bolts

42 [ ] Chafing Hoses - Chafing Wires at wire loops

42A [ ] Check Fuel Switch for Leaks and Wire Connections

43 [ ] Tire Pressure Adjusted to Proper Pressure Per MFG Recomendtions.

44 [ ] Tread Depts/32" LF __RF__ RRI__ RRO_ LRI __ LRO __

45 [ ] Water Hoses Checked and Replaced as Necessary

46 [ ] Air Cleaner Checked- Replace as Necessary

47 [ ] Exhaust and Turbo Checked

48 [ ] Air Compressor Hoses and Lines

49 [ ] Fuel Lines - Chafing and Leaking

50 [ ] Power Steering - Fluid Condition - Level

51 [ ] Anti-Freeze - Coolant Protection - ____ F, SCA level_____

51A [ ] HYBRID BUSES- Check Anti-Freeze Level in Roof Coolant Tank.

52 [ ] Compartment Doors and Latches

53 [ ] Test Emergency Call Police Alarm. Verify Destination Sign and AVL in Dispatch Show Emergency.

54 [ ] Verify That AVL is Registering in Dispatch

55 [ ] Verify DVR power is on and REC light is on. EXCHANGE HARDRIVE

3 OK X = Repair Needed ☐ = Repair Completed

REPAIRS MADE

SCTA PREVENTIVE MAINTENANCE CHECKLIST

Task	6k or 90 days	12k	24k or6 Mos.	48k or 12 Mos.	75k	96k or2 Yrs	150k	250k or7 Yrs.
Is bus sitting level when parked?	x							
Take warm oil sample	x							
Change oil and filter	x							
Clean Spinner II	x							
Inspect radiator for leaks, dirt, debris	x							
Check coolant hoses and clamps	x							
Check surge tank & pressure release cap	x							
Steam clean engine compartment	x							
Lubricate drive line	x							
Replace hydraulic fluid filter	x							
Check air compressor mounting	x							
Check air tank mounting	x							
Check brake system for air leaks	x							
Inspect brake adjustment and slack adjuster operation	x							
Lubricate slack adjusters	x							
Inspect air bags, shocks and bushings for damage, wear, leaks	x							
Check ride height, test height control valve	x							
Test kneel	x							
Inspect front radius rod play	x							
Inspect rear radius rod play	x							
Inspect and lubricate steering linkage.	x							
Inspect king pin play	x							
Check differential oil level	x							
Inspect engine, transmission for oil leaks	x							
Check front door adjustment, sensitive edges, seals and interlocks. Lubricate linkage	x							
Check rear door adjustment, sensitive edges, seals and interlocks	x							
Check exterior lighting	x							
Check indicator lights and insturments	x							
Test Stop Request	x							
Test PA system, including external speakers	x							

Check for engine, transmission, ABS fault codes. Print Trip Report	x						
Check interior lights	x						
Check presence of vehicle registration, insurance card and accident packet	x						
Detail interior, including overhead box.	x						
Check engine compartment lights	x						
Check all emergency exits and hatches, presence of emergency handle	x						
Test the linear heat detector wires in engine compartment	x						
Check battery hold downs and cables	x						
Clean and loadtest batteries	x						
Inspect starter cables, mounting bolts	x						
Inspect AMEREX bottle pressure and system OK	x						
Inspect alternator (if equipped) cables and mounting	x						
Inspect all HVAC cables and components	x						
Inspect wiper blades and linkage. Lubricate pivot points. Check torque & adjustment	x						
Inspect body interior, seats and floors for damage	x						
Inventory and inspect all wheel chair tie down components	x						
Inspect and record all body damage	x						
Inspect all staunchions and grab rails for security	x						
Test wheelchair ramp operation. Check presense of emergency release handle	x						
Check for engine, transmission, ABS fault codes. Print Trip Report	x						
Clean, inspect and lubricate all chains and moving parts of w/c ramp	x						
Check refrigerant charge, compressor oil level and color	x						
Visually inspect all HVAC lines, hoses and fittings	x						
Check dry eyes and/or liquid line sight glass for moisture	x						
Inspect compressor drive belt, belt tension, tensioner and pulleys	x						
Replace HVAC return air filter	x						
Inspect condensor and coils	x						
Clean Defroster heater filter	x						
Clean A/C filter	x						
Perform stationary DPF regen	x						
Test both horn buttons	x						

Test driver seat controls	x						
Test all mirror controls. Insspect for damage	x						
Test sun shade operation	x						
Inspect brakes, record lining thickness	x						
Check engine mounts	x						
Inspect fire extinguisher charge, mounting	x						
Inspect emergency triangles and mounting	x						
Drain air tanks. Inspect for water/oil. Check Low Air light & Alarm, Park Brake activation	x						
Record air pressure recovery time, governmor set to 120 psi	x						
Update engine calibration		x					
Inspect mounting hardware in engine compartment		x					
Inspect air intake piping and clamps		x					
Clean charge air cooler		x					
Check exhaust for restrictions, leaks or loose mounting		x					
Check wheel stud torque		x					
Lubricate battery tray slides		x					
Replace fuel/water seperator		x					
Check coolant SCA concentration level		x					
Replace coolant filter		x					
Perform 4 wheel alignment		x					
Replace wiper blades			x				
Check belt/pulley alignment			x				
Inspect fuel tank mounts and straps			x				
Clean and lubricate wheel chair ramp			x				
Replace hydraulic fluid			x				
Check charge air cooler for leaks			x				
Check drive line fastener torque			x				
Check hydraulic pump mounting			x				
Test air dryer, check mounting, check for leaks			x				
Clean & inspect brake valve treadle, oil peddle assy			x				
Grease tie rod ends and king pins			x				
Check axle mounting and flange nut torque			x				
Check headlight aim			x				
Load test battery			x				
Check voltage regulator settings			x				
Inspect evap/heater blower & condensor fan motors			x				
AMEREX semi-annual service			x				
Replace secondary fuel filter			x				

Check fan hub			x					
Check automatic belt tensioner			x					
Steam clean all upholstery			x					
Semi-annual fare box service			x					
Check starter engagement protection circuit				x				
Check battery switch for function and continuity				x				
Inspect air compressor mounts, air lines and fittings				x				
Check compressor discharge and inlet for carbon				x				
Clean differential breather				x				
Check cooling fan motor and blades				x				
Test air governor operation				x				
Disassemble and clean PPV and single check valves				x				
Rebuild PP-1 park brake valve				x				
Re-torque front & rear suspension fasteners				x				
Replace shocks				x				
Replace compressor drive belt (if equipped)				x				
Replace defroster heater				x				
Replace floor heater filter				x				
Inspect vibration dampener				x				
Clean DPF filter				X				
Change transmission filters					x			
Adjust overhead					x			
Rebuild QR-1, SR-1, R-12DC, R-14, double check valves						x		
Rebuild air drier and replace desiccant				x				
Change coolant and flush system							x	
Replace differential fluid							x	
Change transmissison fluid							x	
Replace radiator, CAC, coolant hoses and clamps								x
Rebuild air compressor								x
Replace air bags and leveling valves								x
Replace differential breather								x
Replace driver seat								x
Replace automatic belt tensioners and pulleys								x
Replace starter								x
Replace injectors								x
Replace engine wiring harness								x
Replace all radius rods								x
Replace all passenger seat inserts								

APPENDIX F

MONTHLY MAINTENANCE PERFORMANCE REPORT

READING	PERFORMANCE ANALYSIS				
	MONTH:	May			
	CURRENT FY 2024		PRIOR FY 2023		
	MONTH	YEAR TO DATE	MONTH	YEAR TO DATE	YTD Delta
TOTAL MILES	138,197	967,019	140,817	922,739	4.80%
TOTAL FUEL	28,477	197,061	24,554	186,612	5.60%
TOTAL OIL (Qt)	56	467	31	261	79.12%
M. P. G.	4.85	4.91	5.73	4.94	-0.76%
M. P. / QT.	2,486	2,070	4,572	3,539	-41.49%
MAJOR SYSTEM FAILURES	6	81	14	74	9.46%
MINOR SYSTEM FAILURES	1	65	7	92	-29.35%
TOTAL SYSTEM FAILURES	7	146	21	166	-12.05%
MILES MAJOR SYSTEMS	23,033	11,939	10,058	12,469	-4.26%
MILES MINOR SYSTEM	138,197	14,877	20,117	10,030	48.33%
MILES TOTAL FAILURES	19,742	6,623	6,706	5,559	19.15%
FIXED ROUTE MILES	139,167	931,180	128,991	743,561	25.23%
GARAGE/MAINTENANCE MILES	(970)	13,497	11,826	179,178	-92.47%
SERVICE TRUCK MILES	1,110	5,385	483	3,275	
SERVICE TRUCK FUEL	90	305	56	369	

Reading	SHARED SERVICES PERFORMANCE ANALYSIS				
	MONTH:	**May**			
	CURRENT FY 2024		**PRIOR FY 2023**		
	MONTH	**YEAR TO DATE**	**MONTH**	**YEAR TO DATE**	YTD Delta
TOTAL MILES	57,731	380,850	55,591	375,284	1.48%
TOTAL FUEL	9,036	62,885	8,317	62,125	1.22%
TOTAL OIL (Qt)	0	12	1	14	-14.29%
M. P. G.	6.39	6.06	6.68	6.04	0.26%
M. P. / QT.	25,401	31,738	55,591	26,806	18.40%
MAJOR SYSTEM FAILURES	1	3	0	2	50.00%
MINOR SYSTEM FAILURES	0	1	0	1	0.00%
TOTAL SYSTEM FAILURES	1	4	0	1	300.00%
MILES MAJOR SYSTEMS	#DIV/0!	126,950	#DIV/0!	187,642	-32.34%
MILES MINOR SYSTEM	#DIV/0!	380,850	#DIV/0!	375,284	1.48%
MILES TOTAL FAILURES	#DIV/0!	95,213	#DIV/0!	375,284	-74.63%
REVENUE MILES	47,826	303,826	44,996	316,354	-3.96%
GARAGE/MAINTENANCE MILES	9,905	77,025	10,595	58,930	30.71%

PERFORMANCE ANALYSIS
Lancaster

MONTH: May 2024

CURRENT FY: 2023-2024 **PRIOR FY:** 2022-2023

	MONTH	YEAR TO DATE	MONTH	YEAR TO DATE	YTD Delta
TOTAL MILES	148,132	1,584,549	145,692	1,603,188	-1.2%
TOTAL FUEL	26,121	266,639	26,958	277,163	-3.8%
TOTAL OIL	12	113	14	190	-40.5%
M. P. G.	5.68	5.94	5.40	5.78	2.8%
M. P. /QT.	12,344	14,023	10,407	8,438	66.2%
MAJOR SYSTEM FAILURES	7	145	17	169	-14.2%
MINOR SYSTEM FAILURES	3	59	2	53	11.3%
TOTAL SYSTEM FAILURES	10	190	19	221	-14.0%
MILES BETWEEN MAJOR SYSTEMS	21,162	10,928	8,570	9,486	15.2%
MILES BETWEEN MINOR SYSTEM	49,377	26,857	72,846	30,831	-12.9%
MILES BETWEEN TOTAL FAILURES	14,813	8,341	7,668	7,254	15.0%
FIXED ROUTE MILES	142,112	1,428,497	13,767	1,541,373	
GARAGE/MAINTENANCE MILES	686	16,608	8,085	61,815	
SERVICE TRUCK MILES	159	3,070	146	1,220	
SERVICE TRUCK FUEL	36	390	0	123	
WRECKER MILES	29	604	53	115	

APPENDIX G

HISTORIC ROADCALL RATES FY 2020-2024

SOUTH CENTRAL TRANSIT AUTHORITY

Fixed Route Rolling Stock Performance FY 2020 - FY 2024

Year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	5 Year Average
TOTAL MILES	3,213,444	3,284,359	2,724,926	2,720,161	2,681,249	2,924,828
TOTAL FUEL	609,951	492,329	503,922	497,354	491,705	519,052
TOTAL OIL (Qt)	689.00	590	663	629	580	630
M. P. G. of fuel	5.27	5.29	5.31	5.39	5.36	5.32
M. P. / QT.	5,200	6,507	4,958	5,281	8,435	6,076
MAJOR SYSTEM FAILURES	367	327	370	263	246	315
MINOR SYSTEM FAILURES	295	149	123	122	132	164
TOTAL SYSTEM FAILURES	662	476	493	385	364	476
MILES PER MAJOR BREAKDOWN	8,756	9,192	8,809	10,688	10,944	9,678
NATIONAL AVERAGE NTD	10,997	10,995	11,016	10,246	10,152	10,681
AVERAGE MILE PER NON MAJOR BREAKDOWN	10,893	17,470	23,100	23,158	20,733	19,071
AVERAGE MILES PER TOTAL BREAKDOWN	3838	5,764	5,750	6,951	7,219	5,904
AVERAGE FLEET AGE	7.70	6.70	6.10	5.80	6.58	6.58
NATIONAL FLEET AVERAGE	6.7	7.48	8.40	6.90	7.20	7.34

APPENDIX H

FACILITY INSPECTION FORMS

OPERATIONS FACILITIES

Facility & Equipment Condition Assessment Inspection Form

Inspection Date:
Inspector(s) Name:
Facility Type:
Facility Name:
Facility Address:

HQ Facility Inspection Procedures			
Task Item	**Inspection Itern**	**Task**	**Notes**
A.	Major Component: Substructure Score	Inspect the following items.	
A.1.	Sub-Component: Support Walls	Inspect for crumbling or severe cracking. Paint Condition.	
A.2.	Sub-Component: Exterior Foundation	Look at foundations, columns, and pillars for deterioration and indicators of shifting or settling.	
A.3.	Sub-Component: Concrete Slab	Inspect for crumbling or severe cracking/lifting or settling.	
A.4.	Sub-Component: Beams & Trusses	Inspect for corrosion, cracking, bending, hardware condition, and paint coverage.	
B.	Major Component: Roof	Inspect the following items.	
B.1.	Sub-Component: Gutters, Downspouts & Drains	Inspect for drainage, clogs, leaks, loose connections, damage or missing components.	
B.2.	Sub-Component: Structural	Inspect for loose mounting connections, missing components, or corrosion.	
B.3.	Sub-Component: Surfaces (Shingles/Membrane)	Check flashing, tiles and rubber for cracking, intrusion, barrier breach, or missing items. Inspect painted & coated surfaces for deterioration, and hardware condition.	
B.4.	Sub-Component: Mechanical	Inspect any roof mounted structures (HVAC) for proper anchoring. Inspect for leaks, damage, weather-related deterioration, or missing components. Inspect boiler flues and venting for blockage/damage. Inspect electrical components for damage or corrosion.	
C.	Major Component: Exterior Shell	Inspect the following items.	
C.1.	Sub-Component: Exterior Windows	Inspect for broken glass, locking mechanism, damaged or corroded frames.	
C.2.	Sub-Component: Exterior Doors	Inspect for broken glass, locking mechanism, damaged or corroded frames.	
C.3.	Sub-Component: Siding Material	Inspect for impact damage, corrosion, missing panels, and paint condition.	
C.4.	Sub-Component: Garage Door(s)	Inspect for function, tracking, electrical components, damage and corrosion.	
C.5.	Sub-Component: Mechanical	Inspect electrical conduit and utility hookups for damage, corrosion or missing parts.	
C.6.	Sub-Component: Surface	Inspect for missing or fading paint, coatings, siding, concrete, and gaskets for deterioration corrosion or impact damage.	

	Inspection Item	Task	Notes
D.	Major Component: Interior (Office)	Inspect the following items.	
D.1.	Sub-Component: Floor Tile	Inspect for missing items and severe wear and tear. Uneven or unlevel floors.	
D.2.	Sub-Component: Carpet	Inspect for severe wear and tear, rips and stains.	
D.3.	Sub-Component: Doors	Inspect for broken glass, lock function, noises. Doors should be square within frame. Inspect ADA door for function.	
D.4.	Sub-Component: Structure (Walls, foundation, Trusses	Inspect drywall for crumbling or signs of water damage, bowed walls, and even molding.	
D.S.	Sub-Component: Surface (Paint)	Inspect for faded paint and coatings, stains and marks.	
D.6.	Sub-Component: Insulation	Inspect for drafts, missing items, and proper sealing.	
D.7.	Sub-Component: Mechanical (Utility)	Inspect lighting fixtures, leaky plumbing, exposed wiring, noises or smells. Inspect air ducts and venting.	
D.8.	Sub-Component: Stairs (surface & Structure)	Inspect for decay and corrosion, trip hazards, paint/coating condition, cracked welds, and loose surfaces, and mounting locations foundation/walls/rails.	
D.9.	Sub-Component: Ceiling (Tiles/surface)	Inspect for missing items, decay, staining and signs of water damage.	
E.	Major Component: Interior (Maintenance Shop & Parts Storeroom)	Inspect the followingitems.	
E.1.	Sub-Component: Mechanical (utility, pumps, lighting, electrical)	Inspect electrical conduit and utility hookups for damage, corrosion or missing parts.	
E.2.	Sub-Component: Structural (walls, frame, trusses)	Inspect foundation, walls, and support trusses for corrosion, decay, and cracks. Doors are square in frame.	
E.3.	Sub-Component: Surface (Paint/Walls))	Inspect for faded or peeling paint and coatings on wall surfaces.	
E.4.	Sub-Component: Stairs (surface & Structure)	Inspect for decay and corrosion, trip hazards, paint/coating condition, cracked welds, and loose surfaces, and mounting locations foundation/walls/rails.	
E.5.	Sub-Component: Flooring (Epoxy coating, level, condition)	Inspect floor for peeling paint and coatings. Is floor level without cracks?	
E.6.	Sub-Component: Ventilation System	Inspect filters, airflow function, and dust buildup. Inspect air ducts for separations and blockages.	
E.7.	Sub-Component: Plumbing	Inspect for leaks or corrosion, blocked drains.	
E.8.	Sub-Component: Ceiling(Leaks/Cracks)	Inspect for water leaks/damage, and decay.	

F.	MajorComponent: PlumbingSystem	Inspect thefollowingitems.	
F.1.	Sub-Component: Boiler/Furnace	Inspect forfunction, service records.	
F.2.	Sub-Component: Backflow Prevention Device	Inspect forfunction, service records.	
F.3.	Sub-Component: WaterHeater	Inspect forfunction, corrosion,andservice records.	
F.4.	Sub-Component: Exposed Pipes andValves	Inspect forleaks andcorrosion.	
F.5.	Sub-Component: Fixtures-WaterClosets	Inspect forfunction,leaks, andcorrosion	
F.6.	Sub-Component: Fixtures-Sink/Faucet	Inspect forfunction,leaks, andcorrosion	
F.7.	Sub-Component: Fixtures-Urinal	Inspect forfunction,leaks, andcorrosion	
G.	Major Component: HVACSystem	Inspect thefollowingitems.	
G.1.	Sub-Component: Chiller(s)	Inspect forfunction,decay,leaks, andcorrosion.	
G.2.	Sub-Component: Garage Ventilation Fans	Inspect forfunction, decay,leaks, andcorrosion.	
G.3.	Sub-Component: Filters	Inspect forfunction,decay,leaks, andcorrosion.	
G.4.	Sub-Component: Individual ACUnits	Inspect forfunction,decay,leaks,andcorrosion.	
G.5.	Sub-Component: Interior/Exterior Diffuser and fluventing.	Inspect forfunction, decay,leaks,blockage,andcorrosion.	
G.6.	Sub-Component: Disconnects	Inspect forfunction,decay,leaks, andcorrosion.	

Inspection Item		Task	Notes
H.	Major Component: Fire Protection System/Security Alarm System	Inspect the following items.	
H.1.	Sub-Component: Control Panel	Inspect for function and loose wires.	
H.2.	Sub-Component: Smoke Detection Devices	Inspect for function and loose wires.	
H.3.	Sub-Component: Heat Sensing Detectors	Inspect for function and loose wires.	
H.4.	Sub-Component: Strobe Alarm Lights	Inspect for function and loose wires.	
H.5.	Sub-Component: Audible Alarm	Inspect for function and loose wires.	
H.6.	Sub-Component: Phone Communication Module	Inspect forfunction and loose wires.	
H.7.	Sub-Component: Sprinkler System	Inspect for function, proper pressures, and service records	
H.8.	Sub-Component: Fire Alarm Pull Stations	Inspect for function and loose wires.	
H.9.	Sub-Component: Extinguisher(S)	Inspect for function, charging system, expiration dates, and mounting hardware.	
H.10.	Sub-Component: Power Supply Systems	Inspect for function and loose wires.	
H.11.	Sub-Component: Emergency Exit Signs	Inspect for function, low power backup feature, and burned bulbs.	
H.12.	Sub-Component: Stand Pipes & Plumbing	Inspect for condition & Function	
H.13.	Sub-Component: Emergency Interior Lights	Inspect for function, low power backup feature, and burned bulbs.	
I.	Major Component: Electrical	Inspect the following items.	
1.1.	Sub-Component: Breaker Panel Box	Inspect for loose wires, corrosion, decay, and damage.	
1.2.	Sub-Component: Emergency Pull Box	Inspect shut off for function. Inspect for loose wires, corrosion, decay, and damage.	
1.3.	Sub-Component: Junction Box	Inspect for loose wires, corrosion, decay, and damage.	
1.4.	Sub-Component: Light Switches	Inspect for function, loose wires or switches, corrosion, and damage.	
1.5.	Sub-Component: Electrical Outlets	Inspect for function, loose wires and mounting, corrosion, and damage.	
1.6.	Sub-Component: Garage Door Controls	Inspect for function, loose wires and mounting, corrosion, and damage.	
1.7.	Sub-Component: Connections	Inspect for function, loose wires and mounting, corrosion, and damage.	
1.8.	Sub-Component: Interior Light Fixtures	Inspect for function, burned out bulbs, loose wires and mounting, corrosion, and damage.	
1.9.	Sub-Component: Exterior Light Fixtures	Inspect forfunction, burned out bulbs, loose wires and mounting, corrosion, and damage.	
1.10.	Sub-Component: Transformer	Inspect for function, corrosion, loose wires, and damage.	

Inspection Item		Task	Notes
J.	Major Component: Equipment	Inspect the following items.	
J.1.	Equipment: Paint Booth*	Inspect lighting, electrical, heat, and ventilation systems.	
J.2.	Equipment: Bus Wash Rack System*	Inspect electrical, lighting, plumbing, and drains systems. Inspect tanks for leaks and cracks. Inspect foundation and floors for cracking, unevenness, and coatings. Ensure floor grates are not damaged. Ensure area signage is leg i	
J.3.	Equipment: Cyclone Vehicle Cleaning System*	Inspect for function. Inspect filter systems.	
J.4.	Equipment: 8Station Lube System*	Inspect forfunction, corrosion, and leaks.	
J.5.	Equipment: Rotary Lift	Inspect for function, damage, loose wires, and corrosion.	
J.6.	Equipment: Air Compressor	Inspect for function. Inspect filter systems, leaks, condensation, loose wires and corrosion. Inspect switches and air/water separator.	
J.7.	Equipment: HQGFI Fare Collection Safe	Inspect for condition and function.	
J.8.	Equipment: Backup Generator	Insp_ect for function and condition.	
J.9.	Equipment: HQSecurity CC1V System	Inspect for condition and function.	
J.10.	IEquipment: RadioSystem	Inspect for function, range, clarity, and loose wires/mounting hardware. Inspect antenna for corrosion.	
K.	Major Component: Site Grounds	Inspect the followin_g items.	
K.1.	!Sub-Component: Fencing & Gates	Inspect for damage and corrosion, proper locking, and secure mounting.	
K.2.	!Sub-Component: Roadways	Inspect asphalt and curbs for cracking, settling, and pot holes. Check for proper drainage.	
K.3.	!Sub-Component: Signage	Inspect for missing signs. Are signs clean and legible?	
K.4.	ISub-Component: Pavement Markings	Inspect for faded pave lines for parking spaces, disability p_arking, and no-parking/fire lane_a_reas.	
K.5.	!Sub-Component: Structural/Surface	Inspect for settling and cracks, painted and coated surfaces.	
K.6.	!Sub-Component: Sidewalk	Inspect for cracking, settling, decaying concrete, and craters. Inspect ADA pave cuts.	
K.7.	ISub-Component: Access Control *Devices*	Inspect forfunction, loose wiring, and corrosion.	
K.8.	!Sub-Component: Landscaping	Inspect for damaged and dead grass and shrubs, overgrown weeds, and properdr_ai_nlg_e.	
K.9.	!Sub-Component: Mechanical Systems	Inspect utility hookups for loose wires, secure mounting, corrosion, and damage.	
K.10.	ISub-Component: Exterior Lighting	Inspect light posts and perimeter lights for function, burned out bulbs, and secure mounting.	

APPENDIX I

MONTHLY FACILITY INSPECTION FORM

Facilities Management - Prevention Maitnenance Checklist

Date: _____ Arival Time: _____ Departure Time: _____ Work Order #:_____ Building:_____

No.	Description	Frequency	Satisfied	Repaired
	PLUMBING			
1	Leaking Faucets	Monthly	□ Y □ N	□ Y □ N
2	Leaking Water Lines	Monthly	□ Y □ N	□ Y □ N
3	Leaking Drain Lines	Monthly	□ Y □ N	□ Y □ N
4	Toilets	Monthly	□ Y □ N	□ Y □ N
5	Broken Tank Covers	Monthly	□ Y □ N	□ Y □ N
6	Broken Toilet Seats	Monthly	□ Y □ N	□ Y □ N
7	Drinking Fountains	Monthly	□ Y □ N	□ Y □ N
8	Proper Water Temp	Biweekly	□ Y □ N	□ Y □ N
9	Fixture Caulking	Monthly	□ Y □ N	□ Y □ N
10	Water Heater(s)	Biweekly	□ Y □ N	□ Y □ N
11	Floor Drains	Monthly	□ Y □ N	□ Y □ N
	ELECTRICAL			
12	Exit Lighting	Monthly	□ Y □ N	□ Y □ N
13	Interior Lighting	Biweekly	□ Y □ N	□ Y □ N
14	Exterior Lighting	Biweekly	□ Y □ N	□ Y □ N
15	Timer and Photo Cells	Biweekly	□ Y □ N	□ Y □ N
16	Cover Plates	Biweekly	□ Y □ N	□ Y □ N
17	Exhaust Fans	Quarterly	□ Y □ N	□ Y □ N
	LIFE SAFETY			
18	Emergency Lighting	Monthly	□ Y □ N	□ Y □ N
19	Fire Sprinklers	Monthly	□ Y □ N	□ Y □ N
20	Fire Alarm System	Monthly	□ Y □ N	□ Y □ N
21	Extinguishers Current	Monthly	□ Y □ N	□ Y □ N
22	Security System	Monthly	□ Y □ N	□ Y □ N
23	Carbon Monoxide Detectors	Monthly	□ Y □ N	□ Y □ N
24	Elevators	Weekly	□ Y □ N	□ Y □ N
25	Heat Trace	Weekly	□ Y □ N	□ Y □ N
26	Drip Drums	Weekly	□ Y □ N	□ Y □ N
	HEATING AND COOLING			
27	Filter(s) Change	Monthly	□ Y □ N	□ Y □ N
28	Evap/Cond Clean	Semi Annual	□ Y □ N	□ Y □ N
29	T-Stat(s) Function	Quarterly	□ Y □ N	□ Y □ N
30	Exhaust Fans	Quarterly	□ Y □ N	□ Y □ N
	SHOP SAFETY			
31	Storage Tanks and Drum Condition	Weekly	□ Y □ N	□ Y □ N
32	Eyewash Station	Weekly	□ Y □ N	□ Y □ N
33	Flamable Products Stored in Cabinets	Weekly	□ Y □ N	□ Y □ N
34	Sight Protection	Weekly	□ Y □ N	□ Y □ N
35	Hearing Protection	Weekly	□ Y □ N	□ Y □ N
36	Vehicle Exhaust System	Weekly	□ Y □ N	□ Y □ N
	Accessibility Features			
37	Elevators	Weekly	□ Y □ N	□ Y □ N
38	Automated Doors - Openers	Weekly	□ Y □ N	□ Y □ N
39	Curb Ramps - Steps	Weekly	□ Y □ N	□ Y □ N
40	Handrails	Weekly	□ Y □ N	□ Y □ N
41	Grab Bars	Weekly	□ Y □ N	□ Y □ N

No.	Description	Frequency	Satisfied	Repaired
	BUILDING INTERIOR			
42	Broken Windows	Biweekly	□ Y □ N	□ Y □ N
43	Window Operation	Monthly	□ Y □ N	□ Y □ N
44	Painting	Quarterly	□ Y □ N	□ Y □ N
45	Alliance Walls	Quarterly	□ Y □ N	□ Y □ N
46	Baseboards	Quarterly	□ Y □ N	□ Y □ N
47	Door Casings	Quarterly	□ Y □ N	□ Y □ N
48	Casework Secure	Biweekly	□ Y □ N	□ Y □ N
49	Interior Doors	Quarterly	□ Y □ N	□ Y □ N
50	Exterior Doors	Quarterly	□ Y □ N	□ Y □ N
51	Door Locks	Monthly	□ Y □ N	□ Y □ N
52	Door Closures	Monthly	□ Y □ N	□ Y □ N
53	Ceiling	Monthly	□ Y □ N	□ Y □ N
54	Door Stops	Quarterly	□ Y □ N	□ Y □ N
55	Window Locks	Monthly	□ Y □ N	□ Y □ N
56	Entry Lock Latches	Monthly	□ Y □ N	□ Y □ N
57	Carts and Shelving	Quarterly	□ Y □ N	□ Y □ N
58	Mold/Moisture	Biweekly	□ Y □ N	□ Y □ N
	BUILDING EXTERIOR			
59	Signs	Biweekly	□ Y □ N	□ Y □ N
60	Downspouts Clear	Monthly	□ Y □ N	□ Y □ N
61	Gutter Clear	Monthly	□ Y □ N	□ Y □ N
62	Exterior Paint	Quarterly	□ Y □ N	□ Y □ N
63	Broken Concrete	Quarterly	□ Y □ N	□ Y □ N
64	Asphalt Repair	Semi Annual	□ Y □ N	□ Y □ N
65	Parking Lot Striping	Monthly	□ Y □ N	□ Y □ N
66	Screens/Guards	Monthly	□ Y □ N	□ Y □ N
67	Drainage System	Semi Annual	□ Y □ N	□ Y □ N
68	Roof	Monthly	□ Y □ N	□ Y □ N
69	Emergency #800 Window/Door Stickers	Quarterly	□ Y □ N	□ Y □ N
	GROUNDS			
70	Fencing	Biweekly	□ Y □ N	□ Y □ N
71	Gates	Biweekly	□ Y □ N	□ Y □ N
72	Gate Locks	Biweekly	□ Y □ N	□ Y □ N
73	Wire Ties	Biweekly	□ Y □ N	□ Y □ N
74	Bottom Rails	Biweekly	□ Y □ N	□ Y □ N
75	End Caps	Biweekly	□ Y □ N	□ Y □ N
76	Trees and Shrubs	Biweekly	□ Y □ N	□ Y □ N
77	Lawn	Biweekly	□ Y □ N	□ Y □ N
78	Irrigation System	Biweekly	□ Y □ N	□ Y □ N
	MISC.			
79	Generators	Weekly	□ Y □ N	□ Y □ N
80	Parking Gates	Weekly	□ Y □ N	□ Y □ N

APPENDIX J

LONG RANGE CAPITAL IMPROVEMENT PROGRAM

RED ROSE TRANSIT AUTHORITY
STATE OF GOOD REPAIR
LONG RANGE CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING	FEDERAL SHORTFALL
		80.00%	19.36%	0.65%		$6,955,000	(Carryover)
FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING	FEDERAL SHORTFALL
2025		$0	$0	$0			
	REPLACE 2 2013 BUSES BYBRIDS	$1,200,000	$290,400	$9,675	$1,500,000		
	REPLACE/UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE RADIO TOWER-2000	$400,000	$96,800	$3,225	$500,000		
	REPLACE EMERGENCY GENERATOR-OPS	$280,000	$67,760	$2,258	$350,000		
	REPLACE 2005 TOW TRUCK	$240,000	$58,080	$1,935	$300,000		
	REPLACE DISPLAY PANELS QSS	$64,000	$15,488	$516	$80,000		
	TELEPHONE SYSTEM UPGRADES	$40,000	$9,680	$323	$50,000		
	MAINTENANCE SOFTWARE UPGRADES	$48,000	$11,616	$387	$60,000		
	FINANCE SYSTEM SOFTWARE UPGRADES	$48,000	$11,616	$387	$60,000		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$3,564,715**	**$862,661**	**$28,741**	**$4,455,894**	**$6,955,000**	**$3,390,285**

2026	REPLACE 23-2021 - PARATRANSIT VANS	$2,300,000	$556,600	$18,544	$2,875,000		
	REPLACEMENT 2-2015 BUSES - HYBRIDS	$1,200,000	$290,400	$9,675	$1,500,000		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	REPLACE FORKLIFT-TOW MOTOR	$40,000	$9,680	$323	$50,000		
	MOBILE TICKETING UPGRADES	$400,000	$96,800	$3,225	$500,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$4,384,715**	**$1,061,101**	**$35,352**	**$5,480,894**	**$6,955,000**	**$2,570,285**
2027	REPLACE 8-2022 - PARATRANSIT VANS	$800,000	$193,600	$6,450	$1,000,000		
	REPLACEMENT 8-2015 BUSES - HYBRIDS	$4,800,000	$1,161,600	$38,700	$6,000,000		
	COMPUTER HARDWARE/SOFTWARE	$96,000	$23,232	$774	$120,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,060,715**	**$1,466,693**	**$48,865**	**$7,575,894**	**$6,955,000**	**$894,285**
YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**		
2028	REPLACE 20-2023 - PARATRANSIT VANS	$2,000,000	$484,000	$16,125	$2,500,000		
	REPLACEMENT 4-2016 BUSES - HYBRIDS	$2,432,273	$588,610	$19,610	$3,040,342		
	REPLACE 1-2018 MAINTENANCE VEHICLE	$72,000	$17,424	$581	$90,000		
	COMPUTER HARDWARE/SOFTWARE	$96,000	$23,232	$774	$120,000		
	REPLACE COPIER 2021	$40,000	$9,680	$323	$50,000		
	REPLACE 2 SETS PORTABLE LIFTS-2016	$80,000	$19,360	$645	$100,000		
	REPLACE VENTRAC SNOW BLOWER-2016	$32,000	$7,744	$258	$40,000		

	REPLACE 4 SERVICE VEHICLES 2018/2019	$160,000	$38,720	$1,290	$200,000		
	UPGRADES SOLAR PANELS	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE EMERGENCY GEN - QSSII	$160,000	$38,720	$1,290	$200,000		
	REPLACE PORTABLE LIFTS-2015	$40,000	$9,680	$323	$50,000		
	TDP UPDATE	$140,000	$33,880	$1,129	$175,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,416,989**	**$1,552,911**	**$51,737**	**$8,021,236**	**$6,955,000**	**$538,011**

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING	FEDERAL SHORTFALL
2029	REPLACE 5-2024 - PARATRANSIT VANS	$500,000	$121,000	$4,031	$625,000		
	REPLACE 8 2017 BUSES HYBRID	$4,800,000	$1,161,600	$38,700	$6,000,000		
	REPLACE 1-2019 MAINTENANCE VEHICLE	$64,000	$15,488	$516	$80,000		
	COMPUTER HARDWARE/SOFTWARE	$120,000	$29,040	$968	$150,000		
	QSS I UPGRADES	$400,000	$96,800	$3,225	$500,000		
	REPLACE COPIER 2022	$40,000	$9,680	$323	$50,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,288,715**	**$1,521,869**	**$50,703**	**$7,860,894**	**$6,955,000**	**$666,285**
2030		$0	$0	$0	$0		
	REPLACE 10 2024 - PARATRANSIT VANS	$1,000,000	$242,000	$8,063	$1,250,000		
	REPLACE 5 2018 BUSES HYBRIDS	$3,225,498	$780,571	$26,006	$4,031,873		

	REPLACE 1-2020 SUPERVISORY VEHICLES	$44,000	$10,648	$355	$55,000		
	COMPUTER HARDWARE/SOFTWARE	$120,000	$29,040	$968	$150,000		
	OPS FACILITY UPGRADES	$1,200,000	$290,400	$9,675	$1,500,000		
	UPGRADE/REPLACE HYDRAULIC ELEV -QSS	$120,000	$29,040	$968	$150,000		
	REPLACE DISPLAY PANELS QSS	$80,000	$19,360	$645	$100,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,154,214**	**$1,489,320**	**$49,618**	**$7,692,767**	**$6,955,000**	**$800,786**
2031	REPLACE 23-2026 - PARATRANSIT VANS	$1,939,644	$469,394	$15,638	$2,424,556		
	REPLACE 6 2019 BUSES HYBRIDS	$3,986,716	$964,785	$32,143	$4,983,395		
	REPLACE AIR DRYER QSSII	$12,000	$2,904	$97	$15,000		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,383,076**	**$1,544,704**	**$51,464**	**$7,978,845**	**$6,955,000**	**$571,924**
2032	REPLACE 9-2027 - PARATRANSIT VANS	$781,761	$189,186	$6,303	$977,201		
	PURCHASE (20) BUS SHELTERS	$400,000	$96,800	$3,225	$500,000		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	REPLACE SHOP SWEEPER-2020	$28,000	$6,776	$226	$35,000		
	MOBILE TICKETING UPGRADES	$400,000	$96,800	$3,225	$500,000		
	QSS PHASE II - UPGRADES	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE BUS SHELTERS	$240,000	$58,080	$1,935	$300,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		

	TOTAL	**$3,094,476**	**$748,863**	**$24,949**	**$3,868,095**	**$6,955,000**	**$3,860,524**

FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING	FEDERAL SHORTFALL
2033	REPLACE 17-2028 - PARATRANSIT VANS	$1,520,960	$368,072	$12,263	$1,901,199		
	REPLACE 3 2021 BUSES HYBRIDS	$2,114,754	$511,770	$17,050	$2,643,442		
	COMPUTER HARDWARE/SOFTWARE	$200,000	$48,400	$1,613	$250,000		
	REPLACE AIR COMPRESSOR/DRYER-2021	$40,000	$9,680	$323	$50,000		
	SR FACILITY UPGRADES	$1,200,000	$290,400	$9,675	$1,500,000		
	TDP UPDATE	$144,000	$34,848	$1,161	$180,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$5,584,428**	**$1,351,432**	**$45,024**	**$6,980,535**	**$6,955,000**	**$1,370,572**
2034	REPLACE 20-2029 - PARATRANSIT VANS	$1,843,045	$446,017	$14,860	$2,303,806		
	REPLACE 1 2022 BUSES HYBRIDS	$784,000	$189,728	$6,321	$980,000		
	COMPUTER HARDWARE/SOFTWARE	$200,000	$48,400	$1,613	$250,000		
	REPLACE BOBCAT-2022	$40,000	$9,680	$323	$50,000		
	REPLACE 4-POST LIFT -2022	$160,000	$38,720	$1,290	$200,000		
	REPLACE FIRE ALARM SYSTEM QSS	$144,000	$34,848	$1,161	$180,000		
	REPLACE EMERGENCY GEN - QSS	$320,000	$77,440	$2,580	$400,000		
	REPLACE REVENUE EQUIP QSS II	$40,000	$9,680	$323	$50,000		
	REPLACE SHOP SCRUBBER-2022	$36,000	$8,712	$290	$45,000		

	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$3,931,760**	**$951,486**	**$31,700**	**$4,914,700**	**$6,955,000**	**$3,023,240**
2035		$0	$0	$0	$0		
	COMPUTER HARDWARE/SOFTWARE	$200,000	$48,400	$1,613	$250,000		
	REPLACE FORKLIFT-2023	$36,000	$8,712	$290	$45,000		
	REPLACE/UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE WASTE OIL BURNERS-2023 (4)	$280,000	$67,760	$2,258	$350,000		
	REPLACE DISPLAY PANELS QSS	$120,000	$29,040	$968	$150,000		
	UPGRADE TELEPHONE SYSTEM	$56,000	$13,552	$452	$70,000		
	UPGRADES MAINTENANCE SOFTWARE	$80,000	$19,360	$645	$100,000		
	UPGRADES FINANCE SOFTWARE	$80,000	$19,360	$645	$100,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$2,016,715**	**$488,045**	**$16,260**	**$2,520,894**	**$6,955,000**	**$4,938,285**
2036	REPLACE 23-2031 - PARATRANSIT VANS	$2,248,579	$544,156	$18,129	$2,810,724		
	REPLACE 3 2024 BUSES BYBRIDS	$1,800,000	$435,600	$14,513	$2,250,000		
	COMPUTER HARDWARE/SOFTWARE	$200,000	$48,400	$1,613	$250,000		
	REPLACE SCISSOR LIFT QSS-2024	$32,000	$7,744	$258	$40,000		
	REPLACE/UPGRADE FIRE ALARM - OPS	$200,000	$48,400	$1,613	$250,000		
	REPLACE FAREBOX SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE GARAGE SWEEPER QSS-2024	$56,000	$13,552	$452	$70,000		

	REPLACE COMMUNICATIONS EQUIP.	$200,000	$48,400	$1,613	$250,000		
	MOBILETICKETING UPGRADES	$400,000	$96,800	$3,225	$500,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,301,295**	**$1,524,913**	**$50,804**	**$7,876,618**	**$6,955,000**	**$653,705**

YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING	FEDERAL SHORTFALL
2037	REPLACE 9-2032 - PARATRANSIT VANS	$906,275	$219,319	$7,307	$1,132,844		
	REPLACE 2 2025 BUSES BYBRIDS	$1,586,783	$384,001	$12,793	$1,983,478		
	REPLACE UPGRADE ELEVATORS QSSII	$280,000	$67,760	$2,258	$350,000		
	COMPUTER HARDWARE/SOFTWARE	$200,000	$48,400	$1,613	$250,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$3,337,773**	**$807,741**	**$26,911**	**$4,172,216**	**$6,955,000**	**$3,617,227**
2038	REPLACE 20-2033 - PARATRANSIT VANS	$2,000,000	$484,000	$16,125	$2,500,000		
	REPLACEMENT 13-2027 BUSES - HYBRIDS	$1,800,000	$435,600	$14,513	$2,250,000		
	REPLACE 1-2028 MAINTENANCE VEHICLE	$72,000	$17,424	$581	$90,000		
	REPLACE 2 -2028 SUPERVISORY VEHICLES	$64,000	$15,488	$516	$80,000		
	REPLACE 2-2029- SUPERVISORY VEHICLES	$64,000	$15,488	$516	$80,000		
	REPLACE BUS WASH-2023	$180,000	$43,560	$1,451	$225,000		
	REPLACE FUEL SYSTEM TRACKING-2026	$100,000	$24,200	$806	$125,000		
	QSS I UPGRADES	$800,000	$193,600	$6,450	$1,000,000		

	OPS CENTER UPGRADES	$800,000	$193,600	$6,450	$1,000,000		
	TDP UPDATE	$112,000	$27,104	$903	$140,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,356,715**	**$1,538,325**	**$51,251**	**$7,945,894**	**$6,955,000**	**$598,285**
2039	REPLACE 17-2034 - PARATRANSIT VANS	$1,700,000	$411,400	$13,706	$2,125,000		
	REPLACEMENT 7-2027 BUSES - HYBRIDS	$4,200,000	$1,016,400	$33,863	$5,250,000		
	REPLACE 1-2029 MAINTENANCE VEHICLE	$72,000	$17,424	$581	$90,000		
	REPLACE PORTABLE LIFTS-2028	$48,000	$11,616	$387	$60,000		
	COMPUTER HARDWARE/SOFTWARE	$40,000	$9,680	$323	$50,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,424,715**	**$1,554,781**	**$51,799**	**$8,030,894**	**$6,955,000**	**$530,285**
2040		$0	$0	$0	$0		
	REPLACEMENT 4-2028 & 2 2029 BUSES - HYBRIDS	$3,600,000	$871,200	$29,025	$4,500,000		
	REPLACE 10-2036 - PARATRANSIT VANS	$1,000,000	$242,000	$8,063	$1,250,000		
	REPLACE/UPGRADE TELEPHONE SYSTEM	$40,000	$9,680	$323	$50,000		
	COMPUTER HARDWARE/SOFTWARE	$240,000	$58,080	$1,935	$300,000		
	REPLACE/UPGRADE MAINT SOFTWARE	$40,000	$9,680	$323	$50,000		
	REPLACE/UPGRADE FINANCE SOFTWARE	$40,000	$9,680	$323	$50,000		
	REPLACE 2 SETS PORTABLE LIFTS-2028	$96,000	$23,232	$774	$120,000		

	REPLACE VENTRAC SNOW BLOWER-2028	$40,000	$9,680	$323	$50,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$5,460,715**	**$1,321,493**	**$44,027**	**$6,825,894**	**$6,955,000**	**$2,024,570**
YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**PROJECTED FEDERAL FUNDING**	**FEDERAL SHORTFALL**
2041	REPLACE 13-2036 - PARATRANSIT VANS	$1,300,000	$314,600	$10,481	$1,625,000		
	REPLACEMENT 6-2029 BUSES - HYBRIDS	$3,600,000	$871,200	$29,025	$4,500,000		
	COMPUTER HARDWARE/SOFTWARE	$240,000	$58,080	$1,935	$300,000		
	REPLACE COPIER 2028	$32,000	$7,744	$258	$40,000		
	REPLACE AIR COMPRESSOR OPS	$20,000	$4,840	$161	$25,000		
	REPLACE AIR DRYER OPS	$12,000	$2,904	$97	$15,000		
	MOBILE TICKETING UPGRADES	$520,000	$125,840	$4,193	$650,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,088,715**	**$1,473,469**	**$49,090**	**$7,610,894**	**$6,955,000**	**$866,285**
2042	REPLACE 9-2037 - PARATRANSIT VANS	$1,050,621	$254,250	$8,471	$1,313,277		
	REPLACE 5 2030 BUSES HYBRID	$4,598,790	$1,112,907	$37,078	$5,748,487		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	REPLACE SOLAR PANELS - 2021	$280,000	$67,760	$2,258	$350,000		
	REPLACE COPIER 2029	$32,000	$7,744	$258	$40,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		

	TOTAL	**$6,406,126**	**$1,550,283**	**$51,649**	**$8,007,658**	**$6,955,000**	**$548,874**
2043	REPLACE 17-2038 - PARATRANSIT VANS	$2,044,042	$494,658	$16,480	$2,555,053		
	REPLACE 6 2031 BUSES HYBRIDS	$3,600,000	$871,200	$29,025	$4,500,000		
	COMPUTER HARDWARE/SOFTWARE	$240,000	$58,080	$1,935	$300,000		
	TDP UPDATES	$116,000	$28,072	$935	$145,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,364,758**	**$1,540,271**	**$51,316**	**$7,955,947**	**$6,955,000**	**$590,242**
2044	REPLACE 20-2039 - PARATRANSIT VANS	$2,476,898	$599,409	$19,970	$3,096,123		
	SR FACILITY UPGRADES	$3,200,000	$774,400	$25,800	$4,000,000		
	COMPUTER HARDWARE/SOFTWARE	$240,000	$58,080	$1,935	$300,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,281,614**	**$1,520,151**	**$50,646**	**$7,852,017**	**$6,955,000**	**$673,386**

FISCAL YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**PROJECTED FEDERAL FUNDING**	**FEDERAL SHORTFALL**
2045		$0	$0	$0			
	REPLACE 3 2031 BUSES HYBRIDS	$3,015,133	$729,662	$24,310	$3,768,916		
	COMPUTER HARDWARE/SOFTWARE	$240,000	$58,080	$1,935	$300,000		
	REPLACE/UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE DISPLAY PANELS QSS	$56,000	$13,552	$452	$70,000		

	REPLACE SHOP SWEEPER-2020	$24,000	$5,808	$194	$30,000		
	UPGRADE TELEPHONE SYSTEM	$48,000	$11,616	$387	$60,000		
	UPGRADE MAINTENACNE SOFTWARE	$60,000	$14,520	$484	$75,000		
	UPGRADE FINANCE SOFTWARE	$60,000	$14,520	$484	$75,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$4,667,848**	**$1,129,619**	**$37,635**	**$5,834,810**	**$6,955,000**	**$2,287,152**
2046	REPLACE 23-2041 - PARATRANSIT VANS	$3,021,903	$731,300	$24,364	$3,777,378		
	REPLACE 1 2034 BUSES HYBRIDS	$1,035,196	$250,517	$8,346	$1,293,995		
	COMPUTER HARDWARE/SOFTWARE	$240,000	$58,080	$1,935	$300,000		
	REPLACE BOBCAT-2034	$40,000	$9,680	$323	$50,000		
	REPLACE 4-POST LIFT -2034	$140,000	$33,880	$1,129	$175,000		
	REPLACE PARKING VALIDATOR-2034	$36,000	$8,712	$290	$45,000		
	REPLACE SHOP SCRUBBER-2034	$32,000	$7,744	$258	$40,000		
	MOBILE TICKETING UPGRADES	$560,000	$135,520	$4,515	$700,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$5,469,814**	**$1,323,695**	**$44,100**	**$6,837,267**	**$6,955,000**	**$1,485,186**
2047	REPLACE 10-2015 - PARATRANSIT VANS	$627,512	$151,858	$5,059	$784,390		
	UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	TDP UPDATE PLAN	$120,000	$29,040	$968	$150,000		
	COMPUTER HARDWARE/SOFTWARE	$400,000	$96,800	$3,225	$500,000		

	REPLACE COPIER -2041	$24,000	$5,808	$194	$30,000		
	UPGRADE PARKING GARAGE	$600,000	$145,200	$4,838	$750,000		
	REPLACE AIR COMPRESSOR/DRYER-2007	$20,000	$4,840	$161	$25,000		
	PURCHASE OFFICE EQUIPMENT	$12,000	$2,904	$97	$15,000		
	PURCHASE DRIVING SIMULATOR	$160,000	$38,720	$1,290	$200,000		
	SR FACILITY DESIGN	$2,000,000	$484,000	$16,125	$2,500,000		
	ACCESS TO JOBS PROGRAM	$240,000	$58,080	$1,935	$300,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$5,368,227**	**$1,299,111**	**$43,281**	**$6,710,284**	**$6,955,000**	**$1,586,773**

YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**		
2048	REPLACE 9-2015 - PARATRANSIT VANS	$581,704	$140,772	$4,690	$727,130		
	REPLACE 1 2010 BUS - HYBRIDS	$509,248	$123,238	$4,106	$636,560		
	REPLACE ABOVE GROUND TANKS (2023)	$1,600,000	$387,200	$12,900	$2,000,000		
	REPLACE PORTABLE LIFTS-2039	$36,000	$8,712	$290	$45,000		
	PURCHASE (20) BUS SHELTERS	$200,000	$48,400	$1,613	$250,000		
	REPLACE COPIER -2042	$24,000	$5,808	$194	$30,000		
	REPLACE 4-POST LIFT -2010	$96,000	$23,232	$774	$120,000		
	REPLACE SHOP SCRUBBER-2010	$20,000	$4,840	$161	$25,000		
	SR FACILITY CONSTRUCTION	$2,000,000	$484,000	$16,125	$2,500,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$5,431,666**	**$1,314,463**	**$43,793**	**$6,789,583**	**$6,955,000**	**$1,523,334**

2049	REPLACE 17-2017 - PARATRANSIT VANS	$1,131,737	$273,880	$9,125	$1,414,671		
	REPLACE BUS WASH 2038	$160,000	$38,720	$1,290	$200,000		
	SR FACILITY IMPROVEMENTS	$4,400,000	$1,064,800	$35,475	$5,500,000		
	COMPUTER HARDWARE/SOFTWARE	$160,000	$38,720	$1,290	$200,000		
	REPLACE FORKLIFT-2035	$28,000	$6,776	$226	$35,000		
	REPLACE WASTE OIL BURNERS-2010 (4)	$60,000	$14,520	$484	$75,000		
	TDP UPDATE	$100,000	$24,200	$806	$125,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$6,404,452**	**$1,549,877**	**$51,636**	**$8,005,565**	**$6,955,000**	**$550,548**
2050	REPLACE 20-2018 - PARATRANSIT VANS	$1,371,399	$331,878	$11,057	$1,714,248		
	REPLACE 3 2012 BUSES BYBRIDS	$1,620,783	$392,229	$13,068	$2,025,978		
	COMPUTER HARDWARE/SOFTWARE	$400,000	$96,800	$3,225	$500,000		
	REPLACE PARKING CONTROL SYSTEMS	$64,000	$15,488	$516	$80,000		
	REPLACE FAREBOX SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE COMMUNICATIONS EQUIP.	$200,000	$48,400	$1,613	$250,000		
	REPLACE SCISSOR LIFT QSS-2012	$12,000	$2,904	$97	$15,000		
	SECURITY CAMERA UPGRADES QSS	$40,000	$9,680	$323	$50,000		
	REPLACE GARAGE SWEEPER QSS-2012	$44,000	$10,648	$355	$55,000		
	ADA SERVICE	$364,715	$88,261	$2,941	$455,894		
	TOTAL	**$4,916,896**	**$1,189,889**	**$39,642**	**$6,146,120**	**$6,955,000**	**$2,038,104**

Total 30 Year Federal Shortfall	**$42,198,437**.	**437**

BERKS AREA REGIONAL TRANSIT AUTHORITY
STATE OF GOOD REPAIR
LONG RANGE CAPITAL IMPROVEMENT PROGRAM

	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING	BALANCE FEDERAL SHORTFALL
		80.00%	19.36%	0.65%		$5,295,000	(Carryover/CMAQ)
FISCAL YEAR	CAPITAL NEEDS	FEDERAL	STATE	LOCAL	TOTAL	PROJECTED FEDERAL FUNDING	BALANCE FEDERAL SHORTFALL
2025						$5,295,000	
	REPLACEMENT 3 2015 BUSES - HYBRIDS	$1,905,600	$461,155	$15,364	$2,382,000		
	REPLACE BOBCAT-2010	$32,000	$7,744	$258	$40,000		
	REPLACE/UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE /UPGRADE TELEHONE SYSTEM	$40,000	$9,680	$323	$50,000		
	REPLACE/UPGRADE MAINT. SOFTWARE	$120,000	$29,040	$968	$150,000		
	REPLACE/UPGRADE DISPLAY PANELS	$80,000	$19,360	$645	$100,000		
	COMPUTER HARDWARE/SOFTWARE	$56,000	$13,552	$452	$70,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$3,397,848**	**$822,279**	**$27,395**	**$4,247,310**	**$5,295,000**	**$1,897,152**
2026	REPLACE 16-2021 - PARATRANSIT VANS	$1,600,000	$387,200	$12,900	$2,000,000		
	REPLACE TWO VENTRACS -2016	$64,000	$15,488	$516	$80,000		
	REPLACE JACK STANDS (14) - 2011	$20,000	$4,840	$161	$25,000		
	MOBILE TICKETING UPGRADES	$320,000	$77,440	$2,580	$400,000		

	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$2,368,248**	**$573,116**	**$19,094**	**$2,960,310**	**$5,295,000**	**$2,926,752**
2027	REPLACE 8-2022 - PARATRANSIT VANS	$800,000	$193,600	$6,450	$1,000,000		
	REPLACEMENT 6 2016 BUSES - HYBRIDS	$3,600,000	$871,200	$29,025	$4,500,000		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$4,844,248**	**$1,172,308**	**$39,057**	**$6,055,310**	**$5,295,000**	**$450,752**
2028	REPLACE 7-2023 - PARATRANSIT VANS	$700,000	$169,400	$5,644	$875,000		
	REPLACE 23-2024 - PARATRANSIT VANS	$2,300,000	$556,600	$18,544	$2,875,000		
	REPLACE FAREBOX SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	TDP UPDATE	$98,800	$23,910	$797	$123,500		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$4,263,048**	**$1,031,658**	**$34,371**	**$5,328,810**	**$5,295,000**	**$1,031,952**
YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**PROJECTED FEDERAL FUNDING**	**BALANCE FEDERAL SHORTFALL**
2029	REPLACEMENT 1 2016 BUSES - HYBRIDS	$600,000	$145,200	$4,838	$750,000		
	REPLACE 16-2026 - PARATRANSIT VANS	$1,600,000	$387,200	$12,900	$2,000,000		

REPLACE 2 2019 -SUPERVISORY VEHICLE	$56,000	$13,552	$452	$70,000		
REPLACE 1 2019 -MAINTENANCE VEHICLE	$64,000	$15,488	$516	$80,000		
COMPUTER HARDWARE/SOFTWARE	$96,000	$23,232	$774	$120,000		
REPLACE SCISSOR LIFT-2014	$16,000	$3,872	$129	$20,000		
FACILITY UPGRADES	$400,000	$96,800	$3,225	$500,000		
REPLACE FUEL SYSTEM-2017	$96,000	$23,232	$774	$120,000		
REPLACE AIR COMPRESSOR	$80,000	$19,360	$645	$100,000		
FRANKLIN ST STATION UPGRADES	$640,000	$154,880	$5,160	$800,000		
REPLACE/UPGRADE HYDRAULIC ELEV BTC	$80,000	$19,360	$645	$100,000		
REPLACE PARKING EQUIPMENT	$80,000	$19,360	$645	$100,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$4,172,248**	**$1,009,684**	**$33,639**	**$5,215,310**	**$5,295,000**	**$1,122,752**

2030

REPLACE 7 2018 HYBRID BUSES	$4,200,000	$1,016,400	$33,863	$5,250,000		
REPLACE 2 2020 -SUPERVISORY VEHICLE	$72,000	$17,424	$581	$90,000		
REPLACE 1 2020 -MAINTENANCE VEHICLE	$72,000	$17,424	$581	$90,000		
REPLACE AIR DRYER	$12,000	$2,904	$97	$15,000		
UPGRADE TELEHONE SYSTEM	$40,000	$9,680	$323	$50,000		
UPGRADE MAINT SOFTWARE	$40,000	$9,680	$323	$50,000		
UPGRADE FINANCE SOFTWARE	$40,000	$9,680	$323	$50,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$4,840,248**	**$1,171,340**	**$39,024**	**$6,050,310**	**$5,295,000**	**$454,752**

2031

	REPLACE 17 2019 BUSES HYBRIDS	$10,200,000	$2,468,400	$82,238	$12,750,000		
	REPLACE TWO COPIERS	$40,000	$9,680	$323	$50,000		
	REPLACE 1 2021 -SUPERVISORY VEHICLE	$32,000	$7,744	$258	$40,000		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	MOBILE TICKETING UPGRADES	$400,000	$96,800	$3,225	$500,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$11,116,248**	**$2,690,132**	**$89,625**	**$13,895,310**	**$5,295,000**	**-$5,821,248**
2032							
	REPLACE 8-2027 - PARATRANSIT VANS	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE 6 2020 BUSES HYBRIDS	$3,600,000	$871,200	$29,025	$4,500,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$4,764,248**	**$1,152,948**	**$38,412**	**$5,955,310**	**$5,295,000**	**$530,752**

YEAR						**PROJECTED FEDERAL**	**BALANCE FEDERAL**
2033	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**FUNDING**	**SHORTFALL**
	REPLACE 7-2028 & 4 2029 - PARATRANSIT VANS	$1,100,000	$266,200	$8,869	$1,375,000		
	REPLACE 4 2021 BUSES HYBRIDS	$2,400,000	$580,800	$19,350	$3,000,000		
	COMPUTER HARDWARE/SOFTWARE	$40,000	$9,680	$323	$50,000		
	REPLACE PORTABLE LIFTS	$120,000	$29,040	$968	$150,000		
	REPLACE BUS TIRE CAROUSEL - 2018	$36,000	$8,712	$290	$45,000		
	REPLACE VAN TIRE CAROUSEL- 2018	$28,000	$6,776	$226	$35,000		
	TDP UPDATE	$104,000	$25,168	$839	$130,000		

PURCHASE (20) BUS SHELTERS	$240,000	$58,080	$1,935	$300,000		
RADIO SYSTEM UPGRADES	$200,000	$48,400	$1,613	$250,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$4,632,248**	**$1,121,004**	**$37,347**	**$5,790,310**	**$5,295,000**	**$662,752**

2034

REPLACE 19-2029 - PARATRANSIT VANS	$1,900,000	$459,800	$15,319	$2,375,000		
REPLACE 5 2022 BUSES HYBRIDS	$3,000,000	$726,000	$24,188	$3,750,000		
REPLACE 1 2024 -SUPERVISORY VEHICLE	$28,000	$6,776	$226	$35,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$5,292,248**	**$1,280,724**	**$42,669**	**$6,615,310**	**$5,295,000**	**$2,752**

2035

REPLACE/UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
REPLACE 4 2023 BUSES HYBRIDS	$2,400,000	$580,800	$19,350	$3,000,000		
UPGRADE SECURITY SYSTEM	$200,000	$48,400	$1,613	$250,000		
COMPUTER HARDWARE/SOFTWARE	$40,000	$9,680	$323	$50,000		
REPLACE/UPGRADE FIRE ALARM BTC	$200,000	$48,400	$1,613	$250,000		
REPLACE DISPLAY PANELS BYC	$80,000	$19,360	$645	$100,000		
REPLACE FORKLIFT/TOW MOTOR-2020	$24,000	$5,808	$194	$30,000		
REPLACE WASTE OIL BURNERS	$120,000	$29,040	$968	$150,000		
UPGRADE TELEHONE SYSTEM	$40,000	$9,680	$323	$50,000		
UPGRADE MAINT SOFTWARE	$40,000	$9,680	$323	$50,000		
UPGRADE FINANCE SOFTWARE	$40,000	$9,680	$323	$50,000		
FRNAKLIN STREET STATION UPGRADES	$400,000	$96,800	$3,225	$500,000		

	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$4,748,248**	**$1,149,076**	**$38,283**	**$5,935,310**	**$5,295,000**	**$546,752**
2036							
	REPLACE 16-2031 - PARATRANSIT VANS	$1,600,000	$387,200	$12,900	$2,000,000		
	COMPUTER HARDWARE/SOFTWARE	$40,000	$9,680	$323	$50,000		
	REPLACE 4-POST LIFT	$80,000	$19,360	$645	$100,000		
	MOBILE TICKETING UPGRADES	$480,000	$116,160	$3,870	$600,000		
	REPLACE TWO FLOOR SWEEPERS	$48,000	$11,616	$387	$60,000		
	REPLACE TWO FLOOR SCRUBBERS	$48,000	$11,616	$387	$60,000		
	REPLACE TWO VENTRACS BTC-OPS	$72,000	$17,424	$581	$90,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$2,732,248**	**$661,204**	**$22,029**	**$3,415,310**	**$5,295,000**	**$2,562,752**

YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**PROJECTED FEDERAL FUNDING**	**BALANCE FEDERAL SHORTFALL**
2037	REPLACE 8-2032 - PARATRANSIT VANS	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE BUS WASH	$160,000	$38,720	$1,290	$200,000		
	COMPUTER HARDWARE/SOFTWARE	$32,000	$7,744	$258	$40,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$1,356,248**	**$328,212**	**$10,935**	**$1,695,310**	**$5,295,000**	**$3,938,752**
2038							

	REPLACE 7-2033 - PARATRANSIT VANS	$700,000	$169,400	$5,644	$875,000		
	UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE BUS VACCUM	$140,000	$33,880	$1,129	$175,000		
	TDP UPDATE	$112,000	$27,104	$903	$140,000		
	OPS CENTER UPGRADES	$400,000	$96,800	$3,225	$500,000		
	REPLACE EMERGENCY GENERATOR OPS	$80,000	$19,360	$645	$100,000		
	REPLACE DISPLAY PANELS BTC	$80,000	$19,360	$645	$100,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$2,676,248**	**$647,652**	**$21,577**	**$3,345,310**	**$5,295,000**	**$2,618,752**
2039							
	REPLACE 23-2034 - PARATRANSIT VANS	$2,300,000	$556,600	$18,544	$2,875,000		
	REPLACE 2 2030 -SUPERVISORY VEHICLE	$88,000	$21,296	$710	$110,000		
	REPLACE 1 2030 -MAINTENANCE VEHICLE	$64,000	$15,488	$516	$80,000		
	REPLACE FARE COLLECTION SYSTEM	$1,040,000	$251,680	$8,385	$1,300,000		
	REPLACE SALT SPREADER	$32,000	$7,744	$258	$40,000		
	UPGRADE FLUID DISPENSING SYSTEM	$100,000	$24,200	$806	$125,000		
	COMPUTER HARDWARE/SOFTWARE	$100,000	$24,200	$806	$125,000		
	REPLACE/UPGRADE FUEL SOFTWARE	$120,000	$29,040	$968	$150,000		
	REPLACE PARKING EQUIPMENT	$160,000	$38,720	$1,290	$200,000		
	UPGRADE TELEHONE SYSTEM	$40,000	$9,680	$323	$50,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$4,408,248**	**$1,066,796**	**$35,541**	**$5,510,310**	**$5,295,000**	**$886,752**

FISCAL YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**PROJECTED FEDERAL FUNDING**	**BALANCE FEDERAL SHORTFALL**

2040

REPLACE 2 2030 -SUPERVISORY VEHICLE	$88,000	$21,296	$710	$110,000		
REPLACE 1 2030 -MAINTENANCE VEHICLE	$64,000	$15,488	$516	$80,000		
REPLACE 7 2028 BUSES HYBRIDS	$4,200,000	$1,016,400	$33,863	$5,250,000		
REPLACE BOCAT	$36,000	$8,712	$290	$45,000		
COMPUTER HARDWARE/SOFTWARE	$32,000	$7,744	$258	$40,000		
UPGRADE MAINT SOFTWARE	$40,000	$9,680	$323	$50,000		
UPGRADE FINANCE SOFTWARE	$40,000	$9,680	$323	$50,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$4,864,248**	**$1,177,148**	**$39,218**	**$6,080,310**	**$5,295,000**	**$430,752**

YEAR						**PROJECTED FEDERAL**	**BALANCE FEDERAL**
2041	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**FUNDING**	**SHORTFALL**
	REPLACE 216-2036 - PARATRANSIT VANS	$1,600,000	$387,200	$12,900	$2,000,000		
	REPLACE 8-2037 - PARATRANSIT VANS	$800,000	$193,600	$6,450	$1,000,000		
	REPLACE TWO COPIERS	$48,000	$11,616	$387	$60,000		
	MOBILE TICKETING UPGRADES	$480,000	$116,160	$3,870	$600,000		
	COMPUTER HARDWARE/SOFTWARE	$80,000	$19,360	$645	$100,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$3,372,248**	**$816,084**	**$27,189**	**$4,215,310**	**$5,295,000**	**$1,922,752**

2042

REPLACE 7-2038 - PARATRANSIT VANS	$700,000	$169,400	$5,644	$875,000		
REPLACE 7 2028 BUSES HYBRIDS	$4,200,000	$1,016,400	$33,863	$5,250,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		

	TOTAL	**$4,564,248**	**$1,104,548**	**$36,799**	**$5,705,310**	**$5,295,000**	**$730,752**
2043							
	REPLACE 17 2028 BUSES HYBRIDS	$10,200,000	$2,468,400	$82,238	$12,750,000		
	REPLACE EMERGENCY GEN - BTC	$100,000	$24,200	$806	$125,000		
	TDP UPDATE	$120,000	$29,040	$968	$150,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$10,784,248**	**$2,609,788**	**$86,948**	**$13,480,310**	**$5,295,000**	**-$5,489,248**
2044							
	REPLACE 23-2039 - PARATRANSIT VANS	$2,300,000	$556,600	$18,544	$2,875,000		
	REPLACE 4 2028 BUSES HYBRIDS	$2,400,000	$580,800	$19,350	$3,000,000		
	REPLACE PORTABLE LIFTS	$48,000	$11,616	$387	$60,000		
	REPLACE SCISSOR LIFT	$24,000	$5,808	$194	$30,000		
	REPLACE DISPLAY PANELS	$80,000	$19,360	$645	$100,000		
	COMPUTER HARDWARE/SOFTWARE	$32,000	$7,744	$258	$40,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$5,248,248**	**$1,270,076**	**$42,314**	**$6,560,310**	**$5,295,000**	**$46,752**
YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**PROJECTED FEDERAL FUNDING**	**BALANCE FEDERAL SHORTFALL**
2045							
	REPLACE 2 2028 4 2033 BUSES HYBRIDS	$3,600,000	$871,200	$29,025	$4,500,000		
	REPLACE/UPGRADE AVL SYSTEM	$800,000	$193,600	$6,450	$1,000,000		

UPGRADE RADIO COMMUNICATIONS	$280,000	$67,760	$2,258	$350,000		
UPGRADE TELEHONE SYSTEM	$40,000	$9,680	$323	$50,000		
UPGRADE MAINT SOFTWARE	$40,000	$9,680	$323	$50,000		
UPGRADE FINANCE SOFTWARE	$40,000	$9,680	$323	$50,000		
REPLACE TWO VENTRACS	$80,000	$19,360	$645	$100,000		
COMPUTER HARDWARE/SOFTWARE	$32,000	$7,744	$258	$40,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$5,276,248**	**$1,276,852**	**$42,540**	**$6,595,310**	**$5,295,000**	**$18,752**

2046

REPLACE 16-2041 - PARATRANSIT VANS	$1,600,000	$387,200	$12,900	$2,000,000		
REPLACE 5 2034 BUSES HYBRIDS	$2,912,000	$704,704	$23,478	$3,640,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$4,876,248**	**$1,180,052**	**$39,315**	**$6,095,310**	**$5,295,000**	**$418,752**

YEAR						**PROJECTED FEDERAL**	**BALANCE FEDERAL**
2047	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**FUNDING**	**SHORTFALL**
	REPLACE 8-2036 - PARATRANSIT VANS	$800,000	$193,600	$6,450	$1,000,000	**$0**	
	REPLACE 4 2033 BUSES HYBRIDS	$2,400,000	$580,800	$19,350	$3,000,000		
	REPLACE TWO COPIERS	$48,000	$11,616	$387	$60,000		
	MOBILE TICKETING UPGRADES	$1,040,000	$251,680	$8,385	$1,300,000		
	ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
	TOTAL	**$4,652,248**	**$1,125,844**	**$37,509**	**$5,815,310**	**$5,295,000**	**$642,752**

2048

REPLACE 7-2037 - PARATRANSIT VANS	$700,000	$169,400	$5,644	$875,000	**$0**	
COMPUTER HARDWARE/SOFTWARE	$32,000	$7,744	$258	$40,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$1,096,248**	**$265,292**	**$8,838**	**$1,370,310**	**$5,295,000**	**$4,198,752**

2049

REPLACE 23-2038 - PARATRANSIT VANS	$2,300,000	$556,600	$18,544	$2,875,000	**$0**	
REPLACE EMERGENCY GEN - BTC	$100,000	$24,200	$806	$125,000		
TDP UPDATE	$120,000	$29,040	$968	$150,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$2,884,248**	**$697,988**	**$23,254**	**$3,605,310**	**$5,295,000**	**$2,410,752**

YEAR	**CAPITAL NEEDS**	**FEDERAL**	**STATE**	**LOCAL**	**TOTAL**	**PROJECTED FEDERAL FUNDING**	**BALANCE FEDERAL SHORTFALL**

2050

REPLACE 6 2032 BUSES HYBRIDS	$3,600,000	$871,200	$29,025	$4,500,000		
REPLACE PORTABLE LIFTS	$48,000	$11,616	$387	$60,000		
REPLACE SCISSOR LIFT	$24,000	$5,808	$194	$30,000		
COMPUTER HARDWARE/SOFTWARE	$32,000	$7,744	$258	$40,000		
ADA SERVICE	$364,248	$88,148	$2,937	$455,310		
TOTAL	**$4,068,248**	**$984,516**	**$32,800**	**$5,085,310**	**$5,295,000**	**$1,226,752**

Total 30 Year Federal Shortfall	**$20,371,152**

APPENDIX K

LANCASTER AND READING TRANSPORTATION IMPROVEMENT PRGRAM (TIP FFY 2021-2024)

LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE (LCTCC)
RED ROSE TRANSIT AUTHORITY
FFY 2021-2024 TIP -TRANSIT ELEMENT- FFY 2021

TIP#	MPMS#	PROJECT NAME	DESCRIPTION	FUNDING		TIP COST/$			TOTAL
				FED.	ST.	Federal	State	Local	
2021-01	102417	ADA Services	10% of5307 allocation for ADA Transportation Services	5307	1513	465,600	112,524	3,876	582,000
2021-02	110274	Ooerations Center Uoirrade	Upgrade to Operations Center and replace Above Ground 1997 Tanks	5307	1514*	1,250,000	302,420	10,080	1,562,500
2021-03	110268	Purchase Paratransit Vans	Replace Seventeen (I 7) 20I6 Paratransit Vans exceeding useful life with 2021 Paratransit Vans	5307	1514*	1,080,000	261,293	8,708	1,350,000
2021-04	110277	Purchase Office Eauioment	Upgrade/replace Office Equipment and Furniture **exceeding useful life, including 2014 copier**	5307	1514*	40,000	9,675	325	50,000
2021-05	113395	Access to Jobs Program	**Funds shared ride service for qualified employees for home-to-work or work-to-home trips when fixed route bus service is not operating**	5307	1513	125,000	125,000	0	250,000
2021-06	110270	Purchase One (1) Bus	Replace One(!) 2013 Fixed Route Electric Hybrid Bus w/2025 Electric Hybrid	5339	1514*	564,000	136,453	4,547	705,000
2021-07	102410	Operating Assistance	Non-federal Ftmding		1513		6,791,476	400,749	7,192,225
2021-08	102426	Purchase Maintenance Eauioment	Upgrade/replace Maintenance Equipment exceeding useful life, i.e. garage sweeper	5307	1514*	40,000	9,675	325	50,000
2021-09	102425	Comouter/Securitv Uoirrade	Upgrade/replace computer hardware, software and **communications/security equipment exceeding useful** life	5307	1514*	56,000	13,549	452	70,000
2021-10	110255	Paratransit Facilitv	Vehicle Maintenance/Storage Facility for Paratransit Vehicles	5307	1514*	1,599,400	386,955	12,895	1,999,250
FFY 2021 SUBTOTAL						**5,220,000**	**8,149,019**	**441,956**	**13,810,975**

FUNDING SUMMARY

FUNDS PROGRAMMED,,						**Federal**	**State..;::,·**	**•Local:•**	**TOTAL**
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5339				564,000			564,000
		State Non-hicl1wav CB*							0
		State funds - App. I513 Ooer.					7,029,000	404,625	7,433,625
		State funds - 1514*					1,120,019	37,331	1,157,350
		Local Ftmds							0
		ALL FUNDS				5,220,000	8,149,019	441,956	13,810,975
AltOCATED.FUNDS<						**Federal**	**.State**	**Local**	**TOTAL**
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5339				564,000			564,000
		State Non-highway CB					0		0
		State ftmds -Aoo. 1513 Oper.					7,029,000		7,029,000
		Local Ftmds - Operatine						404,625	404,625
		Local Funds - Caoital						438,080	
		ALL FUNDS				5,220,000	7,029,000	842,705	13,091,705

Notes:

I) 1514* --Act 89 Asset Improvement funds (Section 1514) wilJ be alJocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of$1,120,0I 9. The $1,120,0195 is based on the projected needs to support its Lancaster operation. SCTA is using the asterik (•) to acknowledge that the requested state funds will be prograntmed as Local funds pending the approval of the 1514 funds by PennDOT.

LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE (LCTCC)
RED ROSE TRANSIT AUTHORITY
FFY 2021-2024 TIP -TRANSIT ELEMENT- FFY 2022

TIP#				FUNDING		TIP COSTS			
						Federal	State	Local	TOTAL
2022-01	102417	ADA Services	10% of 5307 aJlocation for ADA Transportation Services	5307	1513	465,600	112,524	3,876	582,000
2022-02	I10255	Paratransit Facilitv'	Vehicle Maintenance/Storage Facility for Paratransit Vehicles	5307	1514*	2,233,400	540,343	18,007	2,791,750
2022-03	110273	Purchase Paratransit Vans	Replace Eleven (11) 2017 Paratransit Vans exceeding useful life with 2022 Paratransit Vans	5307	1514*	728,000	176,131	5,870	910,000
2022-04	110263	Upgrade AVL System	Upgrade AVL System exceeding its useful life	5307	1514*	800,000	193,550	6,450	1,000,000
2022-05	113395	Access to Jobs Program	Funds shared ride service for qualified employees for home-to-work or work-to-home trips when fixed route bus service is not operating	5307	1513	125,000	125,000	0	250,000
2022-06	110278	Purchase One (I) Bus	Replace One (1) 2013 Fixed Route Electric Hybrid Bus w/2025 Electric Hybrid	5339	1514*	564,000	136,453	4,547	705,000
2022-07	102410	Operating Assistance	Non-federal Funding		1513	0	6,791,476	420,980	7,212,456
2022-08	110276	TDP Update	Evaluate existing/potential service with Transit Development Plan Update	5307	1514*	200,000	48,387	1,613	250,000
2022-09	102246	Purchase Maintenance Equipment	Upgrade/replace Maintenance Equipment exceeding useful life. including but not limited to skid loader, scissor lift and pressure washer	5307	1514*	68,000	16,452	548	85,000
2022-10	102425	Computer/Securitv Upgrade	Upgrade/replace computer hardware, software and communications/security equipment exceeding useful life	5307	1514*	36,000	8,710	290	45,000
FFY 2022 SUBTOTAL						**5,220,000**	**8,149,025**	**462,181**	**13,831,206**

FUNDING SUMMARY

FUNDS PROGRAMMED						Federal	State	Local	TOTAL
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5339				564,000			564,000
		State Non-highway CB*							0
		State funds - Apo, 1513 Ooer.					7,029,000	424,856	7,453,856
		State funds - 1514*					1,120,025	37,325	1,157,350
		Local Funds							0
		ALL FUNDS				5,220,000	8,149,025	462,181	13,831,206
ALLOCATED FIINDS,:						**Federal**	**State'**	**Local**	**TOTAL.**
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5309				564,000			564,000
		State Non-highway CB					0		0
		State funds - Aoo. 1513 Ooer.					7,029,000		7,029,000
		Local Funds - Operatina						424,856	424,856
		Local Funds - Capital						37,325	
		ALL FUNDS				5,220,000	7,029,000	462,181	12,711,181

Notes:

1) 1514* --Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of$1,120,025. The $1,120,025 is based on the projected needs *to* support its Lancaster operation. SCTA is using the asterik (*) *to* acknowledge that the requested state funds will be programmed as Local funds pending the approval of the 1514 funds by PennDOT.

LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE (LCTCC)
RED ROSE TRANSIT AUTHORITY
FFY 2021-2024 TIP - TRANSIT ELEMENT - FFY 2023

TIP#	MPMS#			FUNDING		TIP COST ($)			TOTAL
				Fed	St.	Federal	State	Local	
2023-01	102417	ADA Services	10% of 5307 allocation for ADA Transportation Services	5307	1513	465,600	112,524	3,876	582,000
2023-02		Replace Bus Wash	Replace Bus Wash equipment exceeding its useful service life	5307	1514*	200,000	48,388	1,613	250,000
2023-03		Replace Communications Equipment	Replace/upgrade radios and communications support equipment exceeding its useful service life	5307	1514*	320,000	77,420	2,580	400,000
2023-04	110255	Paratransit Facility'	Vehicle Maintenance/Storage Facility for Paratransit Vehicles	5307	1514*	1,773,400	429,052	14.298	2,216,750
2023-05	I10266	Fare Collection Equipment	Upgrade/replace fareboxes on fixed route buses and fare collection support equipment exceeding useful service life	5307	1514*	800,000	193,550	6,450	1,000,000
2023-06		Purchase Paratransit Vans	Replace Thirteen (13) 2018 Paratransit Vans exceeding useful life with 2023 Paratransit Vans	5307	1514*	960,000	232,260	7,740	1,200,000
2023-07	113395	Access to Jobs Program	Funds shared ride service for qualified employees for home to work or work-to-home trips when fixed route bus service is not operating	5307	1513	125,000	125,000	0	250,000
2023-08		Purchase One (I) Bus	Replace One(]) 2013 Fixed Route Electric Hybrid Bus w/2025 Electric Hybrid	5339	1514*	564,000	136,453	4,547	705,000
2023-09	102410	Operating Assistance	Non-federal Funding		1513	0	6,791,476	442,223	7,233,699
2023-10		Computer Hardware/Software and Cotnmunications/Security	Upgrade & replace hardware, software and commtmications/ security equipment exceeding useful life.	5307	1514*	12,000	2,903	97	15,000
FFY 2023 SUBTOTAL						**5,220,000**	**8,149,026**	**483,423**	**13,852,449**

FUNDING SUMMARY

FUNDS PROGRAMMED						Federal	State	Local	TOTAL
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5339				564,000			564.000
		State Non-highway CB*							0
		State funds - App. 1513 Oper.					7,029,000	446.099	7,475,099
		State fimds - 1514*					1,120,026	37,324	1,157,350
		Local Funds							0
		ALL FUNDS				5,220,000	8,149,026	483,423	13,852,449
ALLOCATED FUNDS						**Federal**	**State**	**1;,ocal**	**TOTAL**
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5309				564,000			564,000
		State Non-hjghwav CB					0		0
		State funds - App. 1513 Oper.					7,029,000		7,029,000
		Local Ftmds - Operating						446.099	446,099
		Local Ftmds - Caoital						37,324	
		ALL FUNDS				5,220,000	7,029,000	483,423	12,732,423

Notes:

J) J514* -- Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of $1.360,964. The $1.360,964 is based on the projected needs to support its Lancaster operation. SCTA is using the asterik ('") to acknowledge that the requested state funds will be programmed as Local funds pending the approval of the A89 funds by PennDOT.

LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE (LCTCC)
RED ROSE TRANSIT AUTHORITY
FFY 2021-2024 TIP -TRANSIT ELEMENT- FFY 2024

T:IP#	Sit			FUNDING		COST ($)			TOTAL
				FED	ST	Federal	State	Local	
2024-01	102417	ADA Services	10% of 5307 allocation for ADA Transportation Services	5307	1513	465,600	112,524	3,876	582,000
2024-02		**Purchase Paratransit Vans**	Replace Nine (9) 2018 Paratransit Vans exceeding useful life with 2023 Paratransit Vans	5307	1514*	640,000	154,840	5,160	800,000
2024-03	102414	Queen Street Station I Upgrades	Upgrades to Queen Street Station I which opened in 2005.	5307	1514*	1,600,000	387,100	12,900	2,000,000
2024-04		Purchase Three (3) Buses	Replace Three (3) 2015 Fixed Route Electric Hybrid Buses w/2027 Electric Hybrid Buses	5307	1514*	1,385,400	335,180	11,170	1,731,750
2024-05	113395	Access to Jobs Program	**Funds shared ride service for qualified employees for home-to-work or work-to-home trips when fixed route bus service is not operating**	5307	1513	125,000	125,000	0	250,000
2024-06		Purchase One (I) Bus	Replace One (1) 2013 Fixed Route Electric Hybrid Bus w/2025 Electric Hybrid and replace One (I) 2015 Fixed Route Electric Hybrid Bus w/2027 Electric Hybrid	5339	1514*	564,000	136,453	4,547	705,000
2024-07	102410	Ooerating Assistance	Non-federal Funding		1513		6,791,476	464,528	7,256,004
2024-08		Computer Hardware/Software and Communications/Security	Upgrade/replace computer hardware, software **and communications/security equipment** exceeding useful life	5307	1514*	80,000	19,355	645	100,000
2024-09		Replace Bus Vacuum System	**Replace Bus Vacuum system equipment exceeding its useful service life**	5307	1514*	120,000	29,033	968	150,000
2024-10		Replace 2005 Tow Truck	Replace 2005 Tow Truck exceeding its useful **service life**	5307	1514*	240,000	58,065	1,935	300,000
FFY 2024 SUBTOTAL						**5,220,000**	**8,149,026**	**505,728**	**13,874,754**

FUNDING SUMMARY

		FUNDS PROGRAMMED				Federal	State	Local	TOTAL,
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5339				564,000			564,000
		State Non-highway CB*							0
		State funds - Aoo. 1513 Ooer.					7,029,000	468,404	7,497,404
		State funds - 1514*					1,120,026	37,324	1,157,350
		Local Funds							0
		ALL FUNDS				5,220,000	8,149,026	505,728	13,874,754
		ALLOCATED FUNDS				Federal	State	Local	TOTAL
		Federal Section 5307				4,656,000			4,656,000
		Federal Section 5339				564,000			564,000
		State Non-highway CB					0		0
		State funds - Aoo. 1513 Ooer.					7,029,000		7,029,000
		Local Funds - Operating						468,404	468,404
		Local Funds - Caoital						37,324	
		ALL FUNDS				5,220,000	7,029,000	505,728	12,754,728

Notes:
I) 1514* --Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of$1,120,026, The $1,120,026 is based on the projected needs to support its Lancaster operation. SCTA is using the asterik (*) to acknowledge that the requested state funds will be programmed as Local funds pending the approval of the A89 funds by PennDOT.

RED ROSE TRANSIT AUTHORITY
FFY 2019-2022 TIP
FUNDING CATEGORY SUMMARY

Funding Source	FFY 2021	FFY2022	FFY2023	FFY 2024	Total
5307	4,656,000	4,656,000	4,656,000	4,656,000	18,624,000
5339	564,000	564,000	564,000	564,000	2,256,000
5310					0
CB					0
1514*	1,120,019	1,120,025	1,120,026	1,120,026	4,480,096
Act 44 Prag. Statewide Sign.					0
Operating 1513	7,029,000	7,029,000	7,029,000	7,029,000	28,116,000
Other					0
Local Capital	37,331	37,325	37,324	37,324	149,304
Local Operating	404,625	424,856	446,099	468,404	1,743,984
Total	13,810,975	13,831,206	13,852,449	13,874,754	55,369,384

Notes:

1.) Only Total fields will calculate automatically.

2.) All other data fields must be manually inserted. No fields carry-over from the TIP-Transit Worksheet.

3.) Calculation of 5307 Funding: The total of 5307 and 5340 funds projected for allocation to the Lancaster Urban Area per fiscal year was based on PennDOT's Financial Guidance. There is a further sub-allocation of funds between SCTNRRTA . and PennDOT. The funds allocated to Lancaster as reported in the Financial Guidance appeared to reflect this sub-allocation based on the 5307 funds Lancaster was allocated in previous fiscal years.

4) Calculation of Operating 1513 Funding: Based on PennDOT's Financial Guidance, Operating 1513 funds allocated to SCTA. Allocation of funds to Berks and Lancaster for TIP based on Act 44 formula: Berks--57.4% and Lancaster--42.6%.

5) 1514* -- SCTA is submitting the proposed use of $4,480,096. The proposed funds are programmed as Local fund pending the approval of the 1514 Improvement funds by PennDOT.

READING AREA TRANSPORTATION STUDY COORDINATING COMMITTEE (RATS)
BERKS AREA REGIONAL TRANSPORTATION AUTHORITY
FFY 2021-2024 TIP -TRANSIT ELEMENT- FFY 2022

TIP#	MI.>MS#			FUNDING					
				FED;	S'II:	Federal	State	Local	TOTAL
2022-01	102289	ADA Services	10% of 5307 allocation for ADA **Transportation Services**	5307	1513	372,000	89,903	3,097	465,000
2022-02	106740	**Purchase Paratransit Vans**	Replace Twelve (12) 2017 Paratransit Vans exceeding useful life with 2022 Paratransit **Vans**	5307	1514*	786.720	190,337	6,343	983,400
2022-03	110609	Vehicle Reolacement Program	Replace Two (2) 2010 Fixed Route Electric Hybrid Buses w/2022 Electric Hybrid buses	5307	1514*	950.000	229,841	7,659	1,187,500
2022-04	110613	Upgrade AVL Svstem	Upgrade AVL System exceeding its useful life	5307	1514*	800,000	193,550	6,450	1,000,000
2022-05	110614	TDP Uodate	Evaluate existing/potential service with Transit Development Plan Update	5307	1514*	200,000	48,387	1,613	250,000
2022-06	102302	BARTA Facility Improvements	Replacement of 1997 Above Ground Tanks and upgrades to Operations Center	5307	1514*	611,280	147,892	4,928	764,100
2022-07	110609	Vehicle Replacement Program	Replace Two (2) 2010 Fixed Route Electric Hybrid **Buses w/2022 Electric Hybrids**	CMAQ	1514*	900,000	217,743	7,257	1,125,000
2022-08	110609	Vehicle Replacement Program	Replace One (l) 2010 Fixed Route Electric Hybrid **Bus w/2022 electric hybrid**	5339	1514*	454,000	109.840	3.660	567,500
2022-09	102286	OoeratinQ Assistance	Non-federal FundinQ		1513	0	9,381,097	421,759	9,802.856
						0	0	0	0
						0	0	0	0
						0	0	0	0
						0	0	0	0
		Fed Sect. 5307 Reserve				0			
		State App. 1513 Reserve Oper.					0		
		FFY 2022 SUBTOTAL				**5,074,000**	**10,608,590**	**462,766**	**16,145,356**

FUNDING SUMMARY

FUNDS PROGRAMMED					Federal	State	Local	TOTAL
		Federal Section 5307			3,720,000			3.720.000
		Federal Section 5339			454,000			454.000
		Federal CMAQ			900,000			900,000
		State Non-hiQhwav CB*						0
		State funds - App. I513 Ooer.				9,471,000	424,856	9,895,856
		State funds- 1514*				1,137,590	37,910	1,175,500
		Local Funds						0
		ALL FUNDS			5,074,000	10,608,590	462.766	16,145.356
ALtoCA'I:ED FUNDS					**Federal**	**State**	**Local**	**TOTAL**
		Federal Section 5307			3,720,000			3,720,000
		Federal Section 5339			454.000			454,000
		Federal CMAQ			900,000			900,000
		State Non-highway CB				0		0
		State funds -Aoo. 1513 Ooer.				9.471,000		9.471,000
		Local Funds - OoeratinQ					424,856	424.856
		Local Funds - Capital					37,910	37,910

Notes:
l) 1514* -· Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of$1,l37,590 to match fedeeral funding. SCTA is using the asterik (*) to acknowledge that the requested state funds will be programmed as Local funds pending the approval of the 1514 funds by PennDOT

		ALL FUNDS				5,074,000	9,471,000	462,766	15,007,766

Notes:

l) 1514* -· Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of$1,l37,590 to match fedeeral funding. SCTA is using the asterik (*) to acknowledge that the requested state funds will be programmed as Local funds pending the approval of the 1514 funds by PennDOT

READING AREA TRANSPORTATION STUDY COORDINATING COMMITTEE (RATS)
BERKS AREA REGIONAL TRANSPORTATION AUTHORITY
FFY 2021-2024 TIP -TRANSIT ELEMENT- FFY 2021

TIP#	MPMS#	PROJECT NAME	DESCRIPTION	FUNDING		TIP COST($			TOTAL
				FED.	ST.	Federal	State	Local	
2021-01	102289	ADA Services	10% of 5307 allocation for ADA Transportation Services	5307	1513	372,000	89,903	3,097	465,000
2021-02	110608	Preventive Maintenance	80% federal funding to support eligible Preventive Maintenance expenses	5307	1513	870,677	210,421	7,248	1,088,346
2021-03	106740	Purchase Paratransit Vans	Replace Seven (7) 2016 Paratransit Vans and Two (2) 2015 Minivans exceeding useful life with 2021 Paratransit Vans	5307	1514*	568,224	137,475	4,581	710,280
2021-04	110609	Vehicle Renlacement Program	Replace Three (3) 2009 Fixed Route Electric Hybrid Buses w/2021 Electric Hybrid buses	5307	1514*	1,526,000	369,197	12,303	1,907,500
2021-05	102302	BARTA Facility Imorovements	Upgrade BTC and Franklin Street Station Parking Garages	5307	1514*	383,099	92,686	3,089	478,874
2021-06	110609	Vehicle Replacement Program	Replace Two (2) 2009 Fixed Route Electric Hybrid Buses w/2021 Electric Hybrids	CMAQ	1514*	900,000	217,743	7,257	1,125,000
2021-07	110609	Vehicle Replacement Program	Replace One (1) 2009 Fixed Route Electric Hybrid bus w/2021 electric hybrid	5339	1514*	454,000	109,840	3,660	567,500
2021-08	102286	Operating Assistance	Non-federal Funding		1513	0	9,170,676	394,280	9,564,956
						0	0	0	0
						0	0	0	0
						0	0	0	0
							0	0	0
		Fed Sect. 5307 Reserve		5307		0		0	
		State Ano. 1513 Reserve Oner.			1513		0		
FFY2021 SUBTOTAL						**5,074,000**	**10,397,941**	**435,515**	**15,907,456**

FUNDING SUMMARY

FUNDS•PR.OGRAMMED						Federal :	: State:-'	llocal ::	TOTAll
		Federal Section 5307				3,720,000			3,720,000
		Federal Section 5339				454,000			454,000
		Federal CMAQ				900,000			900,000
		State Non-highway CB*							0
		State funds -App. 1513 Oper.					9,471,000	404,625	9,875,625
		State funds - 1514*					926,941	30,890	957,831
		Local Funds							0
		ALL FUNDS				5,074,000	10,397,941	435,515	15,907,456
ALI:.OCATED FUNDS··						**Federal._**	**::State·**	**Local.·**	**TOTAL**
		Federal Section 5307				3,720,000			3,720,000
		Federal Section 5339				454,000			454,000
		Federal CMAQ				900,000			900,000
		State Non-highway CB					0		0
		State funds - App. 1513 Oper.					9,471,000		9,471,000
		Local Funds - Ooerating						404,625	404,625
		Local Funds - Capital						30,890	30,890
		ALL FUNDS				5,074,000	9,471,000	435,515	14,980,515

Notes:

I) 1514* --Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of$926,941 to match fedeeral funding. SCTA is using the asterik (*) to acknowledge that the requested state funds will be programmed as Local funds pending the approval of the 1514 funds by PennDOT.

READING AREA TRANSPORTATION STUDY COORDINATING COMMITTEE (RATS)
BERKS AREA REGIONAL TRANSPORTATION AUTHORITY
FFY 2021-2024 TIP -TRANSIT ELEMENT- FFY 2023

	MP S#			FUNDING		TIP COST(S)			TOTAL
				Fed•	::isl:	Federn1	Staie•		
2023-01	102289	ADA Services	I0% of 5307 allocation for ADA Transportation Services	5307	1513	372,000	89,903	3,097	465,000
2023-02	106740	Purchase Paratransit Vans	Replace Eleven (11) 2018 Paratransit Vans exceeding useful life with 2023 Paratransit Vans	5307	1514*	748,880	181.182	6,038	936.100
2023-03		Replace Communications Equipment	Replace and upgrade radio communications equipment exceeding its useful life	5307	1514*	200,000	48.387	1,613	250,000
2023-04		Reolace Farebox Svstem	Replace fareboxes on fixed route buses and support equiipment that have exceeded useful life	5307	1514*	800,000	193,550	6,450	1,000,000
2023-05	102302	Reading Facility Improvement ProQram	Replacement of 1997 Above Ground Tanks and upgrades to Operations Center, including reolacement of Bus Wash	5307	1514*	400,000	96.775	3,225	500,000
2023-06	102302	Reading Facility Improvement Program	Franklin Street Station Upgrades	5307	1514•	200,000	48.387	1,613	250,000
2023-07	110615	Bus Shelter Replacement	Purchase and install twenty (20) bus shelters	5307	1514*	240,000	58.065	1,935	300,000
2023-08		Vehicle Replacement Pro12ram	Replace One (I) 2015 Fixed Route Electric Hybrd Bus w/2027 Electric Hybrid bus	5339	1514*	454.000	109,840	3,660	567.500
2023-09		Operating Assistance	Non-federal Funding		1513	0	9,243.072	438.247	9,681,319
2023-10	102303	Reading Non-Revenue Vehicles	Replace One (I) 2004 Supervisory Vehicle exceeding useful life	5307	1514'	32,000	7,742	258	40,000
2023-11	102301	Reading Cap. Improve IT Eouiornent	Upgrade & replace hardware, software and communications/ security equipment that exceeded useful life	5307	1514*	76.000	18,387	613	95,000
2023-12	106742	Purchase Office Equipment/ Furniture	Upgrade & replace Office Equipment and furniture exceeding useful life	5307	1514*	40,000	9.677	323	50,000
2023-13	102300	Reading Capital Improvement Program--Shop Equipment	Upgrade & replace Maintenance Shop exceeding useful life, i.e. fuel pump	5307	1514*	40,000	9,677	323	50,000
2023-14		Preventive Maintenance	80% federal funding to support eligible Preventive Maintenance expenses	5307	1513	571,120	138,025	4,755	713.900
							0		
FFY 2023 SUBTOTAL						**4,174,000**	**10,252,669**	**472,148**	**14,898,818**

FUNDING SUMMARY

FUNDS>PlIOGRAMMED						**Feder11f:"**	**'t:Sm!e**	**Loclil**	**TOTAL**
		Federal Section 5307				3,720.000			3,720,000
		Federal Section 5339				454.000			454,000
		Federal CMAQ				0			0
		State Non-highway CB"'							0
		State funds - Aon, 1513 Ooer.					9.471,000	446,099	9,917.099
		State funds- 1514'					781,669	26,049	807.719
		Local Funds						0	0
		ALL FUNDS				4,174.000	10.252,669	472,148	14,898,818
ALLOCATED.FUNDS						**Federlil**	**Sfutc •**	**Loc,,t •**	**'.TOTAL**
		Federal Section 5307				3,720,000			3,720.000
		Federal Section 5339				454,000			454,000
		Federal CMAQ				0			0
		State Non-highwav CB					0		0
		State funds - App. I513 Ooer,					9.471.000		9.471.000
		Local Funds - Ooeratinu.						446,099	446.099
		Local Funds - Caoital						26.049	26.049
		ALL FUNDS				4,174,000	9,471,000	472,148	14,117,148

Notes:

l) 1514"' -- Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOTs discretion. SCTA is submitting the proposed the use of$781,669 to match fedeeral funding. SCTA is using the asterik ("') to acknowledge that the requested state funds will be programmed as Local funds pending the approval of the 1514 funds by PennDOT.

READING AREA TRANSPORTATION STUDY COORDINATING COMMITTEE (RATS)
BERKS AREA REGIONAL TRANSPORTATION AUTHORITY
FFY 2021-2024 TIP -TRANSIT ELEMENT- FFY 2024

	MPMS#			FUNDING		TIP COST ($)			TOTAL
				FED	ST	Federal	State	Local	
2024-01	102289	ADA Services	10% of 5307 allocation for ADA Transportation Services	5307	1513	372,000	89,903	3,097	465,000
2024-02	102300	Reading Capital Improvement Program--Shop Equipment	**Replace mamtenance shop equipment that have** exceeded useful life, including but not limited to Bus vacuum system, portable lifts and wheel aligner.	5307	1514*	208,000	50,323	1,677	260,000
2024-03	102302	Reading Facility Improvement Program	BTC Rehabilitation and Upgrades	5307	1514*	400,000	96,775	3,225	500,000
2024-04	102303	Reading Non-Revenue Vehicles	Replace 1981 TowTmck	5307	1514*	240,000	58,065	1,935	300,000
2024-05	102301	Reading Cap. Improve IT Equipment	Upgrade & replace hardware, software and communications/ security equipment	5307	1514*	240,000	58,065	1,935	300,000
2024-06	106740	Purchase Paratransit Vans	Replace seven (7) 2020 Paratransit Vans exceeding useful life with 2025 Paratransit Vans	5307	1514*	494,872	119,728	3,990	618,590
2024-07		Vehicle Replacement Program	Replace Two (2) 2015 Fixed Route Electric Hybrid Buses w/2027 electric hybrids	CMAQ	1514*	900,000	217,743	7,257	1,125,000
2024-08		Vehicle Reolacement Program	Replace One (1) 2015 Fixed Route Electric Hybrid Bus w/2027 Electric Hybrid bus	5339	1514*	454,000	109,840	3,660	567,500
2024-09		Operating Assistance	Non-federal Funding		1513	0	8,954,510	450,612	9,405,122
2024-10		Preventive Maintenance	80% federal funding to support eligible Preventive Maintenance expenses	5307	1513	1,765,128	426,587	14,695	2,206.410
						0	0	0	0
						0	0	0	0
						0			
							0		
FFY 2024 SUBTOTAL						**5,074,000**	**10,181,539**	**492,083**	**15,747,622**

FUNDING SUMMARY

	FUNDS PROGRAMMED		Federal	State	Local	TOTAL
	Federal Section 5307		3,720,000			3,720,000
	Federal Section 5339		454,000			454,000
	Federal CMAQ		900,000			900,000
	State Non-highway CB*					0
	State funds - Aon. 1513 Oner.			9,471,000	468,404	9,939,404
	State funds - 1514*			710,539	23,679	734,218
	Local Funds				0	0
	ALL FUNDS		5,074,000	10,181,539	492,083	15,747,622

	ALLOCATEDiFUNDS.		Federal	State	Local	TOTAL
	Federal Section 5307		3,720,000			3,720,000
	Federal Section 5339		454,000			454,000
	Federal CMAQ		900,000			900,000
	State Non-highway CB			0		0
	State funds - App. 1513 Oper.			9,471,000		9,471,000
	Local Funds - Ooerating				468,404	468,404
	Local Funds - Capital				23,679	23,679
	ALL FUNDS		5,074,000	9,471,000	492,083	15,037,083

Notes;
1) 1514* --Act 89 Asset Improvement funds (Section 1514) will be allocated to SCTA at PennDOT's discretion. SCTA is submitting the proposed the use of $710,539 to match fedeeral funding. SCTA is using the asterik (*) to acknowledge that the requested state funds will be programmed as Local funds pending the approval of the 1514 funds by PennDOT.

BERKS AREA REGIONAL TRANSPORTATION AUTHORITY
FFY 2021-2024 TIP
FUNDING CATEGORY SUMMARY

Funding Source	·FFY2021	FFY2022	FFY2023	ffY2024	. Total
5307	3,720,000	3,720,000	3,720,000	3,720,000	14,880,000
5339	454,000	454,000	454,000	454,000	1,816,000
5310	0	0	0	0	0
CMAQ	900,000	900,000	0	900,000	2,700,000
CB	0	0	0	0	0
1514*	926,941	1,137,590	781,669	710,539	3,556,739
Act 44 Prag. Statewide Sign.	0	0	0	0	0
Operating 1513	9,471,000	9,471,000	9,471,000	9,471,000	37,884,000
Other	0	0	0	0	0
Local Capital	30,890	37,910	26,049	23,679	118,528
Local Operating	404,625	424,856	446,099	468,404	1,743,984
..... Total	15,907,456	16,145,356	14,898,817	15,747,622	62,699,251

Notes:

1.) Only Total fields will calculate automatically.

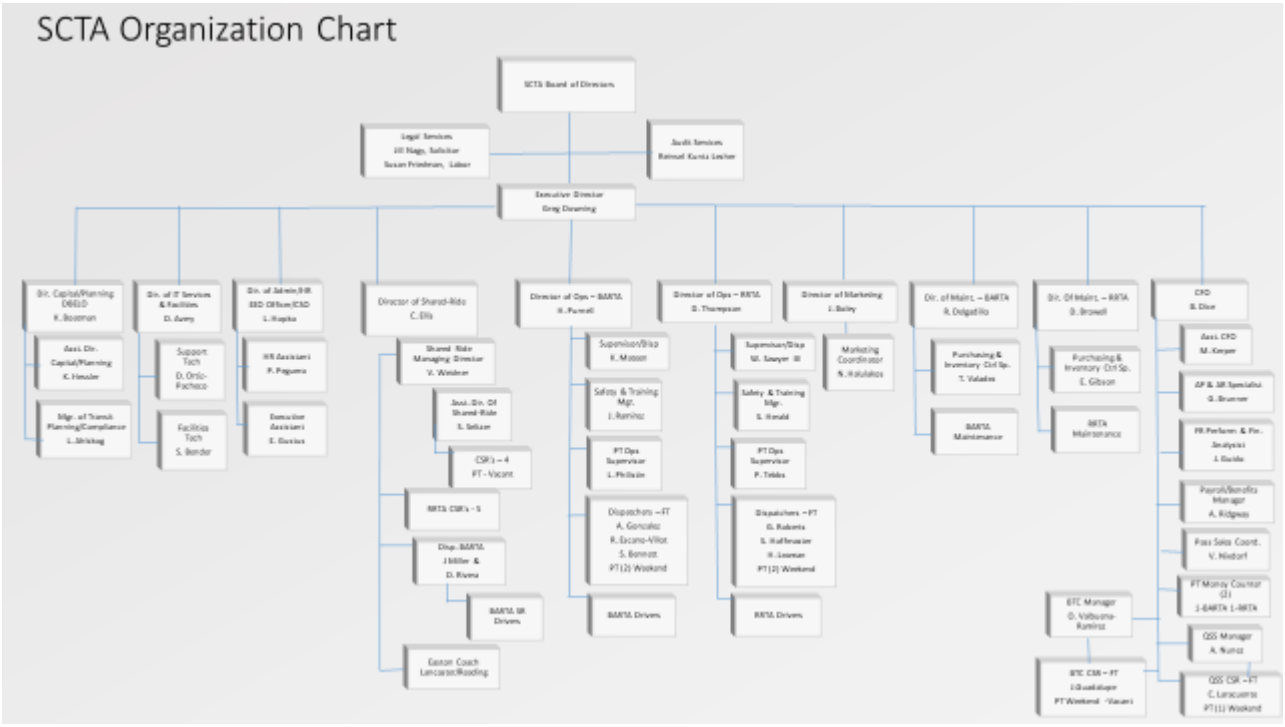
2.) All other data fields must be manually inserted. No fields' carry-over from the TIP-Transit Worksheet.

3) Calculation of Operating 1513 Funding: Based on PennDOT's Financial Guidance, Operating 1513 funds allocated to SGTA. Allocation of funds to Berks and Lancaster for TIP based on Act 44 formula: Berks--57.4% and Lancaster--42.6%.

4) 1514* -- SCTA is submitting the proposed use of $3,437,011. The proposed funds are programmed as Local fund pending the approval of the 1514 Improvement funds by PennDOT.

APPENDIX L

SCTA ORGANIZATIONAL CHART


SCTA Organization Chart

APPENDIX M

SCTA TAM POLICY

Adopted June 18, 2025

RESOLUTION 15-2025

RESOLUTION ADOPTING TRANSIT ASSET MANAGEMENT PLAN

WHEREAS, the South Central Transit Authority strives to provide Safe, Courteous, on-Time, Reliable and Efficient public transit service for the residents of Berks and Lancaster Counties; and

WHEREAS, the South Central Transit Authority has invested in vehicles, facilities and equipment needed to provide public transit services; and

WHEREAS, the South Central Transit Authority is committed to cost effectively maintain its vehicles, facilities and equipment for the required useful life to ensure public transit services are provided on a daily basis in a reliable and safe manner; and

WHEREAS, the South Central Transit Authority will commit the necessary resources and funding to cost-effectively maintain and replace its capital assets in accordance with its Transit Asset Management Plan; and

WHEREAS, the South Central Transit Authority hereby adopts the developed Transit Asset Management Plan Update and the goal of reaching a State of Good Repair in accordance with the Federal Transit Administration's regulations contained in 49 CFR, Parts 625 and 630.

THEREFORE, the South Central Transit Authority hereby Resolves:

1. SCTA is committed to cost effectively maintaining its assets, including vehicles, facilities, and equipment for their intended useful life to ensure public transit services are provided in a Safe, Courteous, On-Time, Reliable and Efficient manner.
2. SCTA will commit the necessary available resources and funding to cost-effectively maintain and replace its assets in accordance with its Transit Asset Management Plan.
3. SCTA hereby adopts its Transit Asset Management Plan and the established goals of achieving a State of Good Repair.

Certification

I, Gail Landis, Secretary of the Board of the South Central Transit Authority, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Board held on the 18th day of June, 2025.

Gail Landis

Gail Landis, Secretary
SCTA Board
June 18, 2025

SOUTH CENTRAL TRANSIT AUTHORITY
FY 2025 TRANSIT ASSET MANAGEMENT PLAN
PERFORMANCE MEASURE TARGETS
(June 30, 2024)

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 2024 and Proposed FY 2025 Performance Measure Targets

Annually, Performance Measure Targets are developed for the Asset Classes listed below. The table below compares the FY 2024 Performance Measure Targets and the FY 2024 Actual Measurements with the proposed FY 2025 Performance Measure Targets. The expectation is that by achieving the FY 2025 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 2024 PERFORMANCE MEASURE TARGETS	FY 2024 ACTUAL MEASUREMENT	PROPOSED FY 2025 PERFORMANCE MEASURE TARGETS
Fixed Route Buses/ Directly Operated	0% past Useful Life Benchmark of 12 years	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	0% past Useful Life Benchmark of 5 years
Shared Ride Vehicles/ Purchased Transportation	0% past Useful Life Benchmark of 5 years	0% 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	0% below 3 on the TERM Scale
Equipment	18% past Useful Life Benchmark	14% past Useful Life	14% past Useful Life Benchmark

Projected FY 2025 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 June 30, 2024, the average age of the Fixed Route Bus fleet was 6.0 years, the average age of the Shared Ride fleet Directly Operated was 2.6 years, and the average age of the shared ride fleet contracted with the private operator was 2.8 years. The average vehicle ages reported were achieved with the delivery of one (1) fixed route bus for the Reading operations in 2023, and one (1) fixed route bus for Lancaster in 2022. The delivery of twelve (12) shared ride vehicle in 2024 for the Directly Operated Shared Ride operation; and the delivery of twenty (20) shared ride vehicles in 2023 for the Purchased Transportation Shared Ride operation. This investment in Fixed Route Buses and Shared Ride Vehicles/Purchased Transportation over the last year resulted in SCTA achieving a 0 % Measurement of its FY 2024 Performance Measure Target.

SCTA operates a fleet of 92 fixed route buses; 42 buses 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 2025. This Target will be achieved with the delivery

of three (3) replacement bus to Lancaster in 2025 and zero (0) replacement buses to Reading in 2025.

Funding is also programmed on an annual basis for the purchase of shared ride vehicles. SCTA directly operates a fleet of 40 shared ride vehicles as part of its BARTA Special Services division. The FY 2025 Performance Measure Target for Shared Ride Vehicles/Directly Operated is 0%. This Performance Measure Target will be achieved with the delivery of eleven (11) vehicles in 2024 to replace 2018 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 80 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 2024 Performance Measure Target for Shared Ride Vehicles/Purchased Transportation is 0%. This Performance Measure Target will be achieved with the delivery of fifteen (15) vehicles in 2024 to replace 2018 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 2023 SCTA completed upgrades to its parking structures with the replacement of entrance & Exit gates and the Pay on Foot machines at the Queen Street Station Parking Garage in Lancaster and upgrading the solar panels on the Erick Road bus barn and Operations building to improve efficiency. The Diesel fuel tanks were replaced at the Reading Operations Center and the Lancaster Operations center. The Queen Street Station is currently in process of a renovation which began in July 2024. This renovation includes updated public rest rooms, new customer seating and updated flooring and wall covering, as well as a new driver break room.

The BARTA Transportation Center (BTC) had upgrades to the HVAC and fire alarm system in the spring of 2021, Also completed waterproofing the bus lane area at the BTC in 2021, 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 Berks Transit Center in currently in the process of a complete renovation to the building, including new flooring, lighting, seating, and a new ADA window for service. The sidewalk at the Reading Operations Center along 11th Street and Exeter Streets was also replaced. This investment in facilities over the last few years and the current work being done, resulted in SCTA achieving its FY 2024 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 2024 and the on-going maintenance of the facilities results in a FY 2025 Performance Target of 0% since no facility is ranked below a 3 on the TERM scale. Two of the major capital projects advancing in FY 2024 is the renovation of the Queen Street Station, and Queen Street Parking Garage Improvements in Lancaster, which is currently underway, and the renovation of the Berks Transit Center (BTC), and Improvements to the BTC Parking Garage and the Operations Center on 11th Street in Reading, which is planned to begin in September 2024.

Equipment

The SCTA Transit Asset Management Plan Equipment Listing includes twelve (12) pieces of equipment that have a value of $50,000 or more.

SCTA achieved its FY 2024 Performance Target for Equipment based on the investments made in the past few years and consideration of the condition assessment of each piece of equipment. Recently the bus wash system in the Reading Maintenance Facility was replaced with new bus wash system and four (4) floor scrubbers were purchased for Reading an additional in-ground bus lift was installed in the Lancaster Maintenance Facility in FY 22 as well as the purchase of tow(2) floor sweepers 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 2025 Performance Target is 14% based on one piece of equipment, which is snow blowers leased to and maintained by the City of Lancaster; the snow blowers rank as a 3 on the TERM scale.

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.