

**SOUTH CENTRAL TRANSIT AUTHORITY
FY 2027 TRANSIT ASSET MANAGEMENT PLAN
PERFORMANCE MEASURE TARGETS
(June 30, 2026)**

Background

In 2025 SCTA's updated Transit Asset Management Plan (TAMP) was adopted by the SCTA Board at its June 18, 2025, meeting. The MPO for the Reading Urbanized Areas approved the updated TAMP at their respective meeting on July 17, 2025. The MPO for the Lancaster Urbanized Area approved the TAM Plan and 2026 Performance Targets at the October 28, 2025, meeting. SCTA's FY 2026 Performance Measure Targets were also considered and approved by the SCTA Board at their September 17, 2025, Meeting.

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 2026 and Proposed FY 2027 Performance Measure Targets

Annually, Performance Measure Targets are developed for the Asset Classes listed below. The table below compares the FY 2026 Performance Measure Targets and the FY 2026 Actual Measurements with the proposed FY 2027 Performance Measure Targets. The expectation is that by achieving the FY 2027 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 2026 PERFORMANCE MEASURE TARGETS	FY 2026 ACTUAL MEASUREMENT	PROPOSED FY 2027 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	14% past Useful Life Benchmark	14% past Useful Life	0% past Useful Life Benchmark

Projected FY 2027 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 exceeds the ULB.

As of June 30, 2026, the average age of the Fixed Route Bus fleet was 7.4 years, the average age of the Shared Ride fleet Directly Operated was 2.5 years, and the average age of the shared ride fleet contracted with the private operator was 3.5 years. The average vehicle ages reported were achieved with the delivery of three (3) fixed route buses for the Lancaster operations in 2024, and two (2) fixed route buses for Lancaster in 2025. The delivery of thirteen (13) shared ride vehicles in 2025 for the Directly Operated Shared Ride operation; and the delivery of fifteen (15) shared ride vehicles in 2025 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 2026 Performance Measure Target.

SCTA operates a fleet of 95 fixed route buses; 45 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 2027. This Target will be achieved with the delivery of thirteen (13) replacement buses to Lancaster in 2027 and two (2) replacement buses to Reading in 2027.

Funding is also programmed on an annual basis for the purchase of shared ride vehicles. SCTA directly operates a fleet of 42 shared ride vehicles as part of its BARTA Special Services division. The FY 2027 Performance Measure Target for Shared Ride Vehicles/Directly Operated is 0%. This Performance Measure Target will be achieved with the delivery of seven (7) vehicles in 2026 and three (3) vehicles in 2027.

SCTA leases 76 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 2027 Performance Measure Target for Shared Ride Vehicles/Purchased Transportation is 0%. This Performance Measure Target will be achieved with the delivery of twenty-two (22) vehicles in 2026 to replace 2021 model vehicles and eighteen (18) vehicles in 2027 to replace 2022 models. 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 ten (10) facilities between its Lancaster and Reading operations. The ten (10) 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, Franklin Street Station and three (3) parking lots, one in Mount Joy, one on Christian Street in Lancaster and one on Keller Avenue in Lancaster. 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. Queen Street Station was renovated in 2025. This renovation included updated public restrooms, new customer seating and updated flooring and wall covering, as well as a new driver break room. In 2026 the Queen Street Station Roof was replaced, and new HVAC units will be installed in October 2026.

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 is currently in the process of a complete renovation to the building, including new flooring,

lighting, seating, and a new ADA window for service. The Reading Operations Center had upgrades to the parking lot to include solar canopies and resurfacing. The Operations Center is currently having photovoltaic panels added to the roof to lower long term energy costs. This investment in facilities over the last few years and the current work being done, resulted in SCTA achieving its FY 2026 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 2026 and the on-going maintenance of the facilities results in a FY 2027 Performance Target of 0% since no facility is ranked below a 3 on the TERM scale.

Equipment

The SCTA Transit Asset Management Plan Equipment Listing includes nine (9) pieces of equipment that have a value of \$50,000 or more.

SCTA achieved its FY 2026 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 two (2) floor sweepers and the Lancaster Bus Wash was replaced in October 2025. 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 3 on the TERM scale.

The FY 2027 Performance Target is 0% based on no equipment falling below 3 on the TERM scale. FY 2026 targets included 2 snow blowers that were leased to Lancaster City, as the value is below \$50,000. These have been removed from the Equipment listing for 2027 targets.

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.