

Transit Asset Management (TAM) Narrative FY2021

Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.”

Agency Information

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Agency Profile

Central Pennsylvania Transportation Authority (CPTA), doing business as rabbittransit in York County, Pennsylvania, provides fixed route transit service in York and Adams, and public shared ride service in Adams, York, Cumberland, Columbia, Franklin, Montour, Northumberland, Perry, Snyder and Union Counties. In 2011, York County merged with Adams County to form York Adams County Transportation Authority. The merger resulted in a board comprised of four Adams County and five York County representatives. Since 2011, three counties have joined the authority and five have signed on having CPTA manage the shared ride program. FTA provides 5307 funding to the Central Pennsylvania Transportation Authority.

CPTA operates under the authority of the Pennsylvania Municipal Authorities Act of 1945.

Useful Life Benchmark – Revenue Vehicles

Description

CPTA directly owns and operates rolling stock that operated in the MB DO, CB DO, and DR DO service groups. Transitions to the DR PT in December 2019 resulted in the entire DR PT fleet transitioning back to the DR DO classification. As of the end of FY2021, the agency had 290 active rolling stock assets across several vehicle type classifications as broken down in the table below.

Vehicle Type	Type Description	Assets
BR	BR - Over-the-road Bus	13
BU	BU - Bus	25
CU	CU - Cutaway	221
MV	MV - Minivan	10
VN	VN - Van	21

Target Setting & Rationale

In accordance with the agency TAM Plan, CPTA utilizes an aspirational target for rolling stock. CPTA has defined a target of 10% for 2022, consistent with the aspirational target set for 2021. The agency decision to utilize an aspirational target was based on the fact that the agency has been undergoing significant transition in fleet composition over the last several years relative to both the CNG transition for the heavy duty rolling stock and the right sizing of fleet across the coordinated counties the Authority has oversight over. The CNG transition is approaching a conclusion for fixed route (MB), but remains a consideration for the commuter (CB) replacements in the next several years. Other considerations relative to CNG is the potential expansion or use for shared ride or fixed route cutaway purposes as fueling capabilities and range of these units has improved. As the infrastructure is in place and assets have been replaced, this target has become more realistic vs. aspirational. Within the last several years CPTA has largely replaced its entire MB DO diesel fleet. However, with the COVID pandemic, replacement cycles have been slower than usual. This includes the cycles for both lead times for new vehicles as well as the turn around time for disposal of retired assets.

While the expansion of demand response (DR) service has curbed slightly with the workforce and vehicle replacement challenges, it remains a consideration and part of the delay of certain fleet group replacements. This is especially relative to the desire to right-size the demand response (DR) fleet for CDL and non-CDL purposes to improve CPTA's hiring capabilities in consideration of the reduced ridership.

Progress & Challenges

As of the FY2021 report cycle, CPTA revenue assets categories, as a total of all groups, falls below the 10% aspirational threshold at 8.97% of assets at or past the ULB. This is the first report year that CPTA has achieved the 10% revenue asset goal.

CPTA saw a significant improvement in the BU – Bus category from FY2020's reporting. Where this was previously an area of high past ULB percentage, the BU – Bus category achieved a zero (0) percent past ULB with the finalization of the fixed route (FR) heavy duty asset replacements. CPTA also saw improvement in the CU – Cutaway and VN – Van categories as CPTA has replaced

various past ULB assets in these pools with more appropriately sized non-CDL assets per the above concerns.

There are opportunities for improvement in those asset categories with the lowest volumes of total vehicles. As percentages, these categories appear significant but are low in actual number of vehicles of the total revenue fleet. These include the BR - Over-the-road Bus, VN – Van, and MV – Minivan. Of the total fleet, these asset categories only make up forty-four (44) of two hundred and ninety (290) or 15% of the fleet. The reason for the delay in their replacement has been shortages in microchips for relevant Ford Transits, specifically for the MV and VN groups. In relation to the BR issues, CPTA is delaying the replacement of a few of these assets due to concerns over COVID recovery and the potential reduction in the fleet based on demand for these services. These BR assets have traditionally been used for commuter services, which have seen the most dramatic reduction in ridership activity since the first impacts of COVID were felt in March 2020. CPTA anticipates that once the replacement delays are resolved, and the determination of right-sizing the commuter fleet is evaluated, the assets will be more appropriately in line with the 10% target for each of the asset category groups.

Useful Life Benchmark – Non-Revenue Vehicles

Description

CPTA owns and operates an array of non-revenue Automobiles and Trucks and other Rubber Tire Vehicles. These vehicles are utilized for driver relief and transportation, maintenance work, and as administrative support assets. CPTA has not identified any equipment in the classification of maintenance equipment that independently meets the requirements of the TAM. The below table identifies the types of assets that fall within this category and totals.

Vehicle Type	Type Description	Assets
EQP	Automobiles	19
EQP	Trucks and other Rubber Tire Vehicles	4

Target Setting & Rationale

In accordance with the agency TAM Plan, CPTA utilizes an aspirational target of 25% for equipment. This is largely because the ULB for Automobile and Trucks and other Rubber Tire Vehicles default ULBs is eight (8) for Automobiles and nineteen (19) for trucks and other rubber tire vehicles. As CPTA does not desire to adjust default ULB during the first few years of the plan implementation, it recognizes that support vehicles have historically been held for at least ten (10) years based on PennDOT Estimated Service Life (ESL) requirements. This would result in this class of vehicles being held at least two years beyond the default ULB in standard capital planning.

Progress & Challenges

As noted, CPTA identifies that the default ULB of Automobiles is less than the ESL as defined by PennDOT, who is the primary funding partner for these capital replacements. In accordance with that minimum, CPTA will tend to hold assets longer than ULB by two years. If consolidating all EQP, CPTA is not achieving the 25% aspirational target with seven (7) of twenty-three (23) assets at or past ULB. This is based on a delayed retirement of some of the sedans as replacements came in from last year. They are anticipated to be disposed in the near-term and should bring the agency into consistency with this 25% target.

Useful Life Benchmark – Facilities

Description

CPTA operates a collection of administrative, passenger, and parking facilities as necessary to provide services across the ten (10) counties and to improve passenger access and connectivity. The below table identifies the classification of facilities operated by CPTA and total per each group.

Vehicle Type	Type Description	Assets
FAC	Passenger / Parking Facilities	3
FAC	Administrative / Maintenance Facilities	4

This list is inclusive of two (2) park and rides, two (2) administrative / maintenance offices, and two (2) transfer centers. While CPTA-managed counties operate out of regional offices, they are operated out of county-owned facilities and offices and are not owned or the direct capital responsibility of CPTA.

Target Setting & Rationale

Facilities are measured differently in accordance with CPTA’s TAM Plan and guidance. They are measured against the Transit Economic Requirements Model (TERM) scale with any facility falling below three (3) of five (5) being classified as beyond useful life. At current, CPTA is fortunate in that the majority of its facilities are new or have recently undergone renovation in the last decade. At current, CPTA has a realistic goal in accordance with its TAM Plan, of zero (0) percent.

Progress & Challenges

As identified, CPTA does not have any facility that is imminently approaching a TERM rating at the ULB requirement. The York Transfer Center is currently under renovation and is anticipated to be completed during FY2022. The main purpose of the renovation is to address facility design challenges and to improve safety, rather than meeting the TERM scale requirement. Otherwise there are no significant facility-related actions going on at this time. Continued annual

assessment will be done to ensure that no unanticipated or major changes occur, but otherwise this category is achieving the realistic goal at this time.

Factors Impacting Transit Agency's Transit Asset Management (TAM) Plan

As denoted in the rolling stock category, CPTA's transition to CNG fleet, specifically among our BU – Bus vehicle type, has had a negative impact and delayed replacement of vehicles proximate to lifecycle and ULB. However, in this reporting year the majority of those assets exceeding ULB in the MB DO category have been replaced, bringing the revenue assets group into the 10% (ten percent) target. Some of the remaining difficulties in aligning with the ULB thresholds across the board, have been delay in disposal of assets relative to the COVID pandemic. This has caused the sale of aged assets to be slower than usual. Nonetheless, CPTA has been able to finalize disposal of these assets through public sales. Another major factor that is tied to the pandemic has been the material supply shortages in relation to both parts and asset replacements. The parts supply chain issues have created delays in repairs and slowed the agency's capabilities to add the appropriate mileages to select assets to dispose of them timely. Additionally, the significant increase in lead time from design to acceptance of new rolling stock relative to the microchip and other part shortages has created replacement delays as well. Otherwise the ongoing assessment of CNG for other assets such as cutaways, etc. are ongoing factors in the replacement cycle delays. All of these items considered, CPTA has been successful in improving the percentage of fleet within the ULB and SOGR.

Operational factors include the shortage of workforce and CDL operators. This has had an impact on our fleet capacity and replacement planning, which has resulted in delayed asset retirements as well. While the desire to replace vehicles with like-size capacity to meet service need is present, the reality of the job market has caused delays as operational approaches are discussed and revised. Further, COVID and the unknown after-effects has added complexity to this future planning process.

Additional Information and Documentation (Optional)

No additional information has been documented or provided with this narrative. Referenced datasets are available via the NTD reported Asset Forms (A-#).

NTD ID	30027
Reporter Name	Central Pennsylvania Transportation Authority
Report	2021 (Original Submission)

Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)	
AB - Articulated Bus		N/A			N/A
AO - Automobile		N/A			N/A
BR - Over-the-road Bus	10.00	10.00	38.46	-28.46	10.00
BU - Bus	10.00	10.00	0.00	10.00	10.00
CU - Cutaway	10.00	10.00	6.33	3.67	10.00
DB - Double Decker Bus		N/A			N/A
MV - Minivan	10.00	10.00	40.00	-30.00	10.00
OR - Other		N/A			N/A
SB - School Bus		N/A			N/A
SV - Sports Utility Vehicle		N/A			N/A
VN - Van	10.00	10.00	14.29	-4.29	10.00

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)	
Automobiles		25.00	26.32	-1.32	25.00
Trucks and other Rubber Tire Vehicles		25.00	50.00	-25.00	25.00
Steel Wheel Vehicles		N/A			N/A

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)	
Passenger / Parking Facilities		0.00	0.00	0.00	0.00
Administrative / Maintenance Facilities		0.00	0.00	0.00	0.00