



**Lebanon Transit**  
**FFY 2021-2024 Transit TIP Narrative**  
**Transit Performance Measures**

**Background**

Transit Asset Management (TAM) is a systematic process that enables public transit agencies to reach and maintain assets in a State of Good Repair (SGR). TAM accounts for the full life cycle of an asset used for public transit, from procurement through operations and maintenance to final disposition. Originally authorized by the Moving Ahead for Progress in the 21st Century Act (MAP21) and furthered by the Fixing America's Surface Transportation Act (FAST Act), the Federal Transit Administration (FTA) developed the Transit Asset Management (TAM) model to:

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

In July 2016, FTA issued a Final Rule requiring transit agencies to maintain and document minimum TAM standards, policies and procedures. The TAM Rule applies to all recipients of Chapter 53 Funds that either own, operate or manage federally funded capital assets used in providing public transit. The TAM rule divides transit agencies into two (2) categories based on size and mode.

The TAM Rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding and additionally allows other Tier II providers to join a group plan at their discretion. Lebanon Transit has elected to participate in the PennDOT Group Plan.

PennDOT has created a database to assist and monitor assets, including condition assessments and schedules of expected expenditures. Updates are required annually. The goal is for Lebanon Transit to reach and maintain a State of Good Repair for all its capital assets through the Performance Based Planning and Programming process.

Annually, Performance Goals are developed for three (3) Asset Classes the FTA has identified in its implementing guidelines that include the following:

- Equipment: Tangible support property having a useful life of at least one year, including all non-revenue/support vehicles;
- Facilities: A building or structure that is used in the provision of public transit, including administrative and maintenance and passenger/parking facilities; and

- Rolling Stock (Revenue Vehicle) – Transit agency owned and/or leased Fixed Route and Shared Ride (Paratransit) vehicles used to provide public transit.

The expectation is that by achieving the annual Performance Goals Lebanon Transit will reach and maintain a State of Good Repair for the Asset Class identified.

Condition Assessments are performed using the following criteria:

- Excellent – 5
  - Brand new asset, no visible defects.
- Good – 4
  - Asset showing minimal signs of wear, some (slightly) defective or deteriorated component(s).
- Adequate – 3
  - Asset has reached its mid-life; some moderately defective or deteriorated component(s).
- Marginal – 2
  - Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
- Poor – 1
  - Asset is past its useful life and needs immediate repair or replacement; may have critically damaged component(s).

### **Performance Goals**

Lebanon Transit’s Performance Goals for FY 2020 are as follows:

Facilities – 66%

- Percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

Revenue Vehicles – bus = 28%; vans = 63%

- Percentage of revenue vehicles that exceed the Useful Life Benchmark (ULB).

Equipment - Automobiles = 45%; Trucks and other Rubber Tire Vehicles = 50%

- Percentage of non-revenue service vehicles that exceed the Useful Life Benchmark (ULB).

### **Facilities**

Lebanon Transit has two (2) facilities and two (2) passenger stations in Lebanon County. Regular inspections of the facilities and their operating systems are performed. An overall condition assessment is performed on an annual basis.

Lebanon Transit’s facilities are in relatively good shape except for the Administrative and Maintenance building. Over the next four (4) years, this building will be either renovated or scheduled to be replaced.

## **Vehicles**

The Performance Goal for Vehicles is based on the percentage of vehicles meeting or exceeding the Useful Life Benchmark (ULB). The ULB for 35' and 40' Fixed Route buses is twelve (12) years and 500,000 miles; 30' Fixed Route buses is ten (10) years and 350,000 miles; Shared Ride vehicles is five (5) years and 150,000 miles. As part of this analysis, Lebanon Transit calculates the average age of its fleet and the number of vehicles in its fleet that exceed the ULB.

Over the next several years, Lebanon Transit will be replacing vehicles that have met and exceeded their useful life.

## **Equipment**

Lebanon Transit has several pieces of equipment that have a value of \$50,000 or more. A condition assessment is performed for equipment. It is important to note, most equipment being used and maintained by Lebanon Transit is below \$50,000. Lebanon Transit evaluates all equipment and records the condition rating in the PennDOT Capital Planning Tool.

Over the next several years, Lebanon Transit has several equipment purchases for maintenance equipment and office equipment that has met its useful life.

## **Conclusion**

On an annual basis, PennDOT will provides an Asset Performance Report to transit agencies by August 31<sup>st</sup> of each year that measure performance against established targets for the previous fiscal year. New Performance Goals for the upcoming fiscal year will be established no later than September 15<sup>th</sup> of each year. The implementation of the proposed projects included in the FFY 2021-2024 are expected to assure Lebanon Transit achieves its goal of maintaining its facilities, vehicles and equipment in a State of Good Repair and achieving the current or higher Performance Goal ratings.

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