

County of Lebanon Transit Authority (LT)



FFY 2027-2030 Transit TIP Narrative Transit Asset Management Performance Measures

Background

Transit Asset Management (TAM) is a systematic process that enables public transit agencies to achieve and maintain a State of Good Repair (SGR) for all capital assets. TAM incorporates the full life cycle of transit assets—from procurement through operations, maintenance, and final disposition.

Authorized under MAP-21 and further strengthened by the FAST Act, the Federal Transit Administration (FTA) developed the TAM framework to:

- Monitor and manage public transit assets
- Improve safety
- Increase reliability and operational performance
- Establish measurable asset performance targets

In July 2016, the FTA issued a Final Rule requiring transit agencies to develop and maintain TAM plans outlining policies, procedures, and performance measures. The rule applies to all recipients of Chapter 53 funds that own, operate, or manage federally funded assets used in public transit. Agencies are categorized into two tiers based on size and mode.

The TAM Rule requires states to lead group plans for Section 5311 and 5310 recipients. Lebanon Transit has elected to participate in the PennDOT Group TAM Plan.

PennDOT maintains a statewide capital asset database that supports inventory management, condition assessments, and projected capital needs. Annual updates ensure performance-based planning is used to reach and maintain SGR for all asset classes.

Asset Classes and Performance Measures

FTA identifies three primary TAM asset categories. Lebanon Transit evaluates each annually and establishes Performance Goals accordingly:

1. Equipment

Support and maintenance equipment with a useful life of at least one year, including all non-revenue vehicles.

2. Facilities

Buildings and structures used to support transit, including administrative, maintenance, passenger, and parking facilities.

3. Rolling Stock (Revenue Vehicles)

All agency-owned or leased vehicles used to provide transit service, including fixed route and shared ride.

Annual Condition Assessments use the Transit Economic Requirements Model (TERM) 1–5 rating scale:

- Excellent – 5
 - Brand new, no visible defects.
- Good – 4
 - Asset showing minimal signs of wear, some (slightly) defective or deteriorated components(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 measures evaluate the percentage of assets below a TERM 3 rating (facilities) or exceeding Useful Life Benchmark (ULB) thresholds (vehicles and equipment).

Performance Goals

Lebanon Transit's **Performance Goals for FY 2026** are as follows:

Facilities – Passenger/Parking Stations = **6%**; Administrative/Maintenance = **4%**
Percentage of facilities that are rated less than 3.0 on the TERM scale.

Lebanon Transit owns two (2) primary facilities and two (2) passenger stations in Lebanon County. Facilities receive routine inspections, and annual condition assessments are documented in the PennDOT Asset Management System.

Overall conditions remain good, with the exception of the 200 Willow Street Administrative & Maintenance Building, which is scheduled for replacement with the **FFY 2027-2030** TIP period.

Revenue Vehicles – Bus = **30%**; Vans = **54%**; Cutaways = **59%**
Percentage of revenue vehicles that exceed the ULB.

Vehicle Performance Goals are based on the percentage of fleet vehicles that meet or exceed ULB thresholds:

- **35’– 40’ fixed-route buses:** 12 years / 500,000 miles
- **30’ fixed-route buses:** 10 years / 350,000 miles
- **Shared Ride vehicles:** 5 years / 150,000 miles

Fleet age, mileage, and ULB exceedance counts are reviewed annually. Lebanon Transit anticipates replacing several vehicles that have met or surpassed their ULB during the FFY 2027-2030 period.

Equipment - Automobiles = **43%**; Trucks and other Rubber Tire Vehicles = **16%**
Percentage of non-revenue service vehicles that exceed the Useful Life Benchmark (ULB).

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 provide an Asset Performance Report to transit agencies by August 31st 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 15th of each year.

The capital projects programmed in the **FFY 2027-2030 TIP**, along with Lebanon Transit’s commitment to performance-based TAM practices, will support maintaining all facilities, vehicles, and equipment in a State of Good Repair and meeting or exceeding established performance targets.

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