Lebanon Transit Performance Measures and Targets - ??? Year

To comply with FTA regulations, performance measures and targets were established for each of the assets. Performance measures for facilities and infrastructure are based on current FTA standards and guidelines while the performance measures for rolling stock and equipment are determined by the PennDOT Useful Life Benchmark (ULB), which recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturer's guidelines, and the default asset ULB derived from the FTA. Targets are based on the current number of assets and equipment not in a state of good repair (SGR) and Lebanon Transit's desired priority for replacing assets in the upcoming fiscal year. Targets will be reviewed and updated annually.

Asset	ULB	2021 Target %	2021 Performance %	2022 Target %	Performance Measure
Rolling Stock - Revenue vehicles by mode					
Bus (BU)	12	29.0%	23.8%	28.0%	Percentage of vehicles that have exceeded ULB
Cutaway (CU)	5	42.0%	0.0%	52.0%	
Vans (VN)	4	64.0%	100.0%	65.0%	
Equipment - non-revenue service vehicles					
Automobile (AO)	8	46%	0%	57%	Percentage of vehicles that have exceeded ULB
Truck & Other Rubber Tire Vehicles	14	50%	100%	27%	
Facilities	**Term**				
Facilities	3	83.0%	0%	84%	Percentage of facilities that are rated less than 3.0 on Term scale

Assets that have met or exceeded their Useful Life Benchmark (ULB) or have a Transit Economic Requirements Model (TERM) condition rating lower than 3.0 indicate that these assets may not be in a state of good repair (SGR). These assets would require replacement prioritization to ensure that Lebanon Transit provides safe, clean, and reliable transportation.

Lebanon Transit Performance Measures and Targets - 2024

To comply with FTA regulations, performance measures and targets were established for each of the assets. Performance measures for facilities and infrastructure are based on current FTA standards and guidelines while the performance measures for rolling stock and equipment are determined by the PennDOT Useful Life Benchmark (ULB), which recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturer's guidelines, and the default asset ULB derived from the FTA. Targets are based on the current number of assets and equipment not in a state of good repair (SGR) and Lebanon Transit's desired priority for replacing assets in the upcoming fiscal year. Targets will be reviewed and updated annually.

Asset	ULB	2023 Target %	2023 Performance %	2024 Target %	Performance Measure
Rolling Stock - Revenue vehicles by mode					
Bus (BU)	12	31.0%	31.6%	28.0%	Percentage of vehicles that have exceeded ULB
Cutaway (CU)	5	53.0%	0.0%	59.0%	
Vans (VN)	4	62.0%	100.0%	62.0%	
Equipment - non-revenue service vehicles					
Automobile (AO)	8	45%	0%	46%	Percentage of vehicles that have exceeded ULB
Truck & Other Rubber Tire Vehicles	14	21%	100%	24%	
Facilities	**Term**				
Passenger/Parking Facilities	3	66.0%	0%	31%	Percentage of facilities that are rated less than 3.0 on Term scale

Assets that have met or exceeded their Useful Life Benchmark (ULB) or have a Transit Economic Requirements Model (TERM) condition rating lower than 3.0 indicate that these assets may not be in a state of good repair (SGR). These assets would require replacement prioritization to ensure that Lebanon Transit provides safe, clean, and reliable transportation.

Lebanon Transit Performance Measures and Targets - 2023

To comply with FTA regulations, performance measures and targets were established for each of the assets. Performance measures for facilities and infrastructure are based on current FTA standards and guidelines while the performance measures for rolling stock and equipment are determined by the PennDOT Useful Life Benchmark (ULB), which recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturer's guidelines, and the default asset ULB derived from the FTA. Targets are based on the current number of assets and equipment not in a state of good repair (SGR) and Lebanon Transit's desired priority for replacing assets in the upcoming fiscal year. Targets will be reviewed and updated annually.

Asset	ULB	2022 Target %	2022 Performance %	2023 Target %	Performance Measure
Rolling Stock - Revenue vehicles by mode					
Bus (BU)	12	28.0%	38.8%	31.0%	Percentage of vehicles that have exceeded ULB
Cutaway (CU)	5	52.0%	0.0%	53.0%	
Vans (VN)	4	63.0%	100.0%	62.0%	
Equipment - non-revenue service vehicles					
Automobile (AO)	8	57%	0%	45%	Percentage of vehicles that have exceeded ULB
Truck & Other Rubber Tire Vehicles	14	27%	100%	21%	
Facilities	**Term**				
Passenger/Parking Facilities	3	84.0%	0%	66%	Percentage of facilities that are rated less than 3.0 on Term scale

Assets that have met or exceeded their Useful Life Benchmark (ULB) or have a Transit Economic Requirements Model (TERM) condition rating lower than 3.0 indicate that these assets may not be in a state of good repair (SGR). These assets would require replacement prioritization to ensure that Lebanon Transit provides safe, clean, and reliable transportation.

Lebanon Transit Performance Measures and Targets - 2022

To comply with FTA regulations, performance measures and targets were established for each of the assets. Performance measures for facilities and infrastructure are based on current FTA standards and guidelines while the performance measures for rolling stock and equipment are determined by the PennDOT Useful Life Benchmark (ULB), which recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturer's guidelines, and the default asset ULB derived from the FTA. Targets are based on the current number of assets and equipment not in a state of good repair (SGR) and Lebanon Transit's desired priority for replacing assets in the upcoming fiscal year. Targets will be reviewed and updated annually.

Asset	ULB	2021 Target %	2021 Performance %	2022 Target %	Performance Measure
Rolling Stock - Revenue vehicles by mode					
Bus (BU)	12	29.0%	23.8%	28.0%	Percentage of vehicles that have exceeded ULB
Cutaway (CU)	5	42.0%	0.0%	52.0%	
Vans (VN)	4	64.0%	100.0%	65.0%	
Equipment - non-revenue service vehicles					
Automobile (AO)	8	46%	0%	57%	Percentage of vehicles that have exceeded ULB
Truck & Other Rubber Tire Vehicles	14	50%	100%	27%	
Facilities	**Term**				
Facilities	3	83.0%	0%	84%	Percentage of facilities that are rated less than 3.0 on Term scale

Assets that have met or exceeded their Useful Life Benchmark (ULB) or have a Transit Economic Requirements Model (TERM) condition rating lower than 3.0 indicate that these assets may not be in a state of good repair (SGR). These assets would require replacement prioritization to ensure that Lebanon Transit provides safe, clean, and reliable transportation.

Lebanon Transit Performance Measures and Targets - 2021

To comply with FTA regulations, performance measures and targets were established for each of the assets. Performance measures for facilities and infrastructure are based on current FTA standards and guidelines while the performance measures for rolling stock and equipment are determined by the PennDOT Useful Life Benchmark (ULB), which recognizes and considers the local operating environment of assets within the service areas, historical maintenance records, manufacturer's guidelines, and the default asset ULB derived from the FTA. Targets are based on the current number of assets and equipment not in a state of good repair (SGR) and Lebanon Transit's desired priority for replacing assets in the upcoming fiscal year. Targets will be reviewed and updated annually.

Asset	ULB	2020 Target %	2020 Performance %	2021 Target %	Performance Measure
Rolling Stock - Revenue vehicles by mode					
Bus (BU)	12	28.0%	9.5%	29.0%	Percentage of vehicles that have exceeded ULB
Cutaway (CU)	5	39.0%	0.0%	42.0%	
Vans (VN)	4	63.0%	73.3%	64.0%	
Equipment - non-revenue service vehicles					
Automobile (AO)	10	45%	0%	46%	Percentage of vehicles that have exceeded ULB
Truck & Other Rubber Tire Vehicles	10	50%	100%	50%	
Facilities	**Term**				
Facilities	3	0.0%	0%	83%	Percentage of facilities that are rated less than 3.0 on Term Scale

Assets that have met or exceeded their Useful Life Benchmark (ULB) or have a Transit Economic Requirements Model (TERM) condition rating lower than 3.0 indicate that these assets may not be in a state of good repair (SGR). These assets would require replacement prioritization to ensure that Lebanon Transit provides safe, clean, and reliable transportation.