

## Chapter 2: Regional Goals, Objectives, and Performance Management

The mission, goals, objectives, and performance measures were developed through a comprehensive, continuing, and cooperative effort between the Old Colony Planning Council, the Old Colony Metropolitan Planning Organization (MPO), the Joint Transportation Committee (JTC), the Massachusetts Department of Transportation (MassDOT), and the stakeholders in the transportation system. These regional goals and policies are consistent with the vision of the Federal Government (Bipartisan Infrastructure Law (BIL)), the Commonwealth of Massachusetts and of the communities of the Old Colony Region.

### MISSION

The Long-Range Transportation Plan (LRTP) addresses a twenty-year planning horizon and includes both short and long-range strategies and actions to the development of an integrated intermodal transportation system for the efficient movement of people and goods. Additionally, the Long-Range Transportation Plan examines both current and forecasted transportation and land use conditions and provides framework for the future transportation system. The mission statement for the Vision 2050 Long Range Transportation Plan is defined as a creation of:

“A regional system that provides safe, accessible, and efficient movement of people and goods; fosters healthy community identity and “a sense of place” in all parts of the region; protects the region’s environment; and joins all transportation modes and facilities into an equitable, seamless, and fully interconnected network”

Essential elements to achieve the mission include ensuring equity by distributing burdens and benefits fairly, providing equitable access to transportation choices, ensuring fiscal stewardship by prioritizing investments that achieve multiple goals, promoting public and private collaboration with meaningful community participation and having transportation agencies that take responsibility for their actions.

Given this framework, the mission of the Old Colony Long Range Transportation Plan is to provide a safe and efficient transportation system that promotes multi-modalism (roads, transit, sidewalks, bicycles, etc.), supports projected growth, addresses social and

#### *How we get there*

**Ensure Equity** - Distribute burdens and benefits fairly and provide equitable access to transportation choices

**Ensure Fiscal Stewardship** - Prioritize investments that achieve multiple goals, giving taxpayers and passengers more for their money

**Deliver Accountability** - Promote public and private collaboration with meaningful community participation,

economic sustainability, community livability, mitigated environmental impacts and clearly understanding land use implications through effective planning/policy and local/regional coordination.

#### BIPARTISAN INFRASTRUCTURE LAW

The Bipartisan Infrastructure Law (BIL) legislation requires MPOs to implement a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. To meet this requirement, the Old Colony MPO develops the Long Range Transportation Plan and Transportation Improvement Program that facilitate the safe and efficient movement of safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development within and between States and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution in all areas of the region.

The BIL continues to emphasize performance-based planning as an integral part of the metropolitan planning process: states are to develop performance goals, guided by the national goals, and then MPOs will work with state departments of transportation to develop MPO performance measures and targets, or adopt the statewide performance measures and targets. The TIP integrates MassDOT's and the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance targets. The MPOs, MassDOT, and providers of public transportation jointly agree and have developed specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress towards attainment of critical outcomes for the MPO regions and the collection of data for the MassDOT Asset Management Plan.

The Old Colony MPO develops the TIP with due consideration of additional planning activities within the metropolitan area and utilizes a process that provides for the design and delivery of transportation services within the metropolitan planning area. The following is an overview of how the Long Range Transportation Plan and the Transportation Improvement Program reflect the national planning factors and performance-based planning:

#### Goal: Safety

This Plan strives for a safe transportation system that minimizes the risk of serious injury to motorized and vulnerable users of the system and helps the Region and Commonwealth move towards its Vision Zero goals.

### Objectives:

- Program projects aimed at reducing the total number of fatalities and serious non-fatal injuries; the rate of occurrence of fatalities and serious injuries; and the total combined number of fatalities and serious injuries for non-motorized travel .
  - ▬ Target and Performance Measure: the Old Colony MPO shall adapt the Massachusetts Statewide Target for total fatalities and fatality rate, adjusted annually by MassDOT (As of March 2023, Target for CY 2023 was 355 total fatalities and a fatality rate of 0.59 fatalities per 100 million VMT statewide).
  - ▬ Target and Performance Measure: the Old Colony MPO shall adapt the Massachusetts Statewide Target for total serious injuries and rate of serious injuries, adjusted annually by MassDOT (As of March 2023, Target for CY 2023 was 2,569 total serious injuries and rate of serious injury of 4.25 per 100 million VMT statewide).
  - ▬ Target and Performance Measure: the Old Colony MPO shall adapt the Massachusetts Statewide Target for combined fatalities and injuries for non-motorized travel, adjusted annually by MassDOT (As of March 2023, Target for CY 2023 was a total of 437 combined fatalities and serious injuries for non-motorized travelers).
- Collaborate with the Brockton Area Transit (BAT) Authority to reduce total number of preventable accidents on fixed route and demand response service Provide and maintain safe fixed route service (e.g. Preventable Accidents per 100K miles).
  - ▬ Target and Performance Measure: Maintain fixed route service preventable accidents/ 100k miles below 2.00
  - ▬ Target and Performance Measure: Maintain demand response service preventable accidents/ 10k miles below 2.00.
- Protect the viability of transportation infrastructure to accommodate emergency response and evacuations.
- Protect transportation system users from safety and security threats.

### Goal: Transparency and Equity

The Plan is designed to ensure an open and inclusive planning process that ensures representation and access to all persons.

### Objectives:

- Provide background overlay of environmental justice and EJ+ communities against all planning and project implementation considerations.
- Make materials accessible to persons with limited English proficiency, as well to those with visual and audible impairments.
- Annually calculate Measures of Effectiveness of public outreach and engagement efforts and evaluate methods for increasing participation.

- Whenever possible and allowable, incorporate a hybrid mix of virtual and traditional in-person engagement efforts to maximize access to the process and public participation.

#### Goal: Economic Vitality

The Old Colony MPO is committed to planning for a transportation network that fosters and supports a robust and diverse economy in the Old Colony Region

#### Objectives

- Plan for a transportation system that supports the local and regional economy, including the tourism economy of Plymouth County.

#### Goal: Security

The Old Colony MPO is committed to supporting a transportation system that maintains security for physical infrastructure and the users of the system,

#### Objectives

- While the overall security of the transportation system falls outside of the purview of the Metropolitan Planning Organization and Regional Planning Agency, Old Colony is committed to working with our partners to support efforts to maximize security wherever MPO efforts are applicable.

#### Goal: Accessibility

A transportation system that ensures access and mobility for all motorized and vulnerable system users regardless of physical ability or prosperity levels.

#### Objectives

- Consider all users when conducting planning activities such as Road Safety Audits, Corridor Studies, Transit Planning Activities, and Local Technical Assistance Studies.
- Collaborate with partners to promote land uses and development patterns conducive to supporting a transportation system that is designed and built for users of all abilities and prosperity levels.
- Collaborates with partners on ways to improve existing transportation systems to be more age friendly.
- Improve and expand human service coordination, mobility, and accessibility for all modes.
- Reduce the number and size of gaps in the ADA accessible sidewalk network.
- Improve accessibility for all modes for all users.
  - **Target and Performance Measure:** 50% of available Transportation Improvement Program funding allocated to projects that significantly improve bicycle and pedestrian mobility.

### Goal: A Clean Environment

A transportation system that is not only protected but enhanced through energy conservation and smart, green practices.

#### Objectives

- Minimize negative environmental impacts of the transportation system.
  - **Target and Performance Measure:** Program a minimum of 100% of Congestion Mitigation and Air Quality (CMAQ) Program funding targets.
- Reduce greenhouse gas emissions and ground level ozone (NOx and VOCs) by all transportation modes.
  - **Target and Performance Measure:** 50% of TIP projects reduce GHGs while also reducing negative impacts on the natural environment (such as improved storm water management or the addition of green space).
- Increase the usage of clean alternative fuels and recyclable material for new transportation infrastructure.
- Increase coordination of transportation and housing programs to promote affordable housing near transit.
- Support investments that clean up brownfields and avoid investments that increase pressure to develop greenfields.
- Support livable communities and smart growth development patterns through the creation of a balanced multi-modal transportation system.
- Promote Mode Shift by increasing use of transit, carpool/ vanpool, and non-motorized transportation modes such as bicycling and walking.
- Support efforts and programs that Increase automobile and bicycle parking capacity and usage at transit stations and commuter lots.
- Monitor utilization and congestion levels at commuter rail and park & ride parking facilities.
  - **Target and Performance Measure:** Record utilization data twice annually

#### Objectives

- Reduce delays along identified freight routes.
- Increase access to major employment centers.
- Plan and prioritize transportation investments that serve targeted development areas.

### Goal: Resiliency

A transportation system that is sustainable and resilient.

#### Objectives

- Incorporate support material from plans such as Hazard Mitigation Plan and other documents that identify vulnerable areas when considering programing of projects and annual work program.

- Protect and strengthen transportation systems vulnerable to climate change through identification of at-risk transportation assets and development of protection measures for each category of asset.
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**Goal: A State of Good repair**

A planning process that prioritizes maintenance and keeping physical infrastructure in a state of good repair.

*Objectives*

- Continue to maintain the Old Colony Pavement Management System program.
- Continue evaluating potential Transportation Improvement Program projects on existing physical condition of facility to be improved.
- Program projects aimed at increasing the overall number of roadway miles with excellent or good pavement conditions.
  - 📊 Target and Performance Measure: The Old Colony MPO shall adapt the Massachusetts Statewide Targets for bridge conditions and pavement conditions on the National Highway System (NHS), adjusted annually by MassDOT (As of March 2023, 4-Year Target was above 30% of NHS miles in Good condition and fewer than 5% of NHS miles in Poor Condition).

**Goal: Efficiency**

A transportation system that minimizes financial and environmental costs associated with congestion and delay.

*Objectives*

- Program projects aimed at mitigating congestion and reducing travel times on the highway network.
  - 📊 Target and Performance Measure: the Old Colony MPO shall adapt and support the Massachusetts Statewide Targets (updated annually) for travel time reliability on the National Highway System, Truck Travel Time Reliability (TTTR) Index, and Annual Hours of Peak Hour Excessive Delay).
- Coordinate with Brockton Area Transit (BAT) regarding planning or efficiency and minimized travel times on the transit system.
- Provide and maintain fixed route reliability: Miles between breakdowns w/ passenger interruption.
- Provide and maintain demand response reliability: Miles between breakdowns w/ passenger interruption.
- Provide and maintain highway network travel time reliability.

The Old Colony MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2019. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5-year, rolling average trend lines for all FHWA-defined safety measures. For CY 2019 targets, four of the five safety measures - total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of incapacitating injuries, and rate of incapacitating injuries per 100 million VMT - were established by extending their trend lines into the 2015-2019 period. All four of these measures reflect a modest decrease in statewide trends. The fifth safety measure, the total number of combined incapacitating injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trend line depicts an increase. MassDOT's effort to increase non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trend line, MassDOT has elected to establish a target of non-motorized fatalities and injuries and for CY 2019 that remains constant from the rolling average for 2012–2016. In recent years, MassDOT and the Old Colony MPO have invested in “complete streets,” bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, the Old Colony MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of “Toward Zero Deaths” through MassDOT's Performance Measures Tracker<sup>1</sup> and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT's annual targets or to establish their own each year.

The safety measures MassDOT has established for CY 2019, and that the Old Colony MPO has adopted, are as follows:

1. Fatalities: The target number of fatalities for the years CY 2019 is 353, down from an average of 364 fatalities for the years 2012–2016. [See Figure 1 for Our MPO vs. statewide comparison of the trend for this performance measure]
2. Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2019 is 0.58, down from a 0.61 average for years 2012–2016. [See Figure 1 for Our MPO vs. statewide comparison of the trend for this performance measure]

3. Incapacitating Injuries: The target number of incapacitating injuries for CY2019 is 2801, down from the average of 3146 for the years 2012–2016. [See Figure 2 for Our MPO vs. statewide comparison of the trend for this performance measure]
4. Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY2019 is 4.37 per year, down from the 5.24 average rate for years 2012–2016. [See Figure 2 for Our MPO vs. statewide comparison of the trend for this performance measure]
5. Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY2019 target number of fatalities and incapacitating injuries for non-motorists is 541 per year, the same as the average for years 2012–2016. [See Figure 3 for Our MPO vs. statewide comparison of the trend for this performance measure]

Figure 2-1

Total Fatalities and Fatality Rate

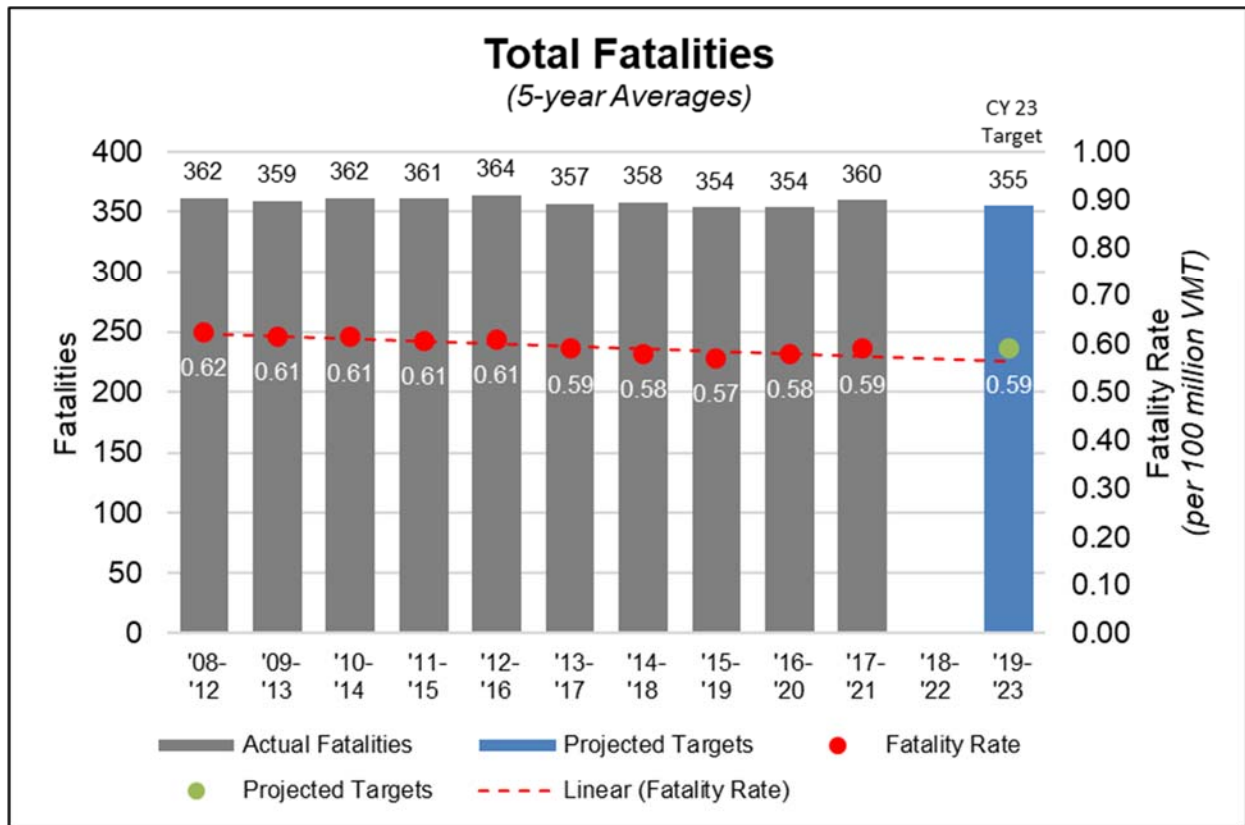


Figure 2-2

Total Serious Injuries and Incapacitating Injuries Rate



## Total Serious Injuries (5-year Averages)

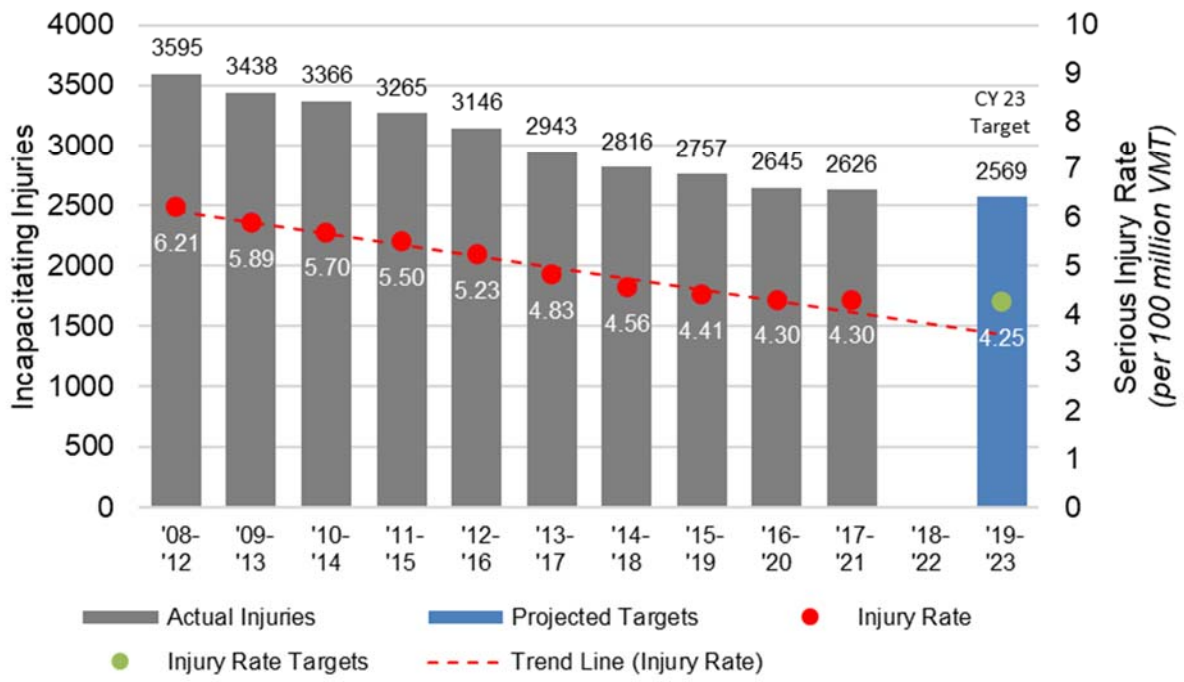
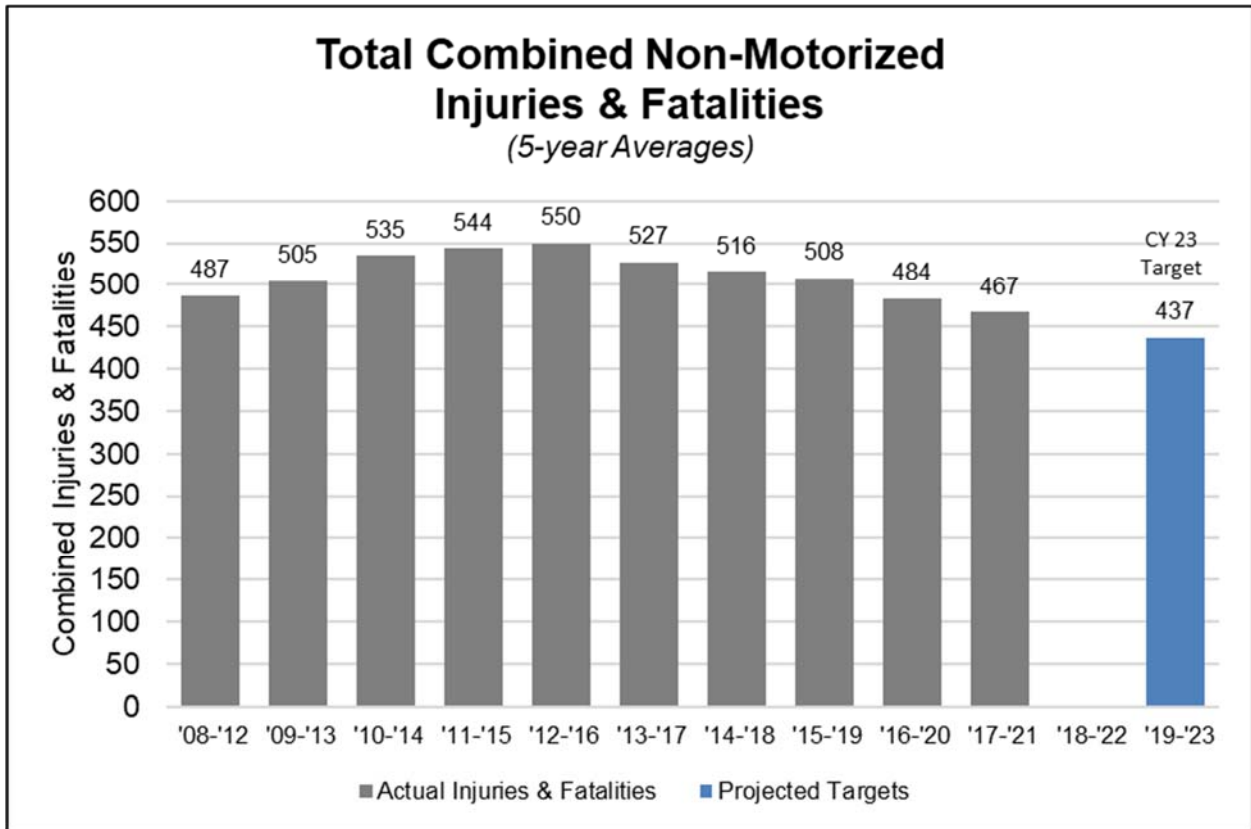


Figure 2-3

Total Number of Non-Motorized Fatalities and Incapacitating Injuries with



#### SYSTEM PRESERVATION PERFORMANCE (PM2)

System preservation continues to be a priority for the Old Colony Region MPO because the region's transportation infrastructure is aging. It is also important to improve the resiliency of the region's transportation system to prepare for existing or future extreme conditions, such as sea level rise and flooding.

The Old Colony MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition;

and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT's Transportation Asset Management Plan (TAMP), which is due to be finalized in July 2019.

Targets for bridge-related performance measures were determined by identifying which bridge projects are programmed and projecting at what rate bridge conditions deteriorate. The bridge-related performance measures measure the percentage of deck area, rather than the total number of bridges.

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2020), once three years of data are available, for more informed target setting.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection. Table 1 provides the MassDOT Performance Measures and Targets for NHS Pavements, while Table 2 provides the MassDOT Performance Measures and Targets for NHS Bridges.

**Table 2-1**

**MassDOT Performance Measures and Targets for NHS Pavements**

<b>Interstate Pavement (FHWA Full Distress)</b>			
<b>Performance Measure</b>	<b>Current Condition (2017)</b>	<b>2-Year Target (2020)</b>	<b>4-Year Target (2022)</b>
% Interstate Pavement in Good Condition	74.2%	70%	70%
% Interstate Pavement in Poor Condition	0.1%	4%	4%
<b>Non-Interstate Pavement (FHWA IRI only)</b>			
<b>Performance Measure</b>	<b>Current Condition (2017)</b>	<b>2-Year Target (2020)</b>	<b>4-Year Target (2022)</b>
% Non-Interstate Pavement in Good Condition	32.9%	30%	30%
% Non-Interstate Pavement in Poor Condition	31.4%	30%	30%

**Table 2-2**

**MassDOT Performance Measures and Targets for NHS Bridges**

<b>Performance Measure</b>	<b>Current Condition (2017)</b>	<b>2-Year Target (2020)</b>	<b>4-Year Target (2022)</b>
% Bridges in Good Condition	15.22%	15%	16%
% Bridges in Poor Condition	12.37%	13%	12%

**SYSTEM PERFORMANCE MEASURES (CONGESTION, RELIABILITY, AND EMISSIONS) (PM3)**

Through its goal and objectives for capacity management and mobility, the MPO seeks to maximize the region’s existing transportation system so that both people and goods can move reliably and connect to key destinations. Portions of the Old Colony Region are densely developed, which creates challenges to making major changes to its transportation infrastructure to address access, reliability, and congestion mitigation needs. In order to

determine how well the region’s roadways are performing with respect to mobility, the MPO applies performance measures that gauge the duration, extent, intensity, and reliability (or regularity) of the occurrence of congestion.

**Table 2-3**

**MassDOT System Performance Measures and Targets**

**Congestion, Reliability, and Emissions**

<b>Performance Measure</b>	<b>Current (2017)</b>	<b>2-Year Target (2020)</b>	<b>4-Year Target (2022)</b>
Level of Travel Time Reliability (LOTTR)	68% Interstate	68% Interstate	68% Interstate
	80% non-Interstate	80% non-Interstate	80% non-Interstate
Truck Travel Time Reliability (TTTR)	1.85	1.85	1.85
Peak Hour Excessive Delay (PHED) (Boston UZA) (Annual hours per capita)	18.31	18.31	18.31
Non-SOV Travel	33.60% (2016)	34.82%	35.46%
Emissions Reductions	Baseline (FFY 2014-2017)	1,622 CO	TBD CO - Springfield
		497.9 Ozone	1.1 Ozone

Old Colony MPO staff analyzes congestion in the region using the Congestion Management Process (CMP). The CMP is, “a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.” The CMP includes consideration of the implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities. This process allows for monitoring transportation systems for congestion, reviewing and endorsing plans by local communities that make up the region, and revising monitoring of strategies and overall plans to account for a dynamic management system. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that reduce single occupancy vehicle (SOV) travel and improve existing transportation system efficiency. Documentation of the operational Congestion Management Process occurs during the Transportation Management Area (TMA) Certification Review conducted every four (4) years.

In general, the root causes of congestion may be summarized into two main categories:

- Traffic volume on a facility exceeds the available physical capacity of the facility - There is a limited amount of traffic that can be moved on a roadway for a given time, or only so many transit customers that can be accommodated by a given number of buses or trains. This is considered the physical capacity of the system. Bottlenecks occur at locations where the physical capacity is restricted, with flows from upstream sections (with higher capacities) being funneled into smaller downstream segments. When traffic flow breaks down to stop-and-go conditions, capacity is actually reduced. Bottlenecks can be very specific chokepoints in the system, such as a poorly functioning freeway-to-freeway interchange, or an entire highway corridor where a “system” of bottlenecks exists, such as a closely spaced series of interchanges with local streets.
- Traffic Incidents - In addition to the physical capacity, external events can have a major effect on traffic flow. These include traffic incidents such as crashes and vehicle breakdowns; work zones; inclement weather; special events; and poorly timed traffic signals. When these events occur, their main impact is to subtract physical capacity from the roadway. Events also may cause changes in traffic demand by causing travelers to rethink their trips.

The cost of congestion can be measured in dollars as well as time. There is a direct link between transportation investment, travel conditions (congestion and reliability), and economic productivity. Two key trends have a substantial impact on the total cost of moving freight:

- As congestion extends into midday, which is typically the peak travel period for trucks, costs that are more direct will be incurred.
- Reliability - For trucks, the ability to secure delivery windows predictably will decrease and will add even more costs as firms struggle to optimize delivery schedules. This is especially a problem for truckers who must meet “just-in-time” delivery schedules set by shippers, manufacturers, and retailers.

The CMP is also designed to identify intersections and road segments that demonstrate congestion, excessive delays, and circulation problems. The CMP identifies these congested facilities through studies completed by OCPC and other agencies and organizations, and through the ongoing monitoring of facilities. Standard operating procedures have been adopted for data collection that allow the monitoring of intersections within the region specifically targeted due to congestion. The CMP identifies numerous congested intersections, based on a threshold of LOS “D” or less, within the Old Colony region.

In addition to the intersection locations, there are several community centers in the region including, Bridgewater Center (Central Square), Downtown Brockton, East Bridgewater Center, Stoughton Center, and West Bridgewater Center, that experience chronic congestion and circulation problems requiring on-going efforts to improve traffic flow and access, and reduce delays.

When making investments in the region’s transportation system, the Old Colony Region MPO seeks to invest in projects and programs that reduce greenhouse gases (GHGs) and other transportation related pollutants, and otherwise minimize negative environmental impacts. If climate change trends continue as projected, the conditions in the Old Colony Region will include a rise in sea level coupled with storm-induced flooding, and warmer temperatures that would affect the region’s infrastructure, economy, human health, and natural resources. Massachusetts is responding to this challenge by taking action to reduce the GHGs produced in the state, including those generated by the transportation sector. To that end, Massachusetts passed its Global Warming Solutions Act (GWSA), which requires reductions of GHGs by 2020, and further reductions by 2050, relative to 1990 baseline conditions. To meet GWSA requirements, the MPO works with MassDOT and other stakeholders to anticipate the GHG impacts of projects included in the TIP.

#### TRANSIT SYSTEM ASSET CONDITION PERFORMANCE MEASURES AND TARGETS

Table 4 lists a set of federally required infrastructure condition performance measures for transit systems along with BAT’s Performance Targets. These transit asset management (TAM) measures, which focus on a specific subset of all transit assets, were established in the FTA’s TAM Rule. Brockton Area Transit presented this information along with supporting documentation to the Old Colony MPO in August 2018. The Old Colony MPO has adopted BAT’s FY 2019 Brockton Area Transit Authority Transit State of Good Repair Targets in their entirety and as their own and for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.

**Table 2-4**

**Brockton Area Transit Authority Performance Measures and Targets**

<b>Performance Targets by Asset Category</b>						
<b>Category</b>	<b>Class</b>	<b>Metric</b>	<b>Performance Target for FY 2019</b>	<b>Total Number of Vehicles</b>	<b># of Vehicles that exceed ULB - FY 2018</b>	<b>% of Fleet that exceeds ULB - FY 2018</b>
Rolling Stock	Buses	X% of fleet that exceeds default ULB of 14	0.00%	46	0	0.00%
	Cutaway Buses	X% of fleet that exceeds default ULB of 10	0.00%	4	0	0.00%
	Vans	X% of fleet that exceeds default ULB of 8	5.00%	58	6	10.34%
Equipment	Non-Revenue Service Vehicle	X% of non-revenue service vehicles that exceeds default ULB of 8	20.00%	10	2	20.00%
Facilities	Admin/Maintenance Facility	X% of facilities rated under 3.0 on Term scale	0.00%	3	0	0.00%

FTA defines ULB as “the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB value for a bus is 14 years. FTA’s Transit Economic Requirements Model (TERM) scale, which pertains to the facilities measure, is a rating system that describes asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent). Because each measure is intended to represent the share of transit assets that are not in a state of good repair, the goal is to minimize the value for all four measures. FTA grantees, including transit agencies and agency



sponsors, such as MassDOT, are required to develop targets for these TAM measures each fiscal year. MPOs, in turn, are required to set targets for their regions. BAT submitted agency-level targets for state fiscal year (SFY) 2019 (July 2018 through June 2019) to the Old Colony MPO. Their targets reflect the most recent data available on the number, age, and condition of their assets, and their expectations and capital investment plans for improving these assets during SFY 2019.