

## SUMMARY: PROPOSED SFY 2018 TRANSIT ASSET MANAGEMENT TARGETS FOR THE BOSTON REGION

The Massachusetts Bay Transportation Authority (MBTA), the Cape Ann Transportation Authority (CATA), and the MetroWest Regional Transit Authority (MWRTA) have established state fiscal year (SFY) 2018 targets for federally required Transit Asset Management (TAM) performance measures. The proposed TAM targets for the Boston Region, listed in Tables 1 through 4 below, follow those targets set by the MBTA, MWRTA, and CATA, except for cases where targets for subgroups of transit assets have been aggregated or disaggregated. For more information on TAM requirements and performance measures and these targets, see the Boston Region MPO staff memorandum titled "Proposed SFY 2018 Transit Asset Management Targets for the Boston Region" (as updated on April 27, 2018).

**TABLE 1**

### Baseline Performance Measure Values and Proposed Targets for Equipment: Percentage of Non-Revenue Vehicles that have Met or Exceeded their Useful Life Benchmark, by Agency

Agency	Vehicle Category	SFY 2017 (Baseline)		SFY 2018 (Target)	
		Number of Assets	Percent of Assets ≥ ULB	Anticipated Number of Assets	Target Percent of Baseline Assets ≥ ULB
MBTA	Non-Revenue Vehicles	1,822	35%	1,824	37%
CATA	Non-Revenue Vehicles	3	0%	3	0%
MWRTA	Non-Revenue Vehicles	13	62%	14	50%

Note: The Federal Transit Administration (FTA) defines Useful Life Benchmark (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 of a bus is 14 years. Green shading in the "Target Percent of Baseline Assets ≥ ULB" column indicates a change in a desirable direction; red shading indicates a change in an undesirable direction. CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. ULB = Useful Life Benchmark.

**TABLE 2**

### Baseline Performance Measure Values and Proposed Targets for Rolling Stock: Percentage of Revenue Vehicles that have Met or Exceeded their Useful Life Benchmark, by Agency and Rolling Stock Type

Agency	Rolling Stock Type	SFY 2017 (Baseline)		SFY 2018 (Target)	
		Number of Assets	Percent of Assets ≥ ULB	Anticipated Number of Assets	Target Percent of Baseline Assets ≥ ULB
MBTA	Buses	1,027	3%	1,023	25%
MBTA	THE RIDE Vans and Sedans	647	29%	647	14%
MBTA	Light Rail Vehicles	203	45%	206	45%
MBTA	Heavy Rail Vehicles	424	45%	430	58%
MBTA	Commuter Rail Locomotives	87	23%	90	20%
MBTA	Commuter Rail Coaches	443	13%	443	13%
MBTA	Ferries	2	0%	4	0%
CATA	Buses	7	14%	7	14%
CATA	Cutaway Vehicles <sup>1</sup>	24	0%	24	0%
CATA	Trolleys (simulated) <sup>2</sup>	2	100%	2	100%
MWRTA	Cutaway Vehicles <sup>3,4</sup>	82	13%	87	0%
MWRTA	Autos <sup>3</sup>	9	0%	9	0%

Note: Green shading in the "Target Percent of Baseline Assets ≥ ULB" column indicates a change in a desirable direction; red shading indicates a change in an undesirable direction.

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. ULB = Useful Life Benchmark.

<sup>1</sup> The National Transit Database defines a cutaway vehicle as one in which a bus body is mounted on a van or light-duty truck chassis, which may be reinforced or extended. CATA uses eight of these vehicles to provide fixed route services, and 16 vehicles to provide demand response service. <sup>2</sup> Simulated trolleys, also known as trolley-replica buses, have rubber tires and internal combustion engines, as opposed to steel-wheeled trolley vehicles or rubber-tire trolley buses that draw power from overhead wires. <sup>3</sup> MWRTA uses cutaway vehicles to provide fixed route and demand response service, and uses autos to provide demand response service. <sup>4</sup> In April 2018, MWRTA updated its SFY 2017 cutaway vehicle count from 83 to 82 and updated the SFY 2017 percentage of vehicles exceeding their ULB from 14 to 13.

**TABLE 3**  
**Baseline Performance Measure Values and Proposed Targets for Facilities: Percentage of Assets with Condition Rating Lower than 3.0 (FTA TERM Scale), by Agency and Facility Type**

Agency	Facility Type	SFY 2017 (Baseline)		SFY 2018 (Target)	
		Number of Assets	Percent of Assets with Condition Rating < 3.0	Anticipated Number of Assets	Target Percent of Assets with Condition Rating < 3.0
MBTA	Administrative, Maintenance, and Other Facilities <sup>1</sup>	141	46%	141	46%
MBTA	Stations	277	54%	277	54%
MBTA	Parking <sup>2</sup>	99	65%	99	65%
CATA	Administrative, Maintenance, and Other Facilities	1	0%	1	0%
MWRTA	Administrative, Maintenance, and Other Facilities	1	0%	1	0%

Note: The FTA Transit Economic Requirements Model (TERM) Scale is a rating system used to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

CATA = Cape Ann Transportation Authority. FTA = Federal Transit Administration. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. TERM = Transit Economic Requirements Model.

<sup>1</sup> The MBTA includes commuter rail layover yards and subway power substations in the category of "administrative, maintenance, and other facilities." <sup>2</sup> Parking facilities include garages and surface lots.

**TABLE 4**  
**Baseline Performance Measure Values and Proposed Targets for Infrastructure (Rail Fixed Guideway): Percentage of Track Segments with Performance (Speed) Restrictions, by Mode (System), MBTA**

Agency	System	SFY 2017 (Baseline)		SFY 2018 (Target)	
		Directional Track Miles	Percent of Track Miles with Performance Restrictions	Anticipated Directional Track Miles	Target Percent of Track Miles with Performance Restrictions
MBTA	Light Rail	45.68	8.58%	45.68	8.58%
MBTA	Heavy Rail (including Mattapan High Speed Line)	84.55	5.62%	84.55	5.62%
MBTA	Commuter Rail	663.84	0.35%	663.84	0.35%

Note: The term "directional track miles" represents the miles managed and maintained by the MBTA with respect to each direction of travel (for example, northbound and southbound), and excludes non-revenue tracks such as yards, turnarounds, and storage tracks. The baseline and target percentages represent the annual average number of miles meeting this criterion during the 12-month reporting period.

MBTA = Massachusetts Bay Transportation Authority.