

required under Part 673 undergo significant changes. Safety performance targets are also evaluated annually between April and June to determine if they need to be adjusted. The Safety, Security and Vehicle Accident Prevention Committee (SSVAP) meets monthly to review progress and implementation of the ASP. Updates to the ASP are the responsibility of the Chief Safety officer. As the Plan is updated, it will be reviewed by the Accountable Executive and approved before resubmitting within 30 days.

Version Number	Pages Affected	Reason for Change	Date Issued
1	-	-	7/19/2019
2	-	Final	11/10/2020
3	-	Personnel	1/15/2021
4	-	Clarification	4/5/2021

### III. Safety Performance Targets (SPTs) 673.11(3)

Safety Performance Targets have been set for each of the 3 modes of transit service. They are based on the safety performance measures established by MVRTA over the last 3 Fiscal Years. All goals are expressed in number of occurrences per 100,000 miles. Below are the goals set by the MVRTA for our service.

Mode	Fatalities	Fatalities (per 100 thousand VRM)	Injuries (Total)	Injuries (per 100 thousand VRM)	Safety Events	Safety Events (per 100 thousand VRM)	System Reliability(VRM/ Failures)
Motor Bus	0	0	0	0	0	0	46461
Commuter Bus	0	0	0	0	0	0	For all
Demand Response	0	0	0	0	0	0	3 modes

<p>MVRTA's Accountable Executive will provide the derived performance targets to the Merrimack Valley Metropolitan Planning Organization (MVMPO), which is the MPO for the MVRTA service area, each year after the formal adoption by the Authority's advisory board. Both the MVRTA and the MPO have agreed the derived performance targets prepared by the MVRTA will be integrated into the MPO Planning process. MVRTA's Accountable Executive will provide the derived performance targets to the Massachusetts Department of Transportation (Mass DOT) through the MPO Planning process. Both the MVMPO and Mass DOT will be provided the ASP upon request.</p>		
Targets Transmitted to the State	<b>State Entity Name</b>	<b>Date Targets Transmitted</b>
	Massachusetts Department of Transportation Mass DOT	2/28/2021
Targets Transmitted to the Metropolitan Planning Organization	<b>Metropolitan Planning Organization Name</b>	<b>Date Targets Transmitted</b>
	Merrimack Valley Metropolitan Planning Organization	2/28/2021

The MVRTA has defined the ULB as presented in FTA Circular C 5010.1E for buses and vans:

**Minimum Service-life for Buses and Vans**

Category	Length	Minimum Life	
		(Whichever comes first)	
		Years	Miles
Heavy-Duty Large Bus	35 to 45 ft.	12	500,000
Heavy-Duty Small Bus	30 ft.	10	350,000
Medium-Duty Transit Bus	30 ft.	7	200,000
Light-Duty Mid-Sized Bus	25 to 35 ft.	5	150,000
Light Duty Small Bus, Cutaways and Modified Van	16 to 28 ft.	4	100,000

For this revised TAM Plan the MVRTA has prepared the following targets:

*Percent of revenue vehicles that have met or exceeded their useful life benchmark:*

	FFY 2021	FFY2022	FFY 2023	FFY 2024
Bus	17%	15%	15%	0%
Van	73%	0%	32%	0%

*Non-revenue vehicles – percent of service vehicles that have met or exceeded their useful life benchmark:*

	FFY 2021	FFY2022	FFY 2023	FFY 2024
Maintenance Trucks	0%	0%	0%	0%
SUV (Supervisory Vehicles	0%	0%	0%	0%

*Facility – percent of facilities rated below 3 on the condition scale:*

Passenger/Parking facilities 0% (McGovern Center, Gateway Surface Parking, Haverhill Intermodal Parking, Costello Center)

Administrative / maintenance facilities 0% (85 Railroad Ave. HQ)

Updates to these targets will be done in conjunction with the preparation of the next TAM Plan and the FY 2023-2027 Capital Plan.