

AGENDA ITEM #9: REGIONAL PERFORMANCE MEASURES AND TARGETS
Keith Nichols, HRTPO [Action Requested]

Federal surface transportation legislation requires that MPOs prepare and use a set of federally-established performance measures and set targets. Targets are required in the areas of roadway safety, transit asset management, transit safety, pavement condition, bridge condition, roadway performance, and freight. Annual targets (2023) are required in the areas of safety, transit asset management, and transit safety, while four-year targets (2025) are required in the other four areas.

A working group comprised of staff from localities, transit agencies, VDOT, and subject-matter experts was created to recommend regional performance targets. Based on the advice of HRTPO staff and this working group, which met on January 5, 2023, the draft regional targets set by the HRTPO in each of the areas are as follows:

Roadway Safety

There are five safety measures that MPOs are required to establish targets and monitor progress for:

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Bike/Pedestrian Fatalities & Serious Injuries (combined)

The Regional Performance Measures Task Force came to a consensus that HRTPO should continue to adopt Vision Zero targets for each of these measures, where the number of fatalities, serious injuries, and bike/pedestrian fatalities & serious injuries are reduced by a set amount each year to reach a goal of zero by 2050, the horizon of the upcoming regional Long-Range Transportation Plan.

Using the Vision Zero concept, the draft 2023 HRTPO regional safety performance targets are as follows:

2023 DRAFT HRTPO Safety Performance Targets	
Fatalities	136
Fatality Rate* (per 100M VMT)	0.917
Serious Injuries	1,513
Serious Injury Rate* (per 100M VMT)	10.21
Bike/Ped Fatalities and Serious Injuries	177

*Fatality and serious injury rates assume an annual 0.77% growth in VMT

Asset Management

Federal legislation requires transit performance measures in the area of state of good repair, also referred to as transit asset management (TAM). There are four TAM asset categories that MPOs are required to establish targets and monitor progress for:

- Rolling Stock - Buses, ferry boats, light rail vehicles, and trolley buses
- Equipment/Service Vehicles - Non-revenue automobiles, trucks, and other vehicles
- Infrastructure – Light rail
- Facilities – Passenger, parking, maintenance, and administrative facilities

Hampton Roads Transit (HRT), as a Tier I transit agency, must develop and carry out their own TAM plans. As Tier II transit agencies, the Williamsburg Area Transit Authority (WATA) and Suffolk Transit are eligible to participate in group TAM plans, and they use statewide targets established by the Virginia Department of Rail and Public Transportation.

HRTPO staff prepared a recommended list of regional transit asset management targets, based on a weighted average of HRT, WATA, and Suffolk Transit Fiscal Year 2023 targets. These draft targets are:

Asset Type	Performance Measure	Asset Classes	DRAFT 2023 HRTPO Target
Rolling Stock	% of revenue vehicles within each asset class that have met or exceeded their useful life benchmark	Bus	< 28%
		Cutaway Buses	< 17%
		Ferry Boat	< 20%
		Light Rail Vehicles	0%
		Minibus	< 20%
		Trolley Buses	0%
		Van	0%
Equipment/ Service Vehicles	% of vehicles that have met or exceeded their useful life benchmark	Non-Revenue/ Service Vehicles	< 26%
		Trucks & Other Rubber Tire Vehicles	< 38%
Infrastructure	% of track segments, signals, and systems with performance restrictions	Light Rail Infrastructure	0%
Facilities	% of facilities in each asset class rated under 3.0 on FTA's TERM scale	Passenger/Parking	< 1%
		Maintenance	< 10%
		Administrative	< 10%

Transit Safety

There are four transit safety categories that MPOs are required to establish targets and monitor progress for:

- Fatalities
- Injuries
- Safety Events
- System Reliability

Similar to transit asset management, Tier I transit agencies such as HRT must develop and carry out their own Public Transportation Agency Safety Plans (PTASPs), and Tier II transit agencies such as WATA and Suffolk Transit are eligible to participate in the statewide PTASP.

HRTPO staff prepared a recommended list of regional transit safety targets, based on a weighted average of HRT, WATA, and Suffolk Transit targets. These draft 2023 targets are:

DRAFT HRTPO 2023 TARGETS

Category	Measure	Bus	Demand Response	Light Rail	Vanpool
Fatalities	Total number of reportable fatalities per year	0	0	0	0
	Rate per total vehicle revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles
Injuries	Total number of reportable injuries per year	< 83	0	0	0
	Rate per total vehicle revenue miles	< 7.62 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles
Safety Events	Total number of safety events per year	< 71	< 1	< 5	0
	Rate per total vehicle revenue miles	< 5.70 per 100,000 revenue miles	< 0.04 per 100,000 revenue miles	< 15.40 per 100,000 revenue miles	0 per 100,000 revenue miles
System Reliability	Distance between major failures	> 10,000 miles	> 29,249 miles	> 9,470 miles	> 498,800 miles

Pavement Condition, Bridge Condition, Roadway Performance, Freight

Targets in the areas of pavement condition, bridge condition, roadway performance, and freight must be established for a four-year period (2025). Most of the proposed regional targets are based on either the statewide targets approved by the Commonwealth Transportation Board (CTB) or VDOT projections that would assist with meeting the statewide targets. However, one of the recommended HRTPO regional targets differs from the approved statewide targets. The draft HRTPO target for Non-Interstate National Highway System (NHS) pavement in good condition was determined based on maintaining the current level due to significant differences between statewide and regional percentages. These draft 2025 targets in each of these areas are:

More information on each of these performance measures and how these targets were determined can be obtained at the following link:

Measure	DRAFT HRTPO 4-Year Target (2025)	Target Basis
Bridge: NHS Deck Area – Good Condition	> 25.1%	Match state target
Bridge: NHS Deck Area – Poor Condition	< 3.6%	Match state target
Pavement: Interstate – Good Condition	> 45%	Match state target
Pavement: Interstate – Poor Condition	< 3%	Match state target
Pavement: Non-Interstate NHS – Good Condition	> 14%	Maintain current level
Pavement: Non-Interstate NHS – Poor Condition	< 5%	Match state target
Roadway Performance: Interstate Reliability (LOTTR)	> 94%	VDOT Projection
Roadway Performance: Non-Interstate NHS Reliability (LOTTR)	> 88%	VDOT Projection
Freight: Reliability (TTTR)	< 1.99	VDOT Projection

<https://www.hrtpo.org/uploads/docs/RPM Task Force - January 2023.pdf>

These draft targets have been made available for public review and comment from January 6, 2023, through January 20, 2023.

Mr. Keith Nichols, Principal Transportation Engineer, will brief the TTAC on this item.

RECOMMENDED ACTION:

Recommend HRTPO Board approval of the updated regional performance targets.