PERFORMANCE MEASURES TARGET SETTING:
ROADWAY SAFETY AND
TRANSIT ASSET MANAGEMENT

Regional Transportation Council

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North Central Texas Council of Governments
Action Item
February 14, 2019
Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually or biennially.

2018 Performance Targets approved by RTC in December 2017
   Highway Safety Improvement Program (PM1)
   Transit Asset Management

Established Regional Safety Position:
   Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Re-emphasized focus on safety-related improvements and funding.

RTC approved funding for future Safety project implementations.
Performance Based Planning

Performance Measures → Targets → Regional Goals (Mobility 2045) → Project Selection/Funding (2019-2022 TIP) → Measure System Performance and Report Progress to Target

Options:
- Option A
- Option B
- Option C
## TxDOT Safety Performance Targets and Reduction Schedule

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>3,703.08</td>
<td>665.2</td>
<td>3,791.0</td>
<td>599.2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.432</td>
<td>0.960</td>
<td>1.414</td>
<td>0.838</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>17,565.4</td>
<td>3,647.8</td>
<td>17,751.0</td>
<td>3999.6</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.740</td>
<td>5.180</td>
<td>6.550</td>
<td>5.568</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,150.6</td>
<td>560.0</td>
<td>2,237.6</td>
<td>582.4</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Two percent reduction by Target Year 2022.
Targets are based on a five-year rolling average (2014 – 2018) for 2019.
Proposed reduction from original trend line projections.
Recommended RTC Safety Performance Targets
Resolution Components


Affirm Regional Safety Position with Aspirational Goal:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

Transmittal of RTC Support for TxDOT Safety Targets to TxDOT.
Transit Asset Management (TAM)

Images: DART, DCTA, FWTA, and NCTCOG
Transit Asset Management Regional Targets Adopted: Propose to Maintain

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>(transit vehicles)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>0%</td>
<td>Rail track segments with performance restrictions</td>
</tr>
<tr>
<td>(rail track)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>(transit support vehicles)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facilities</td>
<td>0%</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale</td>
</tr>
<tr>
<td>(buildings, stations, park and rides)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Rolling Stock Performance Compared to Targets

<table>
<thead>
<tr>
<th>Asset Type</th>
<th>Fiscal Year 2017 Observed</th>
<th>Fiscal Year 2018 Target</th>
<th>Fiscal Year 2018 Observed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus*</td>
<td>6%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Small Bus*</td>
<td>3%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Light Rail Vehicle*</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Commuter Rail Locomotive*</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Commuter Rail Passenger Car*</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Articulated Bus</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Commuter Rail Passenger Coach**</td>
<td>35%</td>
<td>0%</td>
<td>?</td>
</tr>
</tbody>
</table>

*RTC Policy Emphasis Area

**Includes a number of assets that were rebuilt near the end of their useful life. The analysis above assumes a minimum extension of 10 years of useful life, which may be too conservative (i.e., vehicles may be in better condition than expected based on completed rebuild activities).
Transit Asset Management Next Steps

Continue to Coordinate with Transit Providers

Consistent Transit Asset Management Definitions

Consistent Transit Asset Management Targets

Potential Enhanced Performance Measures for the Region’s Transit System

Observe Data and Adjust Actions Based on Performance
Recommended RTC Action*

Reaffirm support for TxDOT Safety Performance Targets for 2018 and agree to support TxDOT targets for 2019 – 2022.

Reaffirm Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.


* STTC Recommended RTC Adoption of Proposed Targets
Contacts

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