



OahuMPO Policy Board

CH2M

November 28, 2017



VI. New Business

- A. Performance Measures Targets -
Transit Asset Management

- B. Performance Measures Targets -
Safety



Federal Performance Measures

- Moving Ahead for Progress in the 21st Century (MAP-21)
 - Established a performance management approach
 - Investment in projects that support and make progress toward national goals
- Fixing America's Surface Transportation (FAST) Act
 - Reaffirms MAP-21 performance management requirements



FTA Transit Asset Management (TAM)

- **State of Good Repair**
 - Maintain a state of good repair for the nation's public transportation assets
- **Definition**
 - The condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:
 1. Is able to perform its designed function,
 2. Does not pose a known unacceptable safety risk, and
 3. Its lifecycle investments must have been met or recovered.



TAM Performance Measure Targets

ASSET	PERFORMANCE MEASURE	TARGET
Rolling Stock	Percentage of revenue vehicles met or exceeded Useful Life Benchmark	20%
Equipment	Percentage of service vehicles met or exceeded Useful Life Benchmark	30%
Infrastructure	Percentage of track segments with performance restrictions by class	N/A
Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	10%



Requested Action:

Direct OahuMPO staff to respond to the 2018 Transit Asset Management performance target statement to support DTS to “achieve and maintain a state of good repair for Oahu’s public transportation assets” and integrate the target into OahuMPO’s planning process.

- DTS has the necessary data, records, and management expertise to set reasonable TAM performance targets.
- OahuMPO can support the established TAM targets through the regional transportation planning process, the Transportation Improvement Program (TIP) and the Oahu Regional Transportation Plan (ORTP).
- Continue active coordination and collaboration with DTS.



FHWA Safety Performance Measures

- Established five performance measures as the five-year rolling averages
 - Number of Fatalities
 - Rate of Fatalities
 - Number of Serious Injuries
 - Rate of Serious Injuries
 - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
- Applies to all public roads regardless of ownership or functional classification



Safety Performance Measure Targets

PERFORMANCE MEASURE	TARGET	BASIS
Number of Fatalities	97.6	Based on the five-year average of fatalities
Fatality Rate (fatalities/100 million VMT)	0.946	Calculated based on the fatality target and historical VMT
Number of Serious Injuries	517.4	Based on past historical data with an HSHSP goal of reducing the number of severe accidents for future years.
Serious Injury Rate (serious injuries/100 million VMT)	4.978	Calculated based on the serious injury target and historical VMT
Number of Non-Motorized Fatalities and Serious Injuries	119.4	Based on past historical data with an HSHSP of reducing the number of fatal and severe accidents for future years.



Oahu Compared to the State Baseline

Performance Measures	Five-Year Rolling Averages		
	2012-2016 Baseline Performance STATE	2012-2016 Baseline Performance OAHU	2014-2018 State Safety Target
Number of Fatalities	107	54	97.6
Fatality Rate	1.05	0.87	0.946
Number of Serious Injuries	435*	229*	517.4*
Serious Injury Rate	4.32*	3.7*	4.978*
Number of Non-motorized fatalities and Serious Injuries	110*	77*	119.4*

* Based on a baseline performance between 2010-2014



Requested Action:

Direct OahuMPO staff to respond to the 2018 safety performance statement to “Agree to plan and program projects that support and contribute toward the accomplishment of the State’s HSIP targets” and integrate the target into OahuMPO’s planning process.

- The HDOT has gone through a very collaborative process with agency and public stakeholders to update the HSHSP 2013-2018 and developed comprehensive strategies of legislation, funding, education and community action, enforcement and adjudication, engineering, and updating data needs to attain the established HDOT safety targets.
- OahuMPO can support the established Safety targets through the regional transportation planning process, the Transportation Improvement Program (TIP) and the Oahu Regional Transportation Plan (ORTP).
- Continue active coordination and collaboration with HDOT.