2020 MID-PERFORMANCE PERIOD PROGRESS REPORT

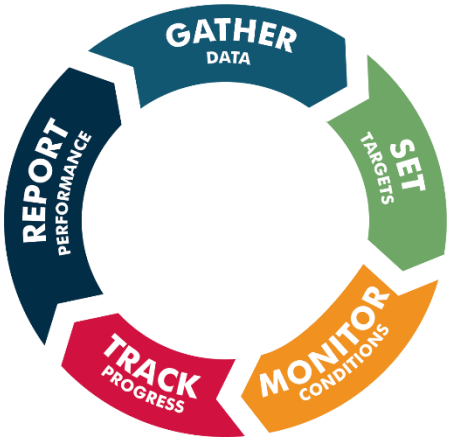
September 25, 2020

Federal legislation introduced Transportation Performance Management to address challenges facing the transportation system. As a Metropolitan Planning Organization for the greater Houston area, H-GAC sets targets and reports on the progress toward targets. The Transportation Performance Measures webpage can be viewed at: http://www.h-gac.com/transportation-performance-measures/default.aspx. H-GAC has the responsibility for these federal performance measures in a variety of key performance areas:

- **Safety -** with goals to reduce fatalities and serious injuries for vehicles, pedestrians, and bicyclists.
- **Pavement & Bridges** – maintaining good condition of transportation infrastructure assets is critical to safety, the movement of goods and people and economic development.
- **Reliability** – making travel more reliable for personal travel and trucks moving freight.
- **Congestion** – assess and measure hours of peak hour excessive delay and plan for an increase in multi-occupant vehicle use or ridesharing to reduce congestion.
- **Air Quality** – the goal is to reduce tailpipe emissions by funding CMAQ-eligible projects, resulting in better air quality for the region.
- **Transit Asset Management** – preserving the conditions of public transportation vehicles and facilities for moving to a State of Good Repair is a priority. Ultimately, these assets support a multi-modal network that the region can depend on.

THE PROCESS FOR MEASURING PERFORMANCE

H-GAC gathers data of current conditions, formulates a quantitative forecast, sets targets for improving the performance of the transportation system, then, over time, monitors the conditions and reports if the goals were reached. Performance management is a powerful analytical tool for tracking regional performance over time and can illustrate how we are meeting the regional goals for improved performance of the transportation system. Performance measurement is not a new concept to H-GAC. Many of the federal performance measures align and compliment H-GAC's existing performance measures found in the Regional Mobility Report.



BENEFITS OF PERFORMANCE MANAGEMENT

Implementing performance targets setting, along with asset management, provides:

- an opportunity for moving the transportation system to a State of Good Repair
- improvement of the transportation network's performance means there will be more reliable and less congested roadways, resulting in better air quality for the region.
- protects our investments in the transportation roadway system and stretches taxpayer dollars, as far as possible
- improve system resiliency in the aftermath of extreme weather events, such as Hurricanes Harvey and Ike, changing climate conditions, and shifts in the regional economy

PERFORMANCE REPORTING AND SCORECARDS

In 2018, at the beginning of the first four-year performance period (2018-2022), the Transportation Policy Council approved federal performance targets in the areas of safety, pavement and bridge, congestion, air quality and transit asset management. Biennial reporting is required at the mid-point (2020), and at the end (2022) of the four-year performance period.

For each of the performance areas, the 2020 progress of meeting the targets are detailed in the scorecard tables below. For all measures, the 2020 actual conditions are based on the latest available data, as of July 1, 2020, which is the mid-point of the performance period, therefore, the actual conditions reported in the scorecards may contain 2019 or 2018 data sets.

The performance measure targets and progress reporting have been developed in coordination and with input from various subcommittees (Traffic Safety Committee, Transportation Improvement Program Subcommittee, Technical Air Quality Committee and Regional Transit Coordination Subcommittee), local governments, the Texas Department of Transportation, the Transportation Advisory Committee, and the Transportation Policy Council (TPC). The TIP Subcommittee and the RTP Subcommittee recommend the draft targets and 2020 Performance Report contingent upon a supplemental letter stating that the safety forecasts reported to FHWA in February 2020 do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston–Galveston region. H-GAC has aspirational goals for safety to further reduce traffic fatalities and injuries beyond the safety targets. On September 25, 2020, the Transportation Policy Council formally approved the targets, this 2020 Performance Measures Report, the 2020 Congestion Mitigation Air Quality Performance Plan Mid Performance Period Progress Report, and a supplemental safety letter.

PUBLIC COMMENT PERIOD

A public comment period for the Performance Measures targets and performance reporting was held from July 8 to August 8, 2020. Five comments were received during the public comment period. The comments can be viewed at the Transportation Performance Measures webpage, along with H-GAC staff's responses to the public comments.

PERFORMANCE REPORTING

The performance of the five safety performance measures is illustrated in the table below:

SAFETY PEFORMANCE						
Measure	2013-2017 Baseline (5-yr. rolling average)	2018 Targets *	2018 Actuals *	2018 Target achieved?	2019 Targets *	2020 Targets *
Number of Fatalities	646	671	655	**Yes**	699	728
Rate of Fatalities	1.2	1.0	1.0	**Yes**	1.0	1.1
Number of Serious Injuries	3,553	3,578	3,183	**Yes**	3,568	3,293
Rate of Serious Injuries	6.9	5.6	4.8	**Yes**	5.1	5.0
Number of Non-motorized Fatalities & Serious Injuries	326	348	339	**Yes**	306	269

* The target values in the table above were reported to FHWA in February 2020 and do not reflect the intent and commitment of the Transportation Policy Council to improve traffic safety in the Houston–Galveston region. H-GAC has aspirational goals for safety to reduce traffic fatalities and injuries in our Region.

Assessment of Progress

Five out of the five safety performance measure targets were met. The number of fatalities has been declining recently after rising for three straight years. This decrease coincides with H-GAC's launch of the regional incident management program Tow and Go. Crash reduction strategies of the Regional Safety Plan may have contributed to this decline. The increase in the non-motorized category are concerning as this measure has increased over the past five years and is forecast to continue increasing in the near future. These increases are due, in part, to several factors. First, more people are seeking alternative modes of travel, people are exercising in greater numbers, and bicycle and pedestrian infrastructure is absent or inadequate.

H-GAC and other regional partners are responding with a variety of initiatives meant to reduce the number of non-motorized fatalities and serious injuries. These efforts include public outreach campaigns, intersection safety audits, and funding of various active transportation infrastructure. Increasing trends in fatalities and crashes do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston-Galveston region and significantly reduce fatalities and serious injuries. In 2019, the Texas Transportation Commission adopted The Road to Zero with a goal of reducing traffic deaths on Texas roadways to zero by 2050. The Transportation Policy Council has previously agreed to support the State in achieving its safety measures. In September 2020, the Traffic Safety Subcommittee approved a Vision Zero policy. The new policy will be considered for approval by the Transportation Advisory Committee and the Transportation Policy Council in October 2020. H-GAC plans to utilize the Texas Department of Transportation's (TxDOT) The Road to Zero methodology to tabulate its safety targets starting with the safety reporting due in February 2021.

Adjustments to 2021 Targets for Safety

The safety performance measures are reported annually in February. In the fall of 2020, H-GAC plans to utilize the state's Road to Zero methodology to tabulate its safety targets starting with the 2021 reporting.

PERFORMANCE REPORTING

The performance of the pavement and bridge conditions is illustrated in the table below:

PAVEMENT & BRIDGE CONDITIONS						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Interstate pavements in good condition	48.5%	48.5%	42.1%	**No**	48.5%	42.1%
Interstate pavements in fair condition	51.5%	51.5%	57.8%	**No**	51.5%	57.8%
Interstate pavements in poor condition	0.0%	0.0%	0.1%	**No**	0.0%	0.1%
Non-Interstate pavements in good condition	46.7%	46.7%	34.4%	**No**	46.7%	34.4%
Non-Interstate pavements in fair condition	42.0%	42.0%	40.8%	**No**	42.0%	40.8%
Non-Interstate pavements in poor condition	11.3%	11.3%	24.8%	**No**	11.3%	24.8%
National Highway System bridge deck area in good condition	48.6%	48.6%	49.1%	**Yes**	48.6%	49.1%
National Highway System bridge deck area in fair condition	50.8%	50.8%	49.7%	**No**	50.8%	49.7%
National Highway System bridge deck area in poor condition	0.6%	0.6%	1.2%	**No**	0.6%	1.2%

Assessment of Progress

Target achievement is based upon the actual conditions derived from the latest available data collected through the mid-point of the performance period, July 2020.

Interstate Pavement Conditions

The interstate pavement condition targets for 2020 were not met. The target for pavements in good condition was missed by 6.4 percentage points, the targets for fair condition was missed by 6.3 percentage points and the target for pavements in poor condition was narrowly missed by 0.1 percentage points. Since 2018, interstate pavement conditions are worsening, very slightly, however, pavements in the poor condition category are holding steady.

Non-Interstate Pavement Conditions

The non-interstate pavement condition targets for 2020 were not met. The target for pavements in good condition was missed by 12.3 percentage points, the target for fair condition was missed by 1.2 percentage points, and the target for poor condition was missed by 13.5 percentage points. This is due to 1,900 off-system lane miles that were mistakenly omitted when the original targets were set in 2018. Future targets have been adjusted to include the correct on-system and off-system lane miles of the non-interstate pavements. It is important to note that calculating the two-year target progress from 2018 to 2020 for on-system lane miles exclusively would have resulted in missing the targets for good, fair and poor condition by 3.3, 2.7 and 0.7 percentage points respectively.

Bridge Conditions

Overall, for the three bridge performance measures, there was very little change in NHS bridge conditions from 2018 to 2020. The 2020 target for bridge deck area in good condition was met. Due to some of the bridges moving down from the fair into the poor category, the target for bridge deck area in fair condition was missed by 1.1 percentage points, and the poor condition target was narrowly missed by 0.6 percentage points.

Adjustments to 2022 Targets for Pavement and Bridge

H-GAC staff recommended the adjustment of the 2022 targets to reflect the 2020 actual pavement and bridge conditions as show in the table above. H-GAC staff will continue to monitor how the August 2020 submittal of amendments to the National Highway System (the addition of 113 miles and the removal of 116 miles) may impact the 2022 pavement targets.

PERFORMANCE REPORTING

Understanding the Target Values for Reliability and Congestion

Percent of Person-miles traveled (Interstate and Non-Interstate NHS) that are Reliable –

The range for reliable is zero to 50% and unreliable is 51% or greater (times than average). For example, a trip that normally takes 60 minutes, on a bad day of traffic, when it takes 90 minutes or more, the trip is considered to be unreliable. In the H-GAC region, for the baseline and target, in the region, 63% of person-miles traveled on the interstate are reliable, and 74% of person-miles traveled on the non-interstate National Highway System (NHS) are reliable. The higher the percentage, the more reliable they are.

Truck Travel Time Reliability Index (Interstate only) –

There is no official standard for reliable and unreliable in this measure. Unlike the previous reliability measure, the truck reliability measure is an index. The truck index is the amount of time a truck driver needs to add to a median trip length to arrive on-time, 95% of the time. For example, for a truck trip of 30 minutes, using the regional baseline of 2.1, a total time of 63 minutes would be needed to be scheduled for the truck to arrive, on-time, 95% of the time.

Annual Hours of Peak Hour Excessive Delay –

This is the number of extra travel time spent in peak traffic, annually. The federal threshold for excessive delay on a roadway is 20 mph or 60% of the speed limit, whichever is greater. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. For the region, annually, per person, the baseline and targets are 14 hours of excessive delay.

Percent of Trips that are Non-Single Vehicle Occupancy Travel –

The goal of this measure is focused on reducing congestion by increasing the number of work trips where commuters sharing a ride with others. In the region, 78.9% of commuters drive alone and 21.1% of commuters are sharing a ride, such as carpooling, using regional vanpool, riding public transportation, telecommuting, walking, bicycling and by other means.

The performance of reliability and congestion measures is illustrated in the table below:

RELIABILITY & CONGESTION						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Interstate Reliability of Person Miles Traveled	63%	63%	69%	**Yes**	63%	69%
Non-Interstate Reliability of Person Miles Traveled	73%	73%	80%	**Yes**	73%	80%
(An increased value indicates improvement.)						
Interstate Truck Travel Time Reliability Index	2.1	2.1	2.2	**No**	2.1	2.2
Peak Hour Excessive Delay	14	14	14	**Yes**	14	14
(A decreased value indicates improvement.)						
Non-Single Occupant Vehicle Trips	20.1%	21.1%	21.1%	**Yes**	22.1%	20.0%
(An increased value indicates improvement.)						

Assessment of Progress

Four out of the five reliability and congestion 2020 targets were achieved. While the reliability of person miles traveled is gradually improving over time, truck reliability is getting worse. Although the HGAC region failed to meet the Truck Travel Time Index 2020 target, it narrowly missed the target by only 0.1. H-GAC has been working and with the Texas Transportation Institute to better understand why this inverse trend is occurring and is continuing its research of underlying causes. This trend is not unique to the H-GAC region, other large metropolitan areas in Texas are reporting a similar trend. Roadway construction and congestion affect travel reliability. After years of construction, the opening of US 290 and other major corridors in the 8-county region contributed to better reliability. Peak Hour Excessive Delay is holding steady at 14 hours for 2018 and 2020. The conditions for the Non-Single Occupant Vehicle measure increased 1 percentage point from 2018 to 2020.

Peak Hour Excessive Delay

While H-GAC achieved the 2020 performance target for Peak Hour Excessive Delay (PHED), it is important to identify issues with the underlying data used to calculate the performance and achievement. Methods for calculating this measure are prescribed in federal guidance. The paragraphs that follow detail some of the data issues with measuring peak hour excessive delay.

The Texas Department of Transportation contracts with the Texas A&M Transportation Institute (TTI) to calculate the conditions of Peak Hour Excessive Delay (PHED). TTI used the National Performance Management Research Data Set (NPMRDS) roadway segments defined as Traffic Message Channel (TMC) segments for their estimation of the PHED. These TMC roadway lengths are updated periodically by the NPMRDS vendor INRIX; these changes can have significant impacts on the PHED. The TMC length changes were the results of INRIX changing its base map when switching from TomTom to HERE Technologies.

The TMC roadway segments for the years of 2017-2018 and 2018-2019 were compared to determine if there were any changes. This comparison showed that between 2017 and 2018, approximately 1% of the TMC segments changed by +/- 10%, however, during that time, the Annual Average Daily Traffic (AADT) assigned to TMCs changed by over 20%. The important point is that between 2018 and 2019, over 80% of the TMC segment lengths changed by +/- at least 10%, and a minimum of 20% of the AADT assigned to TMCs changed by at least +/- 10%.

Generally, one of the two inputs to personal-miles of travel (the variable combined with speed data to calculate delay) changed between 2017 and 2018. However, both variables (length and AADT) changed significantly between 2018 and 2019, consequently amplifying the effects. When the lengths of the TMC roadway segments or AADT change, this alters the person-miles of travel assigned to the TMC. As a result, these changes can modify the speeds that are captured inside the shorter or longer TMC segments causing the TMCs to have completely different characteristics across the years. Currently, the data is not consistent enough to be able to monitor Peak Hour Excessive Delay (PHED) of the transportation system. The analysis of data changes shows that PHED estimates are highly variable and meeting PHED targets may be problematic in the future. H-GAC will continue working with Texas Transportation Institute staff to review future changes to the input data and monitor the performance of excessive delay.

Non-Single Occupant Vehicle

The conditions and targets for the percent of the Non-Single Occupant Vehicles are based on the Houston-Galveston Area Council travel demand model mode choice model output and the American Community Survey. Mode choice predicts the choices that individuals or groups make in selecting their transportation modes: single occupant vehicles, carpool, transit, and non-motorized. An important objective of the model is to predict the share of trips attracted to public transportation. Other factors considered for mode choice include socio-economic or household characteristics, travel time, travel cost and access to mass transit options. H-GAC staff will continue to monitor the performance of mode choice.

<u>Adjustments to 2022 Targets for Congestion and Reliability</u>

The COVID-19 pandemic of 2020 has drastically impacted reliability and congestion performance. The full impacts of the pandemic on traffic have yet to be realized. As a result, it's unclear what the outcomes are going to be in future years and may cause achieving future targets problematic. In conclusion, H-GAC staff will continue to work with the Texas Transportation Institute, the Texas Department of Transportation, and other partners to monitor and understand the performance of the background data used to calculate reliability and congestion measures. This is expected to result in the best possible target projections and achievements.

For this set of measures, H-GAC staff recommended the adjustment of the 2022 targets for Personal Travel Reliability to reflect the 2020 actual conditions, no adjustment to the 2022 target for Peak Hour Excessive Delay measure, and adjusting the 2022 target for the Non-Single-Occupant measure to 20% due expected impacts from the pandemic.

PERFORMANCE REPORTING

The performance of the on-road mobile source emission reductions is illustrated in the table below:

CONGESTION MITIGATION AIR QUALITY						
On-Road Mobile Source Emission Reductions						
	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Reporting Years		2019 - 2020	2019 - 2020		2019 - 2022	2018-2021
Emission Reductions of NOx (kg/day)	453.741	1,419.426	158.319	**No**	1,883.294	1,429.077
Emission Reductions of VOC (kg/day)	66.850	169.301	52.010	**No**	200.809	234.604

Nitrogen Oxides (NOx)
Volatile Organic Compounds (VOC)

Assessment of Progress

Emission Reductions Conditions

There has been significantly less progress on the initial 2020 two-year target than was anticipated when the targets were initially set in 2018. As a result, the Houston region was unable to meet the two-year emission reductions targets for Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC). This can be attributed to several factors:

- Early Letting Date: Due to the formulation of the performance measures, all emission reductions are counted in the year the project is initially obligated. As a result of this, approximately 825 kg/day of targeted NOx and 22.9 kg/day of targeted VOC were lost due to projects being unexpectedly let in 2018. The largest of these rescheduled projects is H-GAC's Clean Vehicles Program, which accounts for 822.66 kg/day of NOx and 22.46 kg/day of VOC emission reductions and was obligated in 2018 rather than the anticipated 2019.
- Project Delays: Similarly, one of H-GAC's Transportation Improvement Plan projects was delayed until a later year which removed it from this analysis. This accounted for 0.07 kg/day of NOx emissions reductions and 0.02 kg/day of VOC emissions reductions.
- Funding Category Changes and Project Cancellations: Finally, a small portion of the emissions reduction decreases are the result of four projects that were either moved to a separate, non-CMAQ funding category or were canceled altogether by the project's sponsor. This set of projects resulted in 0.04 kg/day of NOx reductions and 0.01 kg/day of VOC reductions.

Following the completion, TPC approval, and submission of the initial two- and four-year targets by H-GAC in September 2018 to meet the federal deadline, FHWA released guidance in January 2019 to assist with the development of CMAQ targets. This guidance recommended that MPOs and state DOTs should use the time

frame of 2018 through 2021 rather than 2019 through 2022 as H-GAC utilized in the initial target estimates. Using the revised time frame recommended in the guidance would result in a significant increase in emissions attributable to progress toward meeting the two-year performance target. Calculating the two-year target progress from 2018 through 2021 would have resulted in two-year progress of 919.445 kg/day of NOx and 68.570 kg/day of VOC.

Adjustments to 2022 Targets for CMAQ Air Quality

Due to lower than expected progress toward meeting the two- and four- year targets, it is recommended to revise our initial four-year targets downwards to reflect possible outcomes. First, this revision will revise the time frame for the remainder of the performance period to include the years 2018 through 2021 to match the range recommended by the FHWA guidance that was not available during the initial 2018 development of the targets. Rather than base this revised four-year target on a direct accounting of planned projects as was done initially in 2018, H-GAC is using a revised methodology that was devised in conjunction with the Texas Department of Transportation and other Metropolitan Planning Organizations within Texas. This new methodology takes the variability of regional transportation projects into account. The revised four-year target uses a combination of verified project outcomes derived from 2018 and 2019, as reported to the FHWA's CMAQ Public Access System over the last four full fiscal years (2016 through 2019). This annual average was then doubled to determine an estimate of CMAQ emissions reductions for fiscal years 2020 and 2021. Finally, this two-year average is scaled down by approximately 65% to account for anticipated annual improvement due to fleet turnover in the H-GAC region, based on EPA's Motor Vehicle Emission Simulator (MOVES) methodology. MOVES is the emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gasses, air toxics.

H-GAC staff recommended the adjustments of the 2022 CMAQ cumulative targets of 1,429.077 kg/day of NOx and 234.604 kg/day of VOC, as shown in the table above.

TRANSIT ASSET MANAGEMENT

The Moving Ahead for Progress (MAP-21), Final Rule 49 USC 625 established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. This rule became effective October 2016 and includes the definition of Transit Asset Management Plan (TAM) and State of Good Repair. Transit Asset Management Plans contain the capital asset inventories for rolling stock, equipment, non-revenue vehicles, facilities and rail infrastructure. Rail infrastructure applies to METRO and Island Transit. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans. The overarching goal of TAM is to improve the conditions of the region's transit vehicles and facilities and move the assets to a State of Good Repair.

The majority of the assets in our region belong to Tier I provider METRO. The Tier II providers that receive FTA Section 5307, 5310 & 5311 funding can either set their own targets, as direct recipients, or opt to be included in TxDOT's Group Plan. Colorado Valley Transit was the only regional provider that opted to be included with TxDOT's Group Plan.

Tier I transit providers:

- METRO (Harris County Metropolitan Transit Authority)
- Island Transit (Galveston)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit
- Conroe Connection Transit
- Fort Bend County Transit
- Harris County Transit
- The Woodlands Township Transit

In 2018, to promote State of Good Repair of capital assets, the Transportation Policy Council approved the methodology and targets for 2020 and 2022 based on a weighted average of the asset condition scores for the region's transit providers for the categories of rolling stock, equipment, facilities and rail infrastructure.

<u>Understanding the Target Values for Transit Asset Management</u>

There are four transit asset categories: rolling stock, equipment, facilities, and infrastructure. The age and condition of these assets are measured with a focus on the capital assets that have passed their Useful Life or are in the poorest of conditions. Target values with lower percentages are more desirable because this represents that a smaller percentage of the transit assets are in poor condition. A lower percentage indicates better conditions of the transit assets. Inversely, target values with higher percentages indicate a larger percentage of the transit assets are in poor condition.

PERFORMANCE REPORTING

The performance of the transit assets is illustrated in the table below:

TRANSIT ASSET MANAGEMENT – H-GAC REGIONAL TARGETS						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Rolling Stock (revenue vehicles)	11%	11%	10%	**Yes**	11%	10%
Equipment (non-revenue vehicles)	46%	46%	46%	**Yes**	46%	46%
Facilities (buildings and structures)	55%	55%	55%	**Yes**	54%	54%
Infrastructure (rail tracks, signals & systems)	0%	0%	0%	**Yes**	0%	0%
Note: A lower percentage indicates better conditions of the transit assets.						

Assessment of Progress

Target achievement is based upon the actual conditions derived from the region's public transit providers, as reported in Transit Asset Management Plans, as of July 2020. Targets were achieved for all four transit asset performance targets.

To evaluate the performance of transit assets and evaluate target achievement, updated TAM Plans were used. Since 2018, four transit providers, Connect Transit, Conroe Connection, Harris County Transit, and Brazos Transit updated their Transit Asset Management Plans. Harris County Transit increased their vehicle count based on increased service on the Eastern Harris County "Harvey- funded" routes. Lowered percentages of vehicles that had passed their useful life were another result. Brazos Transit shows an increase of three in cutaway vans passed their useful life in the Montgomery -Liberty- Walker County Service Area. Connect Transit had an obvious modernization of their cutaway fleet in their report since vehicles passed their useful life plummeted from 14 to 5. Other vehicle types remained unchanged. Conroe Connection Transit submitted a 2019 report that did not change their information from their 2018 TAM Plan.

Future Vehicle and Facility Improvements

The upcoming improvements are expected to improve the conditions of the region's transit vehicles and facilities and move the region toward a State of Good Repair. In the short term, Fort Bend County Transit and Island Transit will be adding new vehicles to their fleets. There are new transit facilities slated for Fort Bend Transit, Conroe Connections and Connect Transit. These investments are expected to move the region to a better State of Good Repair.

Adjustments to 2022 Targets for Transit Asset Management

H-GAC staff recommended the adjustment of the 2022 targets to reflect the 2020 actual transit asset conditions and adjusting Rolling Stock from 11% to 10% that indicates a slightly improved State of Good Repair, as shown in the table above. No adjustments to the 2022 targets are recommended for the other transit measures.