



Public Notice

FY 2024-2027

Transportation Improvement Program (TIP) Amendments – Exempt from Conformity

1. Hampton Roads Transit – Light Rail SGR (STIP ID HRT0103)
2. Hampton Roads Transit – Transfer Station Relocation (STIP ID HRT0127)
3. TIP Narrative Section – Roadway Safety and Transit Asset Management/Safety Performance Measures



December 5, 2025

Robert Crum, Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

Subject: FY 2024 - 2027 Transportation Improvement Program Amendment Request

Dear Mr. Crum:

Hampton Roads Transit (HRT) requests an amendment to the FY 2024 - 2027 Transportation Improvement Program to revise the following project to agree with HRT's grant obligations:

STIP ID HRT0103: Light Rail SGR

- Revise FY 2026 FTA 5337 funding to be \$2,432,143
- Revise FY 2026 State funding to be \$5,906,632
- Revise FY 2026 Local funding to be \$347,449

Hampton Roads Transit has coordinated with the Virginia Department of Rail and Public Transportation (DRPT) regarding this amendment. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected projects have been confirmed with DRPT. Also confirmed by DRPT is that fiscal constraint of the subject project is demonstrated either within the current TIP years or in outer years and that all funding has been identified.

Thank you for your assistance in this matter. If you have any questions or concerns regarding this request, please call me at 757-222-6000 ext. 6173.

Respectfully,

Keisha Branch
Director of Capital Programs

Cc: Ray Amoruso Hampton Roads Transit
Deanna Oware, DRPT
Tiffany Dubinsky, DRPT
Angela Effah-Amponsah, VDOT
Michele DeAngeles, FTA, Region III

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December 5, 2025

Robert Crum, Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

Subject: FY 2024 - 2027 Transportation Improvement Program Amendment Request

Dear Mr. Crum:

Hampton Roads Transit (HRT) requests an amendment to the FY 2024 - 2027 Transportation Improvement Program to revise the following project to agree with HRT's grant obligations:

STIP ID HRT0127: Transfer Station Relocation

- Add FY 2026 FTA 5307 funding of \$475,899
- Add FY 2026 State funding of \$1,155,755
- Add FY 2026 Local funding of \$67,986

Hampton Roads Transit has coordinated with the Virginia Department of Rail and Public Transportation (DRPT) regarding this amendment. Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected projects have been confirmed with DRPT. Also confirmed by DRPT is that fiscal constraint of the subject project is demonstrated either within the current TIP years or in outer years and that all funding has been identified.

Thank you for your assistance in this matter. If you have any questions or concerns regarding this request, please call me at 757-222-6000 ext. 6173.

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Regional Performance Measures and Targets

Federal surface transportation legislation requires that Metropolitan Planning Organizations (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. MPOs must approve 2026 regional performance targets in three of these areas – roadway safety, transit asset management, and transit safety.

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 and Serious Injuries (combined)

A working group comprised of staff from localities, transit agencies, VDOT, and subject-matter experts was created to recommend regional performance targets. The Regional Performance Measures Working Group convened on December 16, 2025 to discuss the 2026 safety performance measures and targets. The working group came to a consensus that the HRTPO should continue to adopt Vision Zero targets for each of these measures, where the number of fatalities, serious injuries, and bike/pedestrian fatalities and serious injuries is 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 2026 regional safety performance targets recommended by the Regional Performance Measures Working Group are as follows:

2026 HRTPO Safety Performance Targets	
Fatalities	141
Fatality Rate* (per 100M VMT)	0.961
Serious Injuries	1,519
Serious Injury Rate* (per 100M VMT)	10.35
Bike/Ped Fatalities and Serious Injuries	183

* Assumes 2.5% annual increase in VMT

Transit 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 its 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 2026 targets. These targets are:

Asset Type	Performance Measure	Asset Classes	2026 HRTPO Target
Rolling Stock	% of revenue vehicles within each asset class that have met or exceeded their useful life benchmark	Bus	< 5%
		Cutaway Buses	< 3%
		Ferry Boat	0%
		Light Rail Vehicles	0%
		Minibus	< 20%
		Trolley Buses	0%
		Van	< 0.5%
Equipment/ Service Vehicles	% of vehicles that have met or exceeded their useful life benchmark	Non-Revenue/ Service Vehicles	< 19%
		Trucks & Other Rubber Tire Vehicles	< 10%
Infrastructure	% of track segments, signals, and systems with performance restrictions	Light Rail Infrastructure	< 0.8%
Facilities	% of facilities in each asset class rated under 3.0 on FTA's TERM scale	Passenger/Parking	< 0.4%
		Maintenance	< 9%
		Administrative	< 9%

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 TAM, 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 2026 targets. These targets are:

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