

TECHNICAL REPORT

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Performance Management Report

Draft February 2020

Prepared by:



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1.0 Performance Management

The 2045 Long Range Transportation Plan (LRTP) follows the principles of performance-based planning and programming and related federal regulations laid out in MAP-21 and the FAST Act. These performance-based regulations require all Metropolitan Planning Organizations (MPOs) to track specific transportation performance measures related to national goals and to set targets for these measures.

The scorecard on the following pages displays the MPO's baseline performance, with comparisons to the state's baseline performance and targets. The Auburn-Opelika Metropolitan Planning Organization (AOMPO) has chosen to support state targets set by the Alabama Department of Transportation (ALDOT).

This report also discusses future actions that the MPO can take to improve regional performance and further support state targets.

This report only addresses specific performance measures required by federal transportation performance management regulations. A more complete assessment of current transportation conditions can be found in Technical Report 2: Existing Conditions.

2019 Auburn-Opelika Transportation Performance Management Scorecard

Legend ▶

Safety Performance Measures (PM1)

Measure	ALDOT Calendar Year 2019 Target	Trends/Results	Score	Analysis																								
Number of Fatalities	932	<table border="1"> <tr><th>Year</th><th>MPO</th><th>AL</th><th>Target</th></tr> <tr><td>2014</td><td>15</td><td>820</td><td>932</td></tr> <tr><td>2015</td><td>6</td><td>849</td><td>932</td></tr> <tr><td>2016</td><td>9</td><td>1,088</td><td>932</td></tr> <tr><td>2017</td><td>8</td><td>948</td><td>932</td></tr> <tr><td>2018</td><td>12</td><td></td><td>932</td></tr> </table>	Year	MPO	AL	Target	2014	15	820	932	2015	6	849	932	2016	9	1,088	932	2017	8	948	932	2018	12		932		The number of fatalities within the MPA has been steady from 2014 through 2018. Fatalities within the MPA remain a very small percentage of statewide fatalities.
Year	MPO	AL	Target																									
2014	15	820	932																									
2015	6	849	932																									
2016	9	1,088	932																									
2017	8	948	932																									
2018	12		932																									
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.330	<table border="1"> <tr><th>Year</th><th>MPO</th><th>AL</th><th>Target</th></tr> <tr><td>2014</td><td>2.239</td><td>1.250</td><td>1.330</td></tr> <tr><td>2015</td><td>0.880</td><td>1.240</td><td>1.330</td></tr> <tr><td>2016</td><td>1.297</td><td>1.600</td><td>1.330</td></tr> <tr><td>2017</td><td>1.133</td><td>1.380</td><td>1.330</td></tr> <tr><td>2018</td><td>1.671</td><td></td><td>1.330</td></tr> </table>	Year	MPO	AL	Target	2014	2.239	1.250	1.330	2015	0.880	1.240	1.330	2016	1.297	1.600	1.330	2017	1.133	1.380	1.330	2018	1.671		1.330		The rate of fatalities within the MPA dropped significantly from 2014 to 2017. However, performance compared to the state target needs improvement.
Year	MPO	AL	Target																									
2014	2.239	1.250	1.330																									
2015	0.880	1.240	1.330																									
2016	1.297	1.600	1.330																									
2017	1.133	1.380	1.330																									
2018	1.671		1.330																									
Number of Serious Injuries	8,469	<table border="1"> <tr><th>Year</th><th>MPO</th><th>AL</th><th>Target</th></tr> <tr><td>2014</td><td>106</td><td>7,960</td><td>8,469</td></tr> <tr><td>2015</td><td>105</td><td>8,540</td><td>8,469</td></tr> <tr><td>2016</td><td>114</td><td>8,152</td><td>8,469</td></tr> <tr><td>2017</td><td>107</td><td>7,480</td><td>8,469</td></tr> <tr><td>2018</td><td>96</td><td></td><td>8,469</td></tr> </table>	Year	MPO	AL	Target	2014	106	7,960	8,469	2015	105	8,540	8,469	2016	114	8,152	8,469	2017	107	7,480	8,469	2018	96		8,469		The number of serious injury crashes within the MPA has been steady between 2014 and 2018. Serious injury crashes within the MPA comprise a very small percentage of statewide serious injury crashes.
Year	MPO	AL	Target																									
2014	106	7,960	8,469																									
2015	105	8,540	8,469																									
2016	114	8,152	8,469																									
2017	107	7,480	8,469																									
2018	96		8,469																									
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	12.080	<table border="1"> <tr><th>Year</th><th>MPO</th><th>AL</th><th>Target</th></tr> <tr><td>2014</td><td>15.820</td><td>12.140</td><td>12.080</td></tr> <tr><td>2015</td><td>15.401</td><td>13.020</td><td>12.080</td></tr> <tr><td>2016</td><td>16.434</td><td>12.000</td><td>12.080</td></tr> <tr><td>2017</td><td>15.159</td><td>10.640</td><td>12.080</td></tr> <tr><td>2018</td><td>13.367</td><td></td><td>12.080</td></tr> </table>	Year	MPO	AL	Target	2014	15.820	12.140	12.080	2015	15.401	13.020	12.080	2016	16.434	12.000	12.080	2017	15.159	10.640	12.080	2018	13.367		12.080		The rate of serious injuries within the MPA exceeds the ALDOT target in each year. The rates within the MPA consistently exceed the statewide rates.
Year	MPO	AL	Target																									
2014	15.820	12.140	12.080																									
2015	15.401	13.020	12.080																									
2016	16.434	12.000	12.080																									
2017	15.159	10.640	12.080																									
2018	13.367		12.080																									
Number of Non-motorized fatalities and serious injuries	394	<table border="1"> <tr><th>Year</th><th>MPO</th><th>AL</th><th>Target</th></tr> <tr><td>2014</td><td>10</td><td>367</td><td>394</td></tr> <tr><td>2015</td><td>6</td><td>379</td><td>394</td></tr> <tr><td>2016</td><td>8</td><td>385</td><td>394</td></tr> <tr><td>2017</td><td>9</td><td>370</td><td>394</td></tr> <tr><td>2018</td><td>4</td><td></td><td>394</td></tr> </table>	Year	MPO	AL	Target	2014	10	367	394	2015	6	379	394	2016	8	385	394	2017	9	370	394	2018	4		394		The number of non-motorized fatalities and serious injuries within the MPA have been steady between 2014 and 2018 and comprise a small portion of the statewide values.
Year	MPO	AL	Target																									
2014	10	367	394																									
2015	6	379	394																									
2016	8	385	394																									
2017	9	370	394																									
2018	4		394																									

Bridge/Pavement Performance Measures (PM2)

Measure	ALDOT 2-Year Target 2020	ALDOT 4-Year Target 2022	Trends/Results	Score	Analysis
Percent of Pavements of the Interstate System in Good Condition	N/A	> 50%	<p>50.0%</p> <p>66.8%</p> <p>Data Unavailable from ALDOT</p> <p>— MPO — AL — 4-Year Target</p>	😊	The percent of pavements of the Interstate in Good condition within the MPA meets ALDOT's target. Information for the percent of pavements of the Interstate system in Good condition statewide was not available.
Percent of Pavements of the Interstate System in Poor Condition	N/A	< 5%	<p>5.0%</p> <p>0.0%</p> <p>Data unavailable from ALDOT</p> <p>— MPO — AL — 4-Year Target</p>	😊	There were no pavements of the Interstate within the MPA that were in Poor condition. Information for the percent of pavements of the Interstate system in Poor condition statewide was not available.
Percent of Pavements of the Non-Interstate NHS in Good Condition	> 40%	> 40%	<p>40.0%</p> <p>46.0%</p> <p>79.9%</p> <p>— MPO — AL — 2-Year and 4-Year Targets</p>	😐	The percent of pavements of the non-Interstate NHS in Good condition within the MPA meets the ALDOT target. MPA performance is worse than the statewide baseline.
Percent of Pavements of the Non-Interstate NHS in Poor Condition	< 5%	< 5%	<p>5.0%</p> <p>2.6%</p> <p>4.1%</p> <p>— MPO — AL — 2-Year and 4-Year Target</p>	😊	The percent of pavements of the non-Interstate NHS in poor condition within the MPA meets the ALDOT target.
Percent of NHS bridges in Good condition by deck area	≥ 27%	≥ 27%	<p>27.0%</p> <p>4.3%</p> <p>27.2%</p> <p>— MPO — AL — 2-Year and 4-Year Targets</p>	😞	The MPA fails to meet the ALDOT target for NHS bridges in Good condition. The MPA also performs well below the statewide performance.
Percent of NHS bridges in Poor condition by deck area	≤ 3%	≤ 3%	<p>3.0%</p> <p>7.5%</p> <p>2.0%</p> <p>— MPO — AL — 2-Year and 4-Year Targets</p>	😞	The MPA fails to meet the ALDOT target for NHS bridges in Poor condition. The MPA also performs well below the statewide performance, which meets the ALDOT target.

System Performance Measures (PM3)

Measure	ALDOT 2-Year Target 2020	ALDOT 4-Year Target 2022	Trends/Results	Score	Analysis
Percent of Person-Miles Traveled on the Interstate that are Reliable	96.4%	96.4%	<p>100.0% 96.4%</p> <p>Legend: MPO (blue), AL (red), 2-Year and 4-Year Targets (orange)</p>	😊	The entire Interstate system within the MPA is considered reliable based on the percentage of person-miles traveled. The percent of person-miles traveled on the Interstate that are reliable meets ALDOT's target.
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	93.6%	<p>91.8% Data unavailable from ALDOT</p> <p>Legend: MPO (blue), AL (red), 4-Year Target (orange)</p>	😞	The reliability of the non-Interstate NHS within the MPA does not meet ALDOT's target based on the percentage of person-miles traveled.
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.20	1.21	<p>1.09 1.19</p> <p>Legend: MPO (blue), AL (red), 2-Year Target (yellow), 4-Year Target (orange)</p>	😊	The truck travel time on the Interstate system within the MPA is considered reliable and meets ALDOT's target.

Transit Asset Management Performance Measures

Measure	Vehicle Type	2017 Target	Trends/Results	Score	Analysis
Percentage of vehicles exceeding their Useful Life Benchmark (ULB)	Van	70%	<p>88% 60% 25% 100% 74%</p> <p>Legend: Targets (orange)</p>	😞	The percentage of each vehicle exceeding the useful life benchmark is greater than the targets for each vehicle, indicating an aging transit fleet.
	Small Buses (17-21 passengers)	56%			
	Small Buses (24-27 passengers)	19%			
	Full Size Buses (28+ passengers)	0%			
	Overall	55%			

2.0 Future MPO Actions

2.1 Safety Performance

The MPO meets all the established safety performance targets except for the “Rate of Fatalities and Rate of Serious Injuries” measure. It is not uncommon for urban areas, which have higher traffic volumes and an increased rate of crashes, to experience this. However, to support the state targets, the MPO must reduce fatalities and serious injuries on its roadways. Efforts the MPO may undertake to reduce these crashes and reduce its fatality and serious injury rates include:

- Keep the roadways and bridges maintained and as congestion-free as possible.
- Work with state and local officials, as well as other safety stakeholders, to reduce the fatalities and serious injuries on the roadways.
- Coordinate with ALDOT to develop the state’s Highway Safety Improvement Program (HSIP).
- Ensure that transportation projects and safety improvements are coordinated with the state’s Strategic Highway Safety Plan (SHSP).
- Identify safety programs that may be implemented.
- Consider how projects placed in the Transportation Improvement Program will impact safety.

2.2 Bridge/Pavement Performance

The MPO meets the state targets for pavement condition on the reported Interstate and non-Interstate National Highway System (NHS) segments. However, it should be noted that the non-Interstate NHS pavements in Good condition are considerably lower than the state’s baseline performance and is close to falling below the state target. To continue supporting the state target and improve its performance on the non-Interstate NHS roadways, the MPO should:

- Prioritize timely repairs and resurfacing of pavement on routes with deteriorating pavement conditions.
- Work with state and local stakeholders to identify and repair pavement cracking, rutting, potholes, etc.
- Reduce or eliminate heavy vehicle traffic on the affected roadways by establishing designated truck routes on roadways with better pavement conditions.

Future MPO Actions

- Use the local Intelligent Transportation Systems (ITS) infrastructure to monitor roadway conditions and redirect drivers to less congested routes.
- Employ Travel Demand Management (TDM) strategies.

Bridge performance in the MPO fails to meet any of the state targets and falls considerably short of the state's baseline performance, which itself is close to falling below the ALDOT target. For the MPO to meet the state target and support the state's performance it will need to place emphasis on repairing or replacing many of its bridges. The bridges in Poor condition should be prioritized through the plan's operations and maintenance budget. This will also increase safety and system performance, and avoid costlier repairs in the future.

Where possible, the MPO should seek federal grants to aid with obtaining funds for bridge repairs and maintenance. This will expedite the repairs and allow as many bridges as possible to be repaired to Good condition.

2.3 System Performance

Roadway reliability on the Interstate within the MPO meets the state target and exceeds that of the statewide baseline. For the MPO to continue supporting this target it needs to keep the Interstate functioning at the level it currently does. However, the MPO falls below the state target for non-Interstate NHS roadway reliability.

The actions the MPO may take to continue supporting the Interstate reliability and increase the non-Interstate NHS reliability are the same.

- Work with law enforcement to remove crashes from travel lanes, reducing congestion.
- Use ITS to advise motorists of roadway conditions and redirect drivers to less congested routes.
- Implement signal coordination projects to reduce congestion.
- Schedule roadway work at off-peak times.
- Employ Travel Demand Management strategies.

2.4 Transit Asset Management Performance

The overall age of transit vehicles operated by Lee-Russell Council of Governments (LRCOG), the public transit provider in the MPO area, fall below state performance targets for rolling stock. Outside of vehicles, LRCOG does not report any other required asset categories. To improve its rolling stock performance and support state targets, LRCOG will need to upgrade its fleet by incorporating newer vehicles and phasing out older vehicles.