AUBURN • OPELIKA TRANSPORTATION 2050 LONG RANGE PLAN

TECHNICAL REPORT #3

Transportation Performance Management

LEE-RUSSELL COUNCIL OF GOVERNMENTS

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1.0 Introduction

The 2050 Long Range Transportation Plan (LRTP) for the Auburn-Opelika Metropolitan Planning Organization (AOMPO) follows the principles of Performance-Based Planning and Programming (PBPP) and related federal regulations described in the Infrastructure Investment and Jobs Act (IIJA). These regulations require all Metropolitan Planning Organizations (MPOs) to track specific transportation performance measures related to national goals and to either set their own targets for these measures or support state targets.

The regulations also require establishment of responsibilities related to development and maintenance of performance measures and targets between MPOs, each state's Department of Transportation (DOT), and transit agencies through Memoranda of Understanding (MOU). The MOUs were established for cooperatively developing, sharing, and reporting information related to performance measures and performances targets.

PBPP refers to the methods that transportation agencies use to apply performance management as standard practice in their planning and programming processes. The goal of PBPP is to make transportation investment decisions that help meet established goals. As a federal requirement, states will invest resources in projects to achieve individual targets that make collective progress toward national goals. MPOs use their LRTPs and Transportation Improvement Programs (TIPs) to work toward meeting individual targets or supporting state targets.

This report addresses the specific performance measures required by federal transportation performance management regulations. It also discusses future actions that the MPO can take to improve regional performance and further support state targets. A more complete assessment of current transportation conditions by mode can be found in *Technical Report #2: State of Current System*.

1.1 National Goal Areas and Measures

Through the federal rule-making process, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to monitor the transportation system using specific performance measures associated with the national goal areas prescribed in MAP-21 and continued in subsequent transportation legislation. These performance measures are listed below.

Safety Performance (PM1)

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

1. Number of fatalities
2. Fatality rate (per 100 million vehicle miles traveled)
3. Number of serious injuries
4. Serious injury rate (per 100 million vehicle miles traveled)
5. Number of non-motorized fatalities and non-motorized serious injuries

Bridge/Pavement Performance (PM2)

To maintain the highway infrastructure asset system in a state of good repair

1. Percentage of pavements on the Interstate System in good condition
2. Percentage of pavements on the Interstate System in poor condition
3. Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
4. Percentage of pavements on the non-Interstate NHS in poor condition
5. Percentage of NHS bridges classified in good condition
6. Percentage of NHS bridges classified in poor condition

System Performance (PM3)

To maintain the suitability and reliability of the transportation system while providing good air quality

1. Percent of person-miles traveled that are reliable (Interstate)
2. Percent of person-miles traveled that are reliable (non-Interstate)
3. Truck Travel Reliability
4. Percent of Non-Single Occupancy Vehicle Travel
5. Annual Hours of Peak-Hour Excessive Delay
6. Volatile Organic Compound (VOC) Reduction
7. Nitrogen Oxides (NOx) reduction

1.2 Transit Goal Areas and Measures

Transit Asset Management Performance (TAM)

The Federal Transit Administration (FTA) requires that public transit fund recipients, including states, local authorities, and public transportation operators, establish performance targets for safety and state of good repair. They must also develop transit

asset management and safety plans and report their progress toward achieving targets. These operators must share information with MPOs and states so that all plans and performance reports are coordinated. Lee-Russell Public Transit (LRPT) has developed information and targets for the following four state of good repair performance measures:

1. **Rolling Stock:** The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
2. **Equipment:** The percentage of non-revenue service vehicles (by type) that exceed the ULB.
3. **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
4. **Infrastructure:** The percentage of track segments (by rail mode) that have performance restrictions due to a rating of less than 3.0 on the TERM Scale.

Transit Safety

In addition to TAM, the FTA requires the establishment of Public Transportation Agency Safety Plans. PTASP requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

As LRPT receives federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) that operates public transportation, it is required to set safety performance targets consistent with FTA regulations.

1.3 Federal Requirements

Targets

- AOMPO, as the MPO for the Auburn-Opelika Metropolitan Planning Area (MPA), is required to establish performance targets no later than 180 days after the Alabama Department of Transportation (ALDOT) or LRPT set their respective performance targets.
- For each performance measure, the MPO reviewed the state targets and voted to support them.
- AOMPO, ALDOT, and LRPT must coordinate performance measure targets to provide consistency to the fullest extent practicable.

Reporting

- The LRTP update must describe the performance measures and targets, evaluate the performance of the transportation system, and report on progress made in subsequent LRTP updates.
- The TIP must link investment priorities to the targets in the LRTP and describe, to the fullest extent practicable, the anticipated effect of the program on achieving established targets.
- AOMPO must also report to ALDOT the baseline roadway transportation system condition, performance data, and progress toward achieving targets.

Assessments

- FHWA and FTA will not directly evaluate AOMPO's progress toward meeting performance measure targets. However, AOMPO's performance will be assessed as part of regular cyclical transportation planning process reviews.
- FHWA and FTA will determine if ALDOT and LRPT have met or made significant progress toward selected targets for the transportation system.

The scorecards on the following pages display the MPO's baseline performance and comparisons to state baseline performance and targets.

1.4 MPA Performance Measure Scorecards

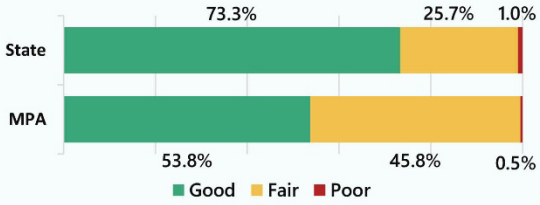
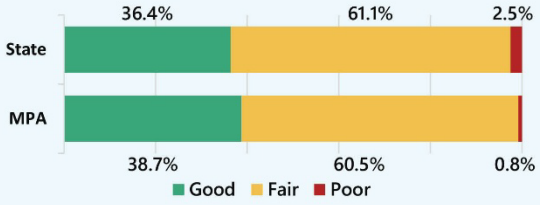
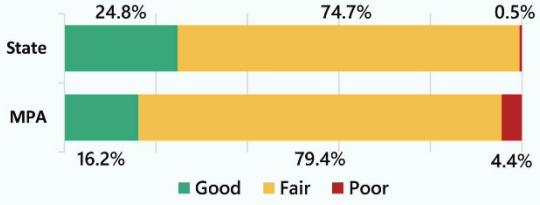
Transportation Performance Management Scorecard

Legend  Good | Needs Improvement | Poor

Safety Performance Measures (PM1)					
Measure	Five-Year State Rolling Average	Five-Year MPA Rolling Average	Target	Score	Analysis Description
Number of Fatalities	**961.2**	**38.6**	**1,000.0**		The number of fatalities within the MPA is about 4% of the overall state average.
Rate of Fatalities (per 100 Million Vehicle Miles Traveled)	**1.368**	**1.127**	**1.440**		The rate of fatalities within the MPA meets the state target and performs better than the state average.
Number of Serious Injuries	**5,268.8**	**58.4**	**6,500.0**		The number of serious injuries within the MPA comprises about 1% of the overall state average.
Rate of Serious Injuries (per 100 Million Vehicle Miles Traveled)	**9.159**	**1.730**	**9.820**		The rate of serious injuries within the MPA is over five times less than the state average and meets the state target.
Number of Non-Motorized Fatalities & Serious Injuries	**246.6**	**6.8**	**400.0**		The number of non-motorized fatalities and serious injuries within the MPA is less than 3% of the overall state average.

Source: Fatality Analysis Reporting System (FARS); Auburn-Opelika Metropolitan Planning Organization (AOMPO)

Bridge/Pavement Performance Measures (PM2)

Measure	Trends	Target	Score	Analysis Description
Pavements of the Interstate System		Good ≥50.0%		The percent of Interstate pavements in Good condition within the MPA is above the state target but performs worse than the state value.
		Poor ≤5.0%		The percent of Interstate pavements in Poor condition within the MPA is below the state target and performs better than the state value.
Pavements of the Non Interstate NHS		Good ≥25.0%		The percent of Non-Interstate pavements in Good condition within the MPA is above the state target and performs better than the state value.
		Poor ≤5.0%		The percent of Non-Interstate pavements in Poor condition within the MPA is below the state target and performs better than the state value.
NHS Bridges		Good ≥25.0%		The percent of NHS bridges in Good condition by deck area in the MPA is below than the state target and performs worse than the state value.
		Poor ≤3.0%		The percent of NHS bridges in Poor condition by deck area in the MPA does not meet the state target. Also, the large number of NHS bridges in Fair condition should be monitored to prevent a large number of Poor condition bridges in the future.

Source: ALDOT, National Bridge Inventory (NBI)

System Performance Measures (PM3)					
Measure	State Trend	MPA Trend	Target	Score	Analysis Description
Percent of Person-Miles Traveled on the Interstate that are Reliable	**97.7%**	**100.0%**	**92.0%**		The percent of reliable person-miles traveled on the Interstates in the MPA meets the state target and performs better than the state value.
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	**94.7%**	**93.8%**	**90.0%**		The percent of reliable person-miles traveled on the Non-Interstate NHS routes in the MPA meets the state target but performs worse than the state value.
Truck Travel Time Reliability (TTTR) Index on the Interstate	**1.20**	**1.12**	**1.30**		The TTTR within the MPA meets the state target and performs better than the state value.
Peak Hour Excessive Delay (PHED)	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Non-Single Occupancy Vehicle Travel (SOV)	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Emissions Reductions	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

Source: National Performance Management Research Data Set (NPMRDS)

Transit Asset Management (TAM) (2023) Performance and Target

Measure	Asset Category	MPA Trend	Target	Score	Analysis Description
Rolling Stock					
Percent of Revenue Vehicles Exceeding Their Useful Life Benchmark (ULB)	Cutaway	19%	26%		The percent of revenue vehicles exceeding the ULB meets the target.
	Minivan	0%	26%		
	Van	0%	26%		
Equipment					
Percent of Non-Revenue Service Vehicles Exceeding Their ULB	Automobiles & Other Rubber Tire Vehicles	0%	0%		The percent of non-revenue vehicles exceeding the ULB meets the target.
Facilities					
Percent of Facilities Rated Under 3.0 on the Transit Economic Requirements Model (TERM) Scale	Administrative Facility	0%	0%		None of the facilities are rated under 3.0 on the TERM Scale.
	Maintenance Facility	0%	0%		
	Passenger Facility	0%	0%		
Infrastructure					
Not Applicable in the Auburn-Opelika Metropolitan Planning Area					

Source: Lee-Russell Public Transit (LRPT)

Transit Safety					
Measure	Mode	Five-Year MPA Rolling Average	Target	Score	Analysis Description
Number of Fatalities by Mode	Bus and Demand Responsive	0.0	0.0		The number of fatalities by mode meets the target.
Rate of Fatalities per 100,000 Total Vehicle Revenue Miles by Mode	Bus and Demand Responsive	0.00	0.00		The rate of fatalities per 100,000 total vehicle revenue miles by mode meets the target.
Number of Injuries by Mode	Bus and Demand Responsive	1.0	3.0		The number of injuries by mode meets the target.
Rate of Injuries per 100,000 Total Vehicle Revenue Miles by mode	Bus and Demand Responsive	0.02	0.00		The rate of injuries per 100,000 total vehicle revenue miles by mode exceeds the target.
Number of Safety Events by Mode	Bus and Demand Responsive	1.0	12.0		The number of safety events by mode meets the target.
Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by Mode	Bus and Demand Responsive	0.02	0.00		The rate of safety events per 100,000 total vehicle revenue miles by mode exceeds the target.
Mean Distance Between Major Mechanical Failures by Mode	Bus and Demand Responsive	0	42,996		The mean distance between major mechanical failures by mode meets the target.
Collision Rate by Mode	Bus and Demand Responsive	18	18		The collision rate by mode meets the target, but is in need of improvement.

Source: Lee-Russell Public Transit (LRPT)

Transit Safety					
Measure	Mode	Five-Year MPA Rolling Average	Target	Score	Analysis Description
Pedestrian Collision Rate by Mode	Bus and Demand Responsive	0	0		The pedestrian collision rate by mode meets the target.
Vehicular Collision Rate by Mode	Bus and Demand Responsive	18	18		The vehicular collision rate by mode meets the target, but is in need of improvement.
Transit Worker Fatality Rate by Mode	Bus and Demand Responsive	0	0		The transit worker fatality rate by mode meets the target.
Transit Worker Injury Rate by Mode	Bus and Demand Responsive	1	1		The transit worker injury rate by mode meets the target, but is in need of improvement.
Assaults on Transit Workers by Mode	Bus and Demand Responsive	0	0		The assaults on transit workers by mode meets the target.
Rate of Assaults on Transit Workers by Mode	Bus and Demand Responsive	0	0		The rate of assaults on transit workers by mode meets the target.
Major Events by Mode	Bus and Demand Responsive	0	0		The major events by mode meets the target.
Major Events Rate by Mode	Bus and Demand Responsive	0	0		The major events rate by mode meets the target.

Source: Lee-Russell Public Transit (LRPT)

2.0 Future MPO Actions

2.1 Safety Performance (PM1)

AOMPO meets all established safety performance targets within the MPA. The region should monitor the rate of fatalities as the MPA performs slightly better than the five-year state average.

To support the state targets and help improve statewide performance, the MPO can explore ways to reduce fatalities and serious injuries on its roadways. Strategies to reduce fatality and serious injury rates include:

- Keep roadways and bridges maintained and as congestion-free as possible.
- Work with state and local officials, as well as other safety stakeholders, to reduce fatalities and serious injuries on roadways.
- Coordinate with ALDOT to develop their state Highway Safety Improvement Program (HSIP).
- Coordinate transportation projects and safety improvements with the state Strategic Highway Safety Plan (SHSP).
- Identify safety programs that may be implemented.
- Consider how projects placed in the Transportation Improvement Program (TIP) will impact safety.
- Increase the implementation of Complete Streets to reduce congestion, lower speeds, and provide safer facilities for non-motorized users.
- Conduct driver education and safety enforcement campaigns which include monitoring seatbelt usage, distracted driving, and DUI involvement.

2.2 Bridge/Pavement Performance (PM2)

The MPA meets established pavement condition targets for Interstate systems and non-Interstate pavements; however, it does not meet the targets for NHS bridge conditions. A significant number of bridges and pavement miles within the MPA are in Fair Condition and are expected to deteriorate over time. Actions and strategies the MPO can undertake to maintain or improve bridge and pavement conditions include:

- Prioritize timely repairs and pavement resurfacing 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 roadways with poor pavement conditions by establishing designated truck routes on roadways with better pavement conditions.
- Use the local Intelligent Transportation System (ITS) infrastructure to monitor roadway conditions and redirect drivers to less congested routes to reduce vehicle loads and pavement condition deterioration.
- Employ Travel Demand Management (TDM) strategies.
- Prioritize repairs on bridges in Poor Condition, followed by those in Fair Condition, to avoid the need for route closures and emergency repairs. These bridges should be prioritized through the plan's operation and maintenance budget.

Where possible, the MPO can coordinate with ALDOT to apply for applicable federal grants for bridge repairs and maintenance. While there is no guarantee of receiving these funds, grants would allow the MPO to expedite bridge repairs and update as many bridges as possible to Good Condition.

2.3 System Performance (PM3)

The National Performance Management Research Dataset (NPMRDS) data shows that all reliability measures meet the state target.

Actions the MPO may take to improve and support reliability measures include:

- Encourage law enforcement to remove crashes from travel lanes to reduce congestion.
- Implement signal coordination projects to reduce congestion.
- Schedule roadway work at off-peak times.
- Employ Travel Demand Management strategies.
- Implement congestion reduction measures.
- Use ITS to advise motorists of roadway conditions and redirect drivers to less congested routes.
- Develop roadway projects that provide parallel routes and increase the connectivity of the roadway system. Alternative routes can also be used in the event of roadway closure or congestion.
- Promote the use of Complete Streets design concepts and provide additional non-motorized and public transportation options.

2.4 Transit Asset Management Performance (TAM)

Of the vehicles operated by LRPT, the public transit provider in the MPO area, no vehicles exceed the established State of Good Repair (SGR) targets. However, cutaways are approaching the target value. As a result, LRPT will need to upgrade its fleet by incorporating newer cutaways while phasing out older vehicles.

Of the LRPT facilities, none rate below 3.0 on the Transit Economic Requirements Model (TERM) scale. To maintain this performance, LRPT should continue regular maintenance efforts in the facilities to upgrade and/or fix any elements requiring repair.

2.5 Transit Safety

As LRPT is a recipient and sub-recipient of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) that operates public transportation, it is required to set safety performance targets for the following measures:

1. **Fatalities:** Total number of reportable fatalities and rate per vehicle revenue mile by mode.
2. **Injuries:** Total number of reportable injuries and rate per vehicle mile by mode.
3. **Safety Events:** Total number of reportable events and rate per vehicle revenue mile by mode.
4. **System Reliability:** Mean distance between major mechanical failures by mode.

The Federal Transit Administration (FTA) states that:

> "*Each transit provider is required to review its agency safety plan annually and update the plan, including the safety performance targets, as necessary. The MPO is not required to set new transit safety targets each year but can choose to revisit the MPO's safety targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP).*"

Transit service within the MPA fails to meet two of the Public Transportation Agency Safety Plan (PTASP) safety targets and LRPT has not submitted the information for newer PTASP measures based upon collisions, transit workers, assaults, and major events. However, as a Reduced Reporter to the FTA, LRPT may be exempt from some of these requirements.

To improve performance, AOMPO can coordinate with LRPT to consider the following actions:

- Keep the roadways and bridges maintained and as congestion-free as possible, reducing the chance of collisions and crashes.

- Work with state and local officials, as well as other safety stakeholders and LRPT, to reduce the frequency and severity of transit-related incidents.
- Coordinate with ALDOT during development of the state's Highway Safety Improvement Program (HSIP) to place emphasis on transit-related safety concerns.
- Ensure that transit projects and safety improvements are coordinated with the state's Strategic Highway Safety Plan (SHSP).
- Identify safety programs and educational opportunities that may be implemented by transit providers, and coordinate with state and local partners to secure funding to implement these programs.
- Identify educational opportunities to teach drivers of personal vehicles how to share the road with transit vehicles.
- Consider how projects in the Transportation Improvement Program will improve transit service and safety.