



TECHNICAL REPORT #3

Transportation Performance Management Report

August 2020

Prepared for:



Prepared by:



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1.0 Introduction

The 2045 Metropolitan Transportation Plan (MTP) 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 Monroe Metropolitan Planning Organization (MPO) has chosen to support the state targets set by the Louisiana Department of Transportation and Development (LADOTD).

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*.

OUACHITA COUNCIL OF GOVERNMENTS

Transportation Performance Management Scorecard

Legend ▶

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Target



Good



Needs
Improvement



Poor

Safety Performance Measures (PM1)

Measure	DOTD Calendar Year 2020 Target	5-Year MPO Average	2014-2018 Trends/Results	Score	Analysis
Number of Fatalities	743.0	21.6	<p>2014 2015 2016 2017 2018</p> <p>■ MPO ■ LA — Target — 5-year MPO Average</p>	Good	The number of fatalities within the MPA has been steady from 2014 to 2018.
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.518	1.379	<p>2014 2015 2016 2017 2018</p> <p>■ MPO ■ LA — Target — 5-year MPO Average</p>	Needs Improvement	The rate of fatalities within the MPA has increased from 2015 to 2018. The rate of fatalities within the MPA exceeded the state target in 2018.
Number of Serious Injuries	1,319.0	24.4	<p>2014 2015 2016 2017 2018</p> <p>■ MPO ■ LA — Target — 5-year MPO Average</p>	Good	The number of serious injuries within the MPA has been steady from 2014 to 2018.
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	2.696	1.561	<p>2014 2015 2016 2017 2018</p> <p>■ MPO ■ LA — Target — 5-year MPO Average</p>	Good	The rate of serious injuries within the MPA exceeded the state target in 2014. However, it has been below the state target from 2015 to 2018. Additionally, the rate of serious injuries within the MPA has decreased from 2016 to 2018.
Number of Non-motorized fatalities and serious injuries	345.0	15.0	<p>2014 2015 2016 2017 2018</p> <p>■ MPO ■ LA — Target — 5-year MPO Average</p>	Good	The number of non-motorized fatalities and serious injuries within the MPA has been steady from 2014 to 2018.

Source: Fatality Analysis Reporting System (FARS); Louisiana Department of Transportation and Development (DOTD)

Bridge/Pavement Performance Measures (PM2)

Measure	DOTD 2-Year Target 2020	DOTD 4-Year Target 2022	2018 Trends/Results	Score	Analysis
Percent of Pavements of the Interstate System in Good Condition	N/A*	> 10.0%	<p>9.0% N/A*</p> <p>MPO LA 4-Year Target</p>		The percent of Interstate pavements in Good condition does not meet the state target.
Percent of Pavements of the Interstate System in Poor Condition	N/A*	< 4.0%	<p>2.0% N/A*</p> <p>MPO LA 4-Year Target</p>		The percent of Interstate pavements in Poor condition meets the state target.
Percent of Pavements of the Non-Interstate NHS in Good Condition	> 16.0%	> 14.0%	<p>16.0% 14.0%</p> <p>29.0% 43.2%</p> <p>MPO LA 2-Year Target 4-Year Target</p>		The percent of Non-Interstate pavements in Good condition meets the state targets, but falls below the state performance.
Percent of Pavements of the Non-Interstate NHS in Poor Condition	< 10.0%	< 12.0%	<p>12.0% 10.0%</p> <p>10.0% 19.9%</p> <p>MPO LA 2-Year Target 4-Year Target</p>		The percent of Non-Interstate pavements in Poor condition meets the four (4) year target, but it is equal to the two (2) year target.
Percent of NHS bridges in Good condition by deck area	> 35.0%	> 30.0%	<p>35.0% 30.0%</p> <p>16.0% 44.8%</p> <p>MPO LA 2-Year Target 4-Year Target</p>		The percent of NHS bridges in good condition by deck area in the MPA does not meet the state target.
Percent of NHS bridges in Poor condition by deck area	< 9.9%	< 9.9%	<p>9.9%</p> <p>0.0% 6.7%</p> <p>MPO LA 2-Year and 4-Year Targets</p>		The percent of NHS bridges in poor condition by deck area in the MPA meets the state target.

Source: DOTD; National Bridge Inventory (NBI)

Note: *The FAST Act states that for the first performance period only, the state baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures.

System Performance Measures (PM3)













Measure	DOTD 2-Year Target 2020	DOTD 4-Year Target 2022	2018 Trends/Results	Score	Analysis
Percent of Person-Miles Traveled on the Interstate that are Reliable	88.9%	88.4%	<p>■ MPO ■ LA ■ 2-Year Target ■ 4-Year Target</p>	😊	All person-miles traveled on the Interstate in the MPA are reliable.
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A**	86.6%	<p>■ MPO ■ LA ■ 4-Year Target</p>	😐	The percent of person-miles traveled on the Non-Interstate NHS that are reliable in the MPA is just above the state target.
Truck Travel Time Reliability (TTTR) Index on the Interstate	1.37	1.40	<p>■ MPO ■ LA ■ 2-Year Target ■ 4-Year Target</p>	😊	The Interstate TTTR Index in the MPA meets the state target.

Source: National Performance Management Research Data Set (NPMRDS)

Note: **The FAST Act states that for the first performance period only, the state baseline condition and 2-year targets are not required for the Pavements on the Non-Interstate NHS measures.

Transit Asset Management 2018 Performance and Target

Rolling Stock

Measure	Asset Category	Agency	2019 Target***	2018 Trends/Results	Score	Analysis
Percentage of revenue vehicles exceeding their Useful Life Benchmark (ULB)	Automobile 	Monroe Transit System	N/A		N/A	
		Group Plan****	100%			
	Buses 	Monroe Transit System	0%			
		Group Plan****	81%			
	Cutaway Buses 	Monroe Transit System	0%			
		Group Plan****	40%			
	Mini Van 	Monroe Transit System	N/A		N/A	
		Group Plan****	44%			
	Van 	Monroe Transit System	N/A		N/A	
		Group Plan****	98%			

The percentage of the Monroe Transit System buses, as well as the Group Plan cutaway buses and vans, exceeding the ULB is greater than the target, indicating an aging transit fleet.


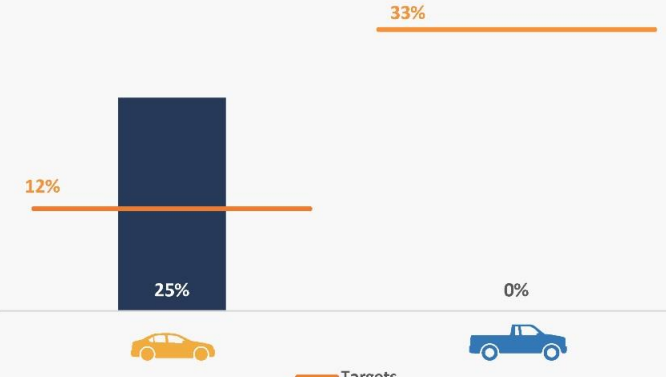



Source: National Transit Database (NTD) records for Monroe Transit System (MTS), West Ouachita Public Transit (WOPT), and ARC of Ouachita

Note: *** The transit targets are from NTD.








**** The Group Plan agencies are West Ouachita Public Transit (WOPT), and ARC of Ouachita.

Transit Asset Management 2018 Performance and Target

Equipment

Measure	Asset Category	2019 Target***	2018 Trends/Results	Score	Analysis
Percentage of non-revenue service vehicles exceeding their ULB	Automobile 	TBD			The percentage of automobiles exceeding the ULB is greater than the target. The trucks do not exceed the ULB target.
	Truck 	TBD			

Facilities

Measure	Asset Category	2019 Target***	2018 Trends/Results	Score	Analysis
Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	Administrative/ Maintenance Facility 	0%			None of the facilities are rated under 3.0 on the TERM Scale.
	Bus Transfer Center 	0%			
	Maintenance Facility/Depot 	0%			

Infrastructure

Measure	Asset Category	2019 Target***	2018 Trends/Results	Score	Analysis
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Not Applicable in the Monroe Metropolitan Planning Area

Source: National Transit Database (NTD) records for Monroe Transit System (MTS), West Ouachita Public Transit (WOPT), and ARC of Ouachita

Note: *** The transit targets are from NTD. The most recent NTD transit targets are from 2019.

**** The Group Plan agencies are West Ouachita Public Transit (WOPT), and ARC of Ouachita.

Transit Safety

Measure	Mode	Target	5-Year MPO Average	2014-2018 Trends/Results*****	Score	Analysis
Number of Fatalities by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	Safety plans and targets are still under development by transit providers and MPOs.
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Rate of Fatalities per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Number of Injuries by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	

Source: National Transit Database records for MTS, WOPT, and ARC of Ouachita

Note: ***** The detailed data by each mode is not yet available for all transit providers in NTD. A summary of all modes is available, but the PTASP regulations require the data to be broken out by mode.

Transit Safety

Measure	Mode	Target	5-Year MPO Average	2014-2018 Trends/Results*****	Score	Analysis
Rate of Injuries per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	Safety plans and targets are still under development by transit providers and MPOs.
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Number of Safety Events by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	

Source: National Transit Database records for MTS, WOPT, and ARC of Ouachita

Note: ***** The detailed data by each mode is not yet available for all transit providers in NTD. A summary of all modes is available, but the PTASP regulations require the data to be broken out by mode.

Transit Safety						
Measure	Mode	Target	5-Year MPO Average	2014-2018 Trends/Results*****	Score	Analysis
Mean Distance Between Major Mechanical Failures by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	Safety plans and targets are still under development by transit providers and MPOs.
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	

Source: National Transit Database records for MTS, WOPT, and ARC of Ouachita

Note: ***** The detailed data by each mode is not yet available for all transit providers in NTD. A summary of all modes is available, but the PTASP regulations require the data to be broken out by mode.

2.0 Future MPO Actions

2.1 Safety Performance

The MPO meets all the state targets. However, the fatality rate in the MPA has increased since 2015. To support the state targets and help improve statewide performance, the MPO must reduce fatalities and serious injuries on its roadways. Efforts the MPO may undertake to reduce these crashes and reduce fatality and serious injury rates include:

- Keeping roadways and bridges maintained and as congestion-free as possible.
- Working with state and local officials, as well as other safety stakeholders, to reduce fatalities and serious injuries on roadways.
- Coordinating with LADOTD to develop the state's Highway Safety Improvement Program (HSIP).
- Ensuring that transportation projects and safety improvements are coordinated with the state's Strategic Highway Safety Plan (SHSP).
- Identifying safety programs that may be implemented.
- Considering how projects placed in the Transportation Improvement Program will impact safety

2.2 Bridge/Pavement Performance

The MPO does not meet the established targets for Interstate pavement conditions in Good condition. Additionally, the percent of Non-Interstate National Highway System (NHS) pavements in Poor condition barely meets the state's two-year target. To improve the pavement performance, the MPO should:

- Prioritize timely repairs and pavement resurfacing on routes with deteriorating pavement conditions when they arise.
- 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 roadway with better pavement conditions.
- Use the local Intelligent Transportation Systems (ITS) infrastructure to monitor roadway conditions and redirect drivers to less congested routes, reducing vehicle loads and pavement condition deterioration.
- Employ Travel Demand Management (TDM) strategies.

The MPO does not meet established targets for the NHS bridges in Good condition by deck area. For the MPO to support and improve the state's performance, it will need to place emphasis on repairing bridges that are not in Good condition. The MPA bridges that are not in

Future MPO Actions

Good condition should be prioritized through the plan's operation and maintenance budget. This will also increase safety and system performance and avoid costlier repairs in the future.

Where possible, the MPO, in coordination with LADOTD, should apply for applicable federal grants to aid with obtaining funds for bridge pairs and maintenance. While there is no guarantee of receiving these funds, they would allow the MPO to expedite repairs and allow as many bridges as possible to be repaired to Good condition.

2.3 System Performance

Roadway reliability on the Interstate and non-Interstate NHS routes within the MPA meets the state targets. However, the Non-Interstate NHS reliability performance is just above the state target. The MPO should monitor the Non-Interstate NHS reliability performance.

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

- Working with law enforcement to remove crashes from travel lanes, reducing congestion.
- Using ITS to advise motorists of roadway conditions and redirect drivers to less congested routes.
- Implementing signal coordination projects to reduce congestion.
- Scheduling roadway work at off-peak times.
- Employing Travel Demand Management strategies.

The Truck Travel Time Reliability (TTTR) for the MPA's sole Interstate, I-20, is 1.14, which meets the state target. The MPO can take these actions to maintain the TTTR:

- Working with law enforcement to remove crashes from travel lanes, reducing congestion.
- Using ITS to advise motorists of roadway conditions and redirecting drivers to less congested routes.
- Implementing signal coordination projects at Interstate ramps to reduce queueing on ramps and promote efficiency.
- Scheduling roadway work at off-peak times.
- Employing Travel Demand Management strategies.
- Implementing congestion reduction measures.
- Using ITS to advise truck drivers of roadway conditions and redirecting them to less congested routes.
- Providing alternative truck routes.

2.4 Transit Asset Management Performance

The overall age of approximately 11 percent of buses, 45 percent of cutaway buses, and all vans operated by Monroe Transit System (MTS), West Ouachita Public Transit (WOPT), and/or the ARC of Ouachita (Ouachita ARC) exceed their useful life benchmarks (ULBs). The percentage of these vehicles exceeding their ULBs exceeds the transit targets established by the National Transit Database (NTD).

The overall age of 25 percent of service automobiles exceed its ULB, and this percentage of these vehicles exceeding its UBL exceeds the MPO's targets. There were no service trucks that exceeded the ULB.

MTS maintains an administrative/maintenance facility and a bus transfer center, and WOPT operates a maintenance facility/depot. Of these three (3), none of the buildings rate below a 3.0 on the Transit Economic Requirements Model (TERM) scale. These buildings do not exceed their targets established by NTD.

2.5 Transit Safety

The Federal Transit Administration (FTA) has added new safety requirements for transit providers in order to satisfy the new Public Transportation Agency Safety Plans (PTASP) rule. The new PTASP rule requires that qualifying transit agencies develop:

- An Agency Safety Plan (ASP), including performance targets
- A Safety Management System (SMS)
- Documentation related to the ASP and SMS as well as the results of the SMS processes and activities.

The FTA states that:

"The PTASP rule requires transit providers to have their certified agency safety plans in place, which includes the first set of required safety performance targets and share these targets with the MPO no later than July 20, 2020. The MPOs then have 180 days from receipt of the agency performance targets to prepare their initial public transportation safety performance targets."

The FTA also states:

"Each transit provider is required to review its agency safety plan, annually and update the plan, including the safety performance targets, as necessary."

Future MPO Actions

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). The first MPO MTP update or amendment to be approved on or after July 20, 2021, must include the adopted transit safety targets for the region."

The 2045 Metropolitan Transportation Plan is not required to contain PTSAP related performance measure targets, but the performance metrics that will be tracked in the future are shown in the scorecards above so that Monroe Transit and the MPO may plan accordingly.