MOVE 2050

APPENDIX #3

Capital Region Planning Commission



Technical Report #3

Transportation Performance Management

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Capital Regional Planning Commission

2050 Metropolitan Transportation Plan
MOVE 2050

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Louisiana Department of Transportation and Development (LA DOTD), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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1.0 Introduction

The 2050 Metropolitan Transportation Plan for the Capital Regional Planning Commission (CRPC) 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 MTPs 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)

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

Metrics:

- Number of fatalities
- Fatality rate (per 100 million vehicle miles traveled)
- Number of serious injuries
- Serious injury rate (per 100 million vehicle miles traveled)
- Number of non-motorized fatalities and non-motorized serious injuries

Bridge/Pavement Performance (PM2)

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

Metrics:

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate NHS in poor condition
- Percentage of NHS bridges classified in good condition
- Percentage of NHS bridges classified in poor condition

System Performance (PM3)

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

Metrics:

- Percent of person-miles traveled that are reliable (Interstate)
- Percent of person-miles traveled that are reliable (non-Interstate)
- Truck Travel Reliability
- Percent of Non-Single Occupancy Vehicle Travel
- Annual Hours of Peak-Hour Excessive Delay
- Volatile Organic Compound (VOC) Reduction
- 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. The Capital Area Transit System (CATS) participates in the statewide Transit Asset Management (TAM) Plan program sponsored by the Louisiana Department of Transportation and Development (DOTD).

The FTA's TAM Final Rule, 49 CFR Part 625[1], establishes minimum performance management requirements for transit providers, including the following state of good repair performance measures:

- **Rolling Stock:** The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- **Equipment:** The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Transit Safety

In addition to TAM, the FTA requires the establishment of Public Transportation Agency Safety Plans (PTASP). 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 CATS 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] https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-Performance-Measures-FactSheet.pdf

1.3 Federal Requirements

Targets

- CRPC is required to establish performance targets no later than 180 days after the DOTD set their respective performance targets.
- For each performance measure, the MPO reviewed the state targets and voted to support them.
- CRPC and DOTD must coordinate performance measure targets to provide consistency to the fullest extent practicable.

Reporting

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

Assessments

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

Scorecards were developed to help compare the planning region performance to the state average and targets. These correspond with the National Goal Areas mentioned in Chapter 1.1 and the Transit Goal Areas, mentioned in Chapter 1.2. Together, these include:

- Roadway Safety **(Figure 1-1**),
- Bridge and Pavement (**Figure 1-3**)
- Overall System (**Figure 1-4)**
- Transit Asset Management (**Figure 1-5)**
- Transit Safety (**Figure 1-6**)

Additional roadway safety data is also provided in **Figure 1-2.**

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

1.4 MPO Performance Measure Scorecards

INVESTMENT AVAILABILITY (2026-2050)

$163.4 Million for Safety Projects

Figure 1-1: Safety Performance Measures (PM1)

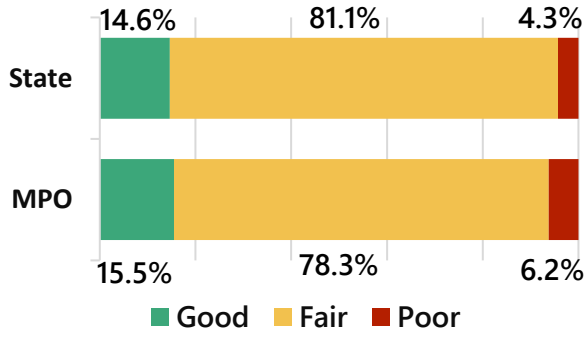
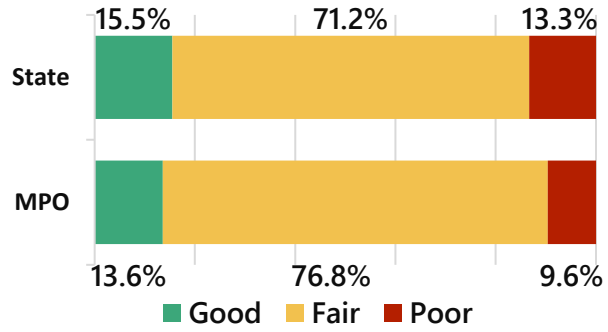
Metric	5-Year State Rolling Average	5-Year MPO Area Rolling Average	State Target	Score	Analysis Description
Rate of Fatalities*	**1.581**	**1.835**	**1.560**		The rate of fatalities within the planning area does not meet the state target and performs worse than the state average.
Rate of Serious Injuries*	**4.701**	**5.143**	**3.893**		The rate of serious injuries within the planning area is more than the state average and does not meet the state target.

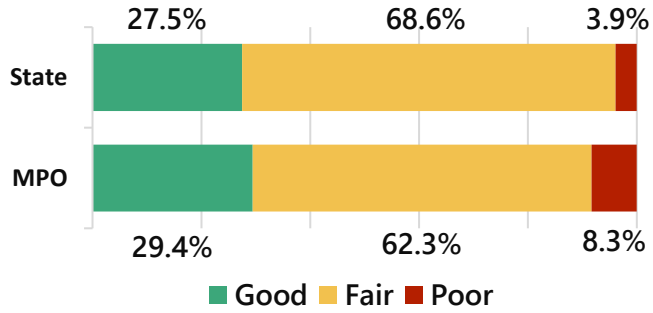
*Rate of fatalities and serious injuries are per 100 million vehicle miles traveled.
Source: Fatality and Injury Reporting System Tool (FIRST), FHWA Transportation Performance Management, Center for Analytics & Research in Transportation Safety (CARTS), DOTD Crash Database

Figure 1-2: Additional Safety Metrics

Metric	5-Year State Rolling Average	5-Year MPO Area Rolling Average	Percent of State Average
Number of Fatalities	**854.0**	**142.0**	**16.63%**
Number of Serious Injuries	**2,565.0**	**399.0**	**15.56%**
Number of Non-motorized Fatalities and Serious Injuries	**575.0**	**103.0**	**17.91%**

Figure 1-3: Bridge/Pavement Performance Measures (PM2)

Facility	Performance	State Target	Score	Analysis Description
Pavements				
Interstate System		**Good ≥13.5%**		The percentage of Interstate pavements in good condition within the planning area (15.5%) meets the state target (13.5%) and performs better than the state average (14.6%).
		Poor ≤3.9%		The percentage of Interstate pavements in poor condition within the planning area (6.2%) does not meet the state target (3.9%) and performs worse than the state average (4.3%).
Non-Interstate NHS		**Good ≥5.7%**		The percentage of non-Interstate NHS pavements in good condition within the planning area (13.6%) meets the state target (5.7%); however, it performs worse than the state average (15.5%).
		Poor ≤15.9%		The percent of Non-Interstate NHS pavements in Poor condition within the planning area (9.6%) meets the state target (15.9%) and performs better than the state value (13.3%).

Facility	Performance	State Target	Score	Analysis Description
Bridges				
NHS Bridges		**Good ≥34.0%** **Poor ≤4.7%**	 	The percentage of NHS bridges in good condition by deck area within the planning area (29.4%) is below the state target (34.0%) but performs better than the state value (27.5%). The percentage of NHS bridges in poor condition by deck area within the planning area (8.3%) does not meet the state target (4.7%) and performs worse than the state average (3.9%).

Source: DOTD, National Bridge Inventory (NBI), FHWA Transportation Performance Management

INVESTMENT AVAILABILITY (2026-2050)
$2.0B for Operations and Maintenance*

INVESTMENT AVAILABILITY (2026-2050)
$458.8M for Bridge Projects

*Affects both PM2 and PM3

Figure 1-4: System Performance Measures (PM3)

Metric	State Trend	Planning Area Trend	State Target	Score	Analysis Description
Percent of Person-Miles Traveled on the Interstate that are Reliable	**92.1%**	**80.4%**	**88.1%**		The percentage of reliable person-miles traveled on the Interstate routes within the planning area does not meet the state target and performs worse than the state value.
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	**90.4%**	**80.6%**	**87.5%**		The percent of reliable person-miles traveled on the Non-Interstate NHS routes within the planning does not meet the state target and performs worse than the state value.
Truck Travel Time Reliability (TTTR) Index on the Interstate	**1.35**	**1.89**	**1.41**		Truck travel time reliability within the planning area does not meet the state target and performs worse than the state value.
Peak Hour Excessive Delay (PHED)	**N/A**	**22.5%**	**27.2%**		Peak hour excessive delay within the planning area meets the target.
Non-Single Occupancy Vehicle (Non-SOV) Travel	**N/A**	**17.5%**	**14.7%**		Non-single occupancy vehicle travel within the planning area meets the target.

Source: National Performance Management Research Data Set (NPMRDS), FHWA Transportation Performance Management

INVESTMENT AVAILABILITY (2026-2050)
$14.7M for Non-Motorized Projects

INVESTMENT AVAILABILITY (2026-2050)
$1.7B for Capacity Projects

Figure 1-5: Transit Asset Management

Metric	Asset Category	Planning Area Trend	Planning Area Target	Score	Analysis Description
Rolling Stock					
Percent of Revenue Vehicles Exceeding Useful Life Benchmark (ULB)	**Bus** 	0%	≥27%		The percent of revenue vehicles exceeding the ULB meets the target.
	Cutaway Bus 	0%	0%		
	Automobiles and Other Rubber Tire Vehicles 	24%	40%		The percent of non-revenue vehicles exceeding the ULB meets the target.

Metric	Asset Category	Planning Area Trend	Planning Area Target	Score	Analysis Description
Facilities					
Percent of Facilities Rated Under 3.0 on the Transit Economic Requirements Model (TERM) Scale	**Administrative Facilities** 	0%	0%		The percent of transit facilities in the MPO planning area that are rated under 3.0 on the TERM scale meet established targets.
	Passenger/Parking Facilities 	100%	100%		

Source: National Transit Database (NTD)

INVESTMENT AVAILABILITY (2026-2050)
$541.4M for Transit Projects

Figure 1-6: Transit Safety

Metric	Mode	Five-Year Planning Area Rolling Average	Planning Area Target	Score	Analysis Description
Number of Fatalities by Mode	**Bus**	**0.20**	**0.0**		The number of fatalities in fixed-route bus transit does not meet the target.
	Demand Response	**0.00**	**0.0**		There were no fatalities in demand response transit during 2020–2024, meeting the target.
Rate of Fatalities*	**Bus**	**0.008**	**0.0**		The fatality rate in fixed-route bus transit does not meet the target.
	Demand Response	**0.000**	**0.0**		The fatality rate in demand-response transit meets the target.

Metric	Mode	Five-Year Planning Area Rolling Average	Planning Area Target	Score	Analysis Description
Number of Injuries by Mode	**Bus**	**28.0**	**16.0**		The number of injuries in fixed-route bus transit does not meet the target.
	Demand Response	**0.0**	**0.0**		The number of injuries in demand response transit meets the target.
Rate of Injuries*	**Bus**	**1.09**	**0.52**		The injury rate in fixed-route bus transit does not meet the target.
	Demand Response	**0.00**	**0.0**		The injury rate in demand-response transit meets the target.
Number of Safety Events by Mode	**Bus**	**32.8**	**8.0**		The number of safety events in fixed-route bus transit does not meet the target.
	Demand Response	**0.0**	**0.6**		The number of safety events in demand response transit meets the target.

Metric	Mode	Five-Year Planning Area Rolling Average	Planning Area Target	Score	Analysis Description
Rate of Safety Events*	Bus	1.28	0.29		The safety event rate in fixed-route bus transit does not meet the target.
	Demand Response	0.00	0.33		The safety event rate in demand-response transit meets the target.
Mean Distance Between Major Mechanical Failures by Mode	Bus	6,378.77	5,842.83		The mean distance between major mechanical failures in fixed-route bus transit meets the target.
	Demand Response	281,651.46	33,644.16		The mean distance between major mechanical failures in demand-response transit meets the target.

*Per 100,000 total vehicle revenue miles by mode
Source: National Transit Database (NTD), Monthly Modal Time Series 2026 (Accessed 8/27/2026), 2022-2024 Annual Data Breakdowns

2.0 Future MPO Actions

2.1 Safety Performance (PM1)

Both the rate of serious injuries and the rate of fatalities within the planning region exceeded the respective state average and state target. To help improve safety performance and support state safety targets, 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 DOTD 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)

Interstate and non-Interstate NHS pavements in good condition within the planning area meet the established targets. While the percentage of non-Interstate NHS pavements in poor condition meets the target, the percentage of Interstate pavements in poor condition does not. For NHS bridges, the assets do not meet the established targets for either the good condition or poor condition measures.

A significant number of bridges and pavement miles within the planning area 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 DOTD 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)

Data from the National Performance Management Research Dataset (NPMRDS) indicate that, within the planning area, all reliability measures, including the Percent of Person-Miles Traveled on Interstate routes, the Percent of Person-Miles Traveled on the Non-Interstate NHS, and Truck Travel Time Reliability, do not meet the established targets and perform worse than the state averages.

Actions the MPO may take to 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.

The planning area met the targets for Peak-Hour Excessive Delay (PHED) per Capita and Non-Single Occupancy Vehicle (Non-SOV) Travel. To maintain and further improve performance, the MPO may consider the following actions:

- Continue investing in congestion-reduction and multimodal TIP projects, including access management, capacity improvements, roundabouts, complete streets, and transit.
- Maintain and expand public transit investment, including CATS services and the BRT corridor, to improve transit reliability and reduce SOV trips.
- Expand the Commuter Krewe TDM program to promote carpooling, vanpooling, transit, biking, walking, and telecommuting.
- Implement microtransit, vanpool, and park-and-ride programs to provide additional alternatives to single-occupancy vehicle travel.
- Implement bicycle, pedestrian, and roadway safety improvements to encourage active transportation and reduce crash-related congestion and delays.

2.4 Transit Asset Management Performance (TAM)

The overall age of transit vehicles operated by CATS, the public transit provider in the MPO area, are within the Useful Life Benchmark (ULB) targets established. To improve performance as these vehicles approach or exceed the ULB, CATS will need to upgrade its fleet by incorporating newer vehicles and phasing out older vehicles.

CATS also maintains one administration building, one maintenance facility, one service building and one passenger/parking facility as part of its system. Of these four facilities, only the passenger/parking facility rates below 3.0 on the Transit Economic Requirements Model (TERM) scale. To maintain and improve performance, CATS should continue regular facility maintenance efforts to upgrade and/or fix any elements requiring repair.

2.5 Transit Safety

Since CATS is a recipient and subrecipient 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:

- Fatalities: Total number of reportable fatalities and rate per vehicle revenue mile by mode
- Injuries: Total number of reportable injuries and rate per vehicle mile by mode
- Safety Events: Total number of reportable events and rate per vehicle revenue mile by mode

- 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)."*

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.*
>
> *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."*

Transit service within the planning area fails to meet several PTASP safety targets. To address this CRPC should work with CATS and may undertake the following:

- 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 CATS, to reduce the frequency and severity of transit-related incidents.
- Coordinate with Louisiana DOTD during development of the state's Highway Safety Improvement Program (HSIP) to place emphasis on transit-related safety concerns.
- Coordinate transit projects and safety improvements 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.