

Gulf Regional Planning Commission MPO

Transportation Performance Management Scorecard

Legend ▶



Target



Good



Needs Improvement



Poor

Safety Performance Measures (PM1)

| Measure | MDOT Calendar Year 2019 Target | 5-Year MPO Average | 2014-2018 Trends/Results | Score | Analysis |
|--|--------------------------------|--------------------|--------------------------|-------------------|---|
| Number of Fatalities | 697.0 | 63.6 | | Good | The number of fatalities within the MPA was steady between 2014 and 2017, then increased significantly between 2017 and 2018. |
| Rate of Fatalities (per 100 million Vehicle Miles Traveled) | 1.706 | 1.236 | | Needs Improvement | The rate of fatalities within the MPA increased significantly between 2017 and 2018. |
| Number of Serious Injuries | 556.0 | 62.0 | | Good | The number of serious injury crashes within the MPA have been steady between 2014 and 2018. |
| Rate of Serious Injuries (per 100 million Vehicle Miles Traveled) | 1.356 | 1.203 | | Good | The rate of serious injuries within the MPA increased between 2014 and 2017, and then decreased between 2017 and 2018. |
| Number of Non-motorized fatalities and serious injuries | 131.4 | 23.0 | | Good | The number of non-motorized fatalities and serious injuries within the MPA were steady between 2014 and 2016, then increased between 2016 and 2018. |

Source: Fatality Analysis Reporting System (FARS); Safety Analysis Management System (SAMS); Mississippi Department of Transportation (MDOT)

Bridge/Pavement Performance Measures (PM2)

| Measure | MDOT 2-Year Target 2020 | MDOT 4-Year Target 2022 | 2018 Trends/Results | Score | Analysis |
|--|-------------------------|-------------------------|---|-------|--|
| Percent of Pavements of the Interstate System in Good Condition | N/A | > 55% | <p>83.1% (MPO), 67.0% (MS), 55.0% (4-Year Target)</p> | 😊 | The percent of pavements of the Interstate in good condition within the MPA meets MDOT's target. |
| Percent of Pavements of the Interstate System in Poor Condition | N/A | < 5% | <p>0.0% (MPO), 0.5% (MS), 5.0% (4-Year Target)</p> | 😊 | There were no pavements of the Interstate within the MPA that were in poor condition. |
| Percent of Pavements of the Non-Interstate NHS in Good Condition | > 25% | >25% | <p>48.5% (MPO), 35.0% (MS), 25.0% (2-Year and 4-Year Targets)</p> | 😊 | The percent of pavements of the Non-Interstate NHS in good condition within the MPA meets MDOT's target. |
| Percent of Pavements of the Non-Interstate NHS in Poor Condition | < 10% | < 10% | <p>3.5% (MPO), 4.0% (MS), 10.0% (2-Year and 4-Year Targets)</p> | 😊 | The percent of pavements of the Non-Interstate NHS in poor condition within the MPA and statewide meets MDOT's target. |
| Percent of NHS bridges in Good condition by deck area | > 60% | > 60% | <p>53.4% (MPO), 61.7% (MS), 60.0% (2-Year and 4-Year Targets)</p> | 😞 | The MPA fails to meet the MDOT target for percent of NHS bridges in good condition by deck area. |
| Percent of NHS bridges in Poor condition by deck area | < 5% | < 5% | <p>0.1% (MPO), 2.1% (MS), 5.0% (2-Year and 4-Year Targets)</p> | 😊 | The percent of NHS bridges in poor condition by deck area within the MPA meets MDOT's target. |

Source: MDOT; National Bridge Inventory (NBI)

System Performance Measures (PM3)

| Measure | MDOT 2-Year Target 2020 | MDOT 4-Year Target 2022 | 2018 Trends/Results | Score | Analysis |
|---|-------------------------|-------------------------|---|-------|--|
| Percent of Person-Miles Traveled on the Interstate that are Reliable | > 90% | > 90% | <p>Legend: MPO (dark blue), MS (green), 2-Year and 4-Year Targets (orange line)</p> | | The entire Interstate system within the MPA is considered reliable based on the percentage of person-miles traveled. |
| Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable | N/A | > 85% | <p>Legend: MPO (dark blue), MS (green), 4-Year Target (orange line)</p> | | The reliability of the Non-Interstate NHS within the MPA meets MDOT's target based on the percentage of person-miles traveled. |
| Truck Travel Time Reliability (TTTR) Index on the Interstate | < 1.50 | < 1.50 | <p>Legend: MPO (dark blue), MS (green), 2-Year and 4-Year Targets (orange line)</p> | | The truck travel time on the Interstate system within the MPA is considered reliable and meets MDOT's target. |

Source: National Performance Management Research Data Set (NPMRDS)

Transit Asset Management 2018 Performance and Target

Rolling Stock

| Measure | Asset Category | Target | 2018 Trends/Results | Score | Analysis |
|--|-----------------------------|--------|---------------------|--------|---|
| Percentage of revenue vehicles exceeding their Useful Life Benchmark (ULB) | Buses | 20% | | Smiley | The only asset category that exceeds the useful life benchmark target is the cutaway bus. |
| | Cutaway Buses | 25% | | Sad | |
| | Rubber-Tire Vintage Trolley | 20% | | Smiley | |
| | Van | 25% | | Smiley | |


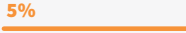
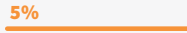
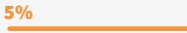








Equipment


| Measure | Asset Category | Target | 2018 Trends/Results | Score | Analysis |
|--|---------------------------------|--------|---------------------|--------|--|
| Percentage of non-revenue service vehicles exceeding their ULB | Non-Revenue/ Service Automobile | 25% | | Sad | Non-revenue service automobiles and trucks exceed their useful life benefit targets. |
| | Trucks | 25% | | Sad | |
| | Custom | 10% | | Smiley | |

Source: Coast Transit Authority (CTA)

Transit Asset Management 2018 Performance and Target

Facilities

| Measure | Asset Category | Target | 2018 Trends/Results | | | Score | Analysis |
|--|--|--------|---|--|--|---|---|
| Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale | Administration  | 5% |  |  |  |  | None of the facilities are rated under 3.0 on the TERM Scale. |
| | Parking Structures  | 5% | | | |  | |
| | Passenger Facilities  | 5% | 0%  | 0%  | 0%  |  | |

 Targets

Infrastructure

| Measure | Asset Category | Target | 2018 Trends/Results | | | Score | Analysis |
|--|----------------|--------|---------------------|--|--|-------|----------|
| Not Applicable in the Gulf Coast Metropolitan Planning Area | | | | | | | |

Source: Coast Transit Authority (CTA)

Transit Safety

| Measure | Mode | Target | 5-Year MPO Average | 2014-2018 Trends/Results | | | | | Score | Analysis | |
|--|---------------------|--------|--------------------|--------------------------|------|-----|-----|------|-------|----------|---|
| Number of Fatalities by mode | Fixed Route Bus | TBD | 0.0 | TBD | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | TBD | Safety plans and targets are still under development by transit providers and MPOs. |
| | Non-Fixed Route Bus | TBD | 0.0 | TBD | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | TBD | |
| Rate of Fatalities per 100,000 Total Vehicle Revenue Miles by mode | Fixed Route Bus | TBD | 0.0 | TBD | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | TBD | |
| | Non-Fixed Route Bus | TBD | 0.0 | TBD | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | TBD | |
| Number of Injuries by mode | Fixed Route Bus | TBD | 6.0 | TBD | 12.0 | 4.0 | 2.0 | 10.0 | 2.0 | TBD | |
| | Non-Fixed Route Bus | TBD | 0.2 | TBD | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | TBD | |

Source: National Transit Database

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 | 0.6 | <table border="1"> <tr><th>Year</th><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td></tr> <tr><th>Value</th><td>1.2</td><td>0.5</td><td>0.2</td><td>1.1</td><td>0.2</td></tr> <tr><th>Target</th><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td></tr> <tr><th>5-Year MPO Average</th><td>0.6</td><td>0.6</td><td>0.6</td><td>0.6</td><td>0.6</td></tr> </table> | Year | 2014 | 2015 | 2016 | 2017 | 2018 | Value | 1.2 | 0.5 | 0.2 | 1.1 | 0.2 | Target | TBD | TBD | TBD | TBD | TBD | 5-Year MPO Average | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | TBD | |
| | Year | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
| Value | 1.2 | 0.5 | 0.2 | 1.1 | 0.2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Target | TBD | TBD | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-Year MPO Average | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Fixed Route Bus | TBD | 0.02 | <table border="1"> <tr><th>Year</th><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td></tr> <tr><th>Value</th><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.1</td></tr> <tr><th>Target</th><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td></tr> <tr><th>5-Year MPO Average</th><td>0.02</td><td>0.02</td><td>0.02</td><td>0.02</td><td>0.02</td></tr> </table> | Year | 2014 | 2015 | 2016 | 2017 | 2018 | Value | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | Target | TBD | TBD | TBD | TBD | TBD | 5-Year MPO Average | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | TBD | | |
| Year | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Value | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Target | TBD | TBD | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-Year MPO Average | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Safety Events by mode | Fixed Route Bus | TBD | 4.8 | <table border="1"> <tr><th>Year</th><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td></tr> <tr><th>Value</th><td>10.0</td><td>4.0</td><td>2.0</td><td>5.0</td><td>3.0</td></tr> <tr><th>Target</th><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td></tr> <tr><th>5-Year MPO Average</th><td>4.8</td><td>4.8</td><td>4.8</td><td>4.8</td><td>4.8</td></tr> </table> | Year | 2014 | 2015 | 2016 | 2017 | 2018 | Value | 10.0 | 4.0 | 2.0 | 5.0 | 3.0 | Target | TBD | TBD | TBD | TBD | TBD | 5-Year MPO Average | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | TBD | |
| | Year | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
| Value | 10.0 | 4.0 | 2.0 | 5.0 | 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Target | TBD | TBD | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-Year MPO Average | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Fixed Route Bus | TBD | 0.2 | <table border="1"> <tr><th>Year</th><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td></tr> <tr><th>Value</th><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td><td>1.0</td></tr> <tr><th>Target</th><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td></tr> <tr><th>5-Year MPO Average</th><td>0.2</td><td>0.2</td><td>0.2</td><td>0.2</td><td>0.2</td></tr> </table> | Year | 2014 | 2015 | 2016 | 2017 | 2018 | Value | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | Target | TBD | TBD | TBD | TBD | TBD | 5-Year MPO Average | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | TBD | | |
| Year | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Value | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Target | TBD | TBD | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-Year MPO Average | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by mode | Fixed Route Bus | TBD | 0.5 | <table border="1"> <tr><th>Year</th><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td></tr> <tr><th>Value</th><td>1.0</td><td>0.5</td><td>0.2</td><td>0.6</td><td>0.4</td></tr> <tr><th>Target</th><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td></tr> <tr><th>5-Year MPO Average</th><td>0.5</td><td>0.5</td><td>0.5</td><td>0.5</td><td>0.5</td></tr> </table> | Year | 2014 | 2015 | 2016 | 2017 | 2018 | Value | 1.0 | 0.5 | 0.2 | 0.6 | 0.4 | Target | TBD | TBD | TBD | TBD | TBD | 5-Year MPO Average | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | TBD | |
| | Year | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
| Value | 1.0 | 0.5 | 0.2 | 0.6 | 0.4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Target | TBD | TBD | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-Year MPO Average | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Non-Fixed Route Bus | TBD | 0.02 | <table border="1"> <tr><th>Year</th><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td></tr> <tr><th>Value</th><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.1</td></tr> <tr><th>Target</th><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td><td>TBD</td></tr> <tr><th>5-Year MPO Average</th><td>0.02</td><td>0.02</td><td>0.02</td><td>0.02</td><td>0.02</td></tr> </table> | Year | 2014 | 2015 | 2016 | 2017 | 2018 | Value | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | Target | TBD | TBD | TBD | TBD | TBD | 5-Year MPO Average | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | TBD | | |
| Year | 2014 | 2015 | 2016 | 2017 | 2018 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Value | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Target | TBD | TBD | TBD | TBD | TBD | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5-Year MPO Average | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | | | | | | | | | | | | | | | | | | | | | | | | | |

Safety plans and targets are still under development by transit providers and MPOs.

Source: National Transit Database

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 | 4,910 | <table border="1"> <caption>Fixed Route Bus Data</caption> <thead> <tr> <th>Year</th> <th>Mean Distance</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>4,081</td> </tr> <tr> <td>2015</td> <td>3,823</td> </tr> <tr> <td>2016</td> <td>4,169</td> </tr> <tr> <td>2017</td> <td>5,907</td> </tr> <tr> <td>2018</td> <td>6,568</td> </tr> </tbody> </table> | Year | Mean Distance | 2014 | 4,081 | 2015 | 3,823 | 2016 | 4,169 | 2017 | 5,907 | 2018 | 6,568 | TBD | Safety plans and targets are still under development by transit providers and MPOs. |
| | Year | Mean Distance | | | | | | | | | | | | | | | | |
| 2014 | 4,081 | | | | | | | | | | | | | | | | | |
| 2015 | 3,823 | | | | | | | | | | | | | | | | | |
| 2016 | 4,169 | | | | | | | | | | | | | | | | | |
| 2017 | 5,907 | | | | | | | | | | | | | | | | | |
| 2018 | 6,568 | | | | | | | | | | | | | | | | | |
| Non-Fixed Route Bus | TBD | 67,710 | <table border="1"> <caption>Non-Fixed Route Bus Data</caption> <thead> <tr> <th>Year</th> <th>Mean Distance</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>44,832</td> </tr> <tr> <td>2015</td> <td>43,400</td> </tr> <tr> <td>2016</td> <td>49,085</td> </tr> <tr> <td>2017</td> <td>112,196</td> </tr> <tr> <td>2018</td> <td>89,038</td> </tr> </tbody> </table> | Year | Mean Distance | 2014 | 44,832 | 2015 | 43,400 | 2016 | 49,085 | 2017 | 112,196 | 2018 | 89,038 | TBD | | |
| Year | Mean Distance | | | | | | | | | | | | | | | | | |
| 2014 | 44,832 | | | | | | | | | | | | | | | | | |
| 2015 | 43,400 | | | | | | | | | | | | | | | | | |
| 2016 | 49,085 | | | | | | | | | | | | | | | | | |
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| 2018 | 89,038 | | | | | | | | | | | | | | | | | |

Source: National Transit Database