2019 Annual Report

Projects and Performance Measures

Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes

Purpose of Report

This Annual Report provides an overview of the performance of the region's transportation system in 2019. It also summarizes projects completed in Federal Fiscal Year 2019 (October 1, 2018 through September 30, 2019).

About the RPC

The Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes is a board of local elected officials and citizen members appointed to represent the public on regional planning issues. The RPC's Transportation Policy Committee (TPC) serves as the Metropolitan Planning Organization (MPO) for four separate Metropolitan Planning Areas (MPA's): Mandeville-Covington, New Orleans, Slidell, and South Tangipahoa. TPC membership consists of all RPC members as well as additional elected officials and representatives from major regional transportation interests. In its role as MPO, the TPC has final decision making authority over metropolitan transportation planning decisions, including goal and priority setting, project selection, and programming of federal transportation funding.

FFY19 Completed Projects

In compliance with the FAST Act the RPC annually publishes a list of obligated projects that provides details on all federally-funded transportation projects from the preceding Federal Fiscal Year (FFY). The List of Obligated projects for FFY 2019 (October 1, 2018 through September 30, 2019) was published in December, 2019 and is summarized by MPA on the following page.

For the purposes of this report highway projects have been summarized by two sets of criteria: Metropolitan Transportation Plan Goals and Performance Measure Categories. The MTP guides regional transportation planning over the next thirty years, and focuses on the six core goals of Equity, Stewardship, Livability, Economic Development, State of Good Repair, and Safety. The Performance Measures tracked by the RPC are discussed in the next section of this report, and generally fall under the categories of Safety (Motorized and Non-Motorized); State of Good Repair (Road and Bridge); Travel Reliability; and Truck Movement. Each of the projects obligated in FFY19 contributed to one or more of the MTP Goals and Performance Measure Categories (note that projects may contribute to multiple Goals and/or Categories; subtotals are therefore not exclusive). Transit projects are more broadly categorized based on their overall contribution to regional transit service.

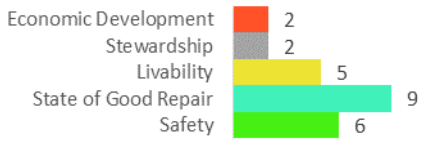
Mandeville-Covington MPA FFY19

Highway

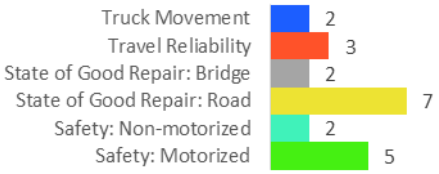
$95.5 Million

15 Projects

By MTP Goal



By Performance Measure Category



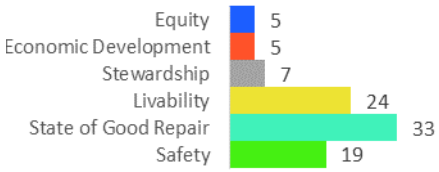
New Orleans MPA FFY19

Highway

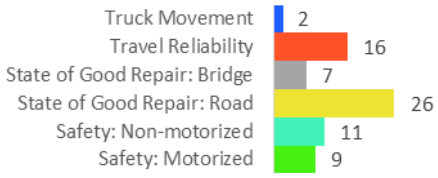
$148 Million

64 Projects

By MTP Goal



By Performance Measure Category



Transit

$4.5 Million

14 Projects

- Facility Improvements
- Preventive Maintenance
- Vehicle Replacement
- Planning
- Operations
- Support & Security

Slidell MPA FFY19

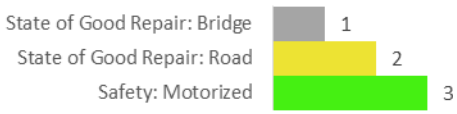
Highway

$2.8 Million

6 Projects

By MTP Goal

By Performance Measure Category



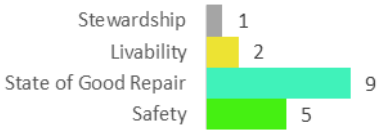
South Tangipahoa MPA FFY19

Highway

$17 Million

15 Projects

By MTP Goal



By Performance Measure Category

Transit

$2.2 Million

1 Project

- Vehicle Replacement
- Operating Assistance
- Sidewalk Improvement
- Shelter Improvement

Performance Measures

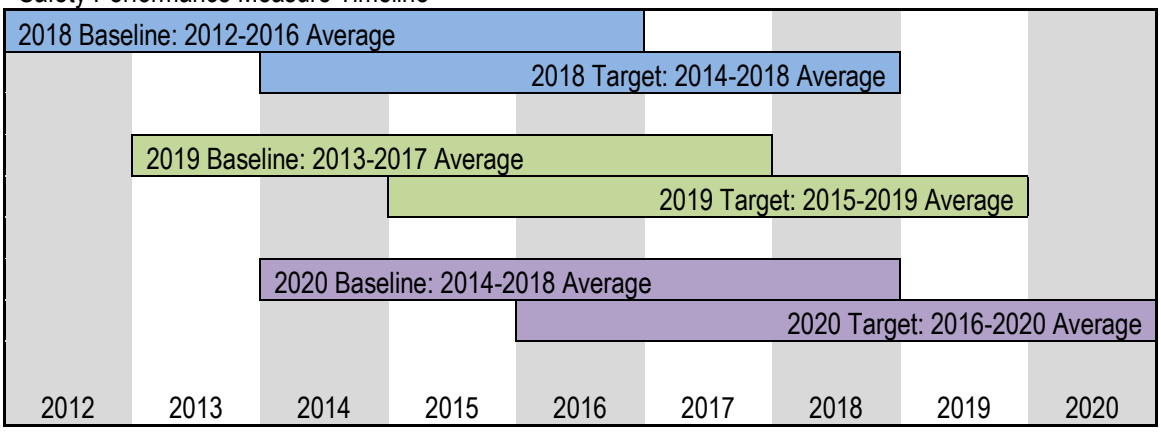
Federal legislation requires states and MPOs to track a series of performance measures and set targets for each that they aspire to achieve within a specified time period. MPOs may choose to adopt the statewide target or set their own, and the agencies' project planning and programming should advance progress towards achieving each target. The performance measures monitored by the RPC fall under three categories: Safety; Road and Bridge Condition; and System Reliability. Each of these categories includes multiple measures, with differing target-setting and reporting requirements.

Safety

The RPC tracks and sets targets for five safety performance measures: Number of Fatalities; Rate of Fatalities per Hundred Million Vehicle Miles Travelled (HMVMT); Number of Serious Injuries; Rate of Serious Injures per HMVMT; and Number of Non-motorized Fatalities and Serious Injuries (combined). The five measures are tracked for each of the four Metropolitan Planning Areas (MPAs) served by the RPC, for a total of twenty individually tracked measures.

New safety targets are adopted annually. They are the value that the MPO hopes to achieve for each measure by the end of each target period, and are stated as a percentage change (e.g., reduce fatalities by 1%) from a baseline period to the target period. The baseline period is defined as the five-year average of the most recently available data. The target period is the five-year period ending in the calendar year for which the target is set. For example, 2018 targets were set for the five year period beginning in 2014 and ending in 2018. At the time those targets were set the most recently available data were from 2016 so the baseline period was the five year period beginning in 2012 and ending in 2016. The relationship between baseline periods and target periods is illustrated in the timeline below.

Safety Performance Measure Timeline



In 2018 the RPC set safety targets for the first time, and aimed to achieve a 1% annual reduction in each measure. Safety data becomes available approximately 18 months after the end of a calendar year; therefore, 2018 is the most recent year for which target achievement can be assessed. Results from the 2018 safety performance measure period are detailed on the following page and summarized below:

- 7 targets were achieved (i.e., the measure decreased by at least 1% annually)
- 5 measures decreased but did not achieve the target (i.e., reduced by less than 1% annually)
- 8 measures increased

2018 Safety Target Achievement: Annual rate of change by measure and by MPA between baseline period (2012-2016 average) and target period (2014-2018 average).

	Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Non-Motorized F. & S.I.
Mandeville-Covington	▲ 12.1%	▲ 12.0%	▲ 3.8%	▲ 3.7%	▲ 2.1%
New Orleans	▼ -0.8%	▼ -2.4%	▲ 0.3%	▼ -1.4%	▲ 2.7%
Slidell	▼ -0.4%	▼ -0.5%	▼ -1.6%	▼ -1.7%	▲ 3.2%
South Tangipahoa	▼ -0.6%	▼ -1.2%	▼ -2.3%	▼ -2.8%	▼ -0.4%

▼ Measure decreased, target achieved; ▼ Measure decreased, but target not achieved; ▲ Measure Increased

Though there has been mixed success in achieving its established safety targets, the RPC has retained the 1% annual reduction target for both 2019 and 2020. This target reflects the RPC's commitment to improving safety on the region's roadways, and the agency will continue to identify strategies and projects that will lead to a reduction in fatalities and serious injuries for both motorized and non-motorized travel.

Road and Bridge Condition

The performance measures used to track the condition of roads and bridges on the NHS are: Percentage of Interstate lane miles in Good or Poor condition; Percentage of non-Interstate NHS lane miles in Good or Poor condition; and Percentage of NHS bridge deck area in Good or Poor condition. Condition targets were adopted in 2018, and reflect conditions that the RPC aims to achieve by 2022.

Current road and bridge condition is not yet available, but the RPC continually coordinates with DOTD on the collection and analysis of data. The 2018 baseline conditions and 2022 targets are listed below.

Road and Bridge Condition Baseline Measures and Targets

		Interstate		Non-Interstate NHS		NHS Bridge	
		Good %	Poor %	Good %	Poor %	Good %	Poor %
Mandeville-Covington	2018 Baseline	0.00%	0.00%	16.31%	13.54%	10.51%	0.00%
	2022 Target	0.00%	0.00%	12.83%	13.81%	7.04%	0.00%
New Orleans	2018 Baseline	29.20%	0.37%	12.61%	15.71%	43.20%	9.00%
	2022 Target	22.12%	0.77%	9.92%	16.03%	28.93%	9.90%
Slidell	2018 Baseline	4.66%	0.00%	2.98%	8.76%	89.85%	0.97%
	2022 Target	3.53%	0.00%	2.34%	8.93%	60.17%	1.07%
South Tangipahoa	2018 Baseline	9.56%	0.00%	23.33%	4.97%	86.83%	0.00%
	2022 Target	7.25%	0.00%	18.35%	5.07%	58.15%	0.00%

The current condition targets reflect an expectation that the overall percentage of roads and bridges in good condition will decline by 2022, reflecting the limited resources available to both the RPC and DOTD to maintain a state of good repair. Despite these constraints, the RPC is committed to ensuring the percentage of roads and bridges that fall into poor condition is minimized.

System Reliability

System reliability performance measures are used to track congestion on the region's roadways. The measures are:

- Interstate Level of Travel Time Reliability (Interstate LOTTR): Indicates whether trips on the Interstate consistently take the same amount of time to complete, regardless of time, day, or other conditions. A measurement of 100% is ideal, and indicates that travel time on the Interstate system is perfectly reliable.
- Non-Interstate National Highway System Level of Travel Time Reliability (Non-Interstate NHS LOTTR): Identical to Interstate LOTTR, but only considers trips on the Non-Interstate NHS. Again, a measurement of 100% is ideal.
- Truck Travel Time Reliability Index (Truck TTRI): A ratio measuring the reliability of truck travel times on the Interstate system. An index of 1.0 is ideal, and indicates that truck travel time on the Interstate is perfectly reliable.

Targets were initially set in 2018 and identify desired levels of reliability in 2022. Due to the interrelated, cross-jurisdictional nature of congestion, targets have been set for a single region encompassing all four MPAs served by the RPC. Reliability data is available on an ongoing basis, allowing for continual performance monitoring. The current targets and performance in 2018 and 2019 are below.

System Reliability Targets & Performance

	Interstate LOTTR	Non-Interstate NHS LOTTR	Truck TTRI
Target	81.65%	86.8%	1.51
2018 Performance	81.3%	85.8%	1.57
2019 Performance	79.8%	85.6%	1.59

None of the system reliability targets were achieved in 2018 or 2019; however, the relatively short period of time since targets were introduced (two years) has provided limited opportunity to implement projects that could measurably improve performance. The RPC will conduct a review of current targets in late 2020 to determine if they should be adjusted or if more time should be allowed for upcoming projects to positively impact system reliability.