



2021 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 2021. It also summarizes projects completed in Federal Fiscal Year 2021 (October 1, 2020 through September 30, 2021).

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 authority over metropolitan transportation planning decisions, including goal and priority setting, project selection, and programming of federal transportation funding.

PERFORMANCE MEASURES & TARGETS

Federal legislation requires states and MPOs to track a series of performance measures (PMs) and set targets for each that they aspire to achieve within a specified period. MPOs may choose to adopt the statewide targets 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:

- PM1: Safety
- PM2: Road and Bridge Condition
- PM3: System Reliability

Each of these categories includes multiple measures, with differing target-setting and reporting requirements. Safety targets are set annually by states, while targets for the other performance measures are set every four years. MPOs can either adopt the state's targets or set their own.

PM 1: 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 Suspected Serious Injuries (SSI)
- Rate of SSI per HMVMT
- Number of Non-motorized Fatalities and SSI combined

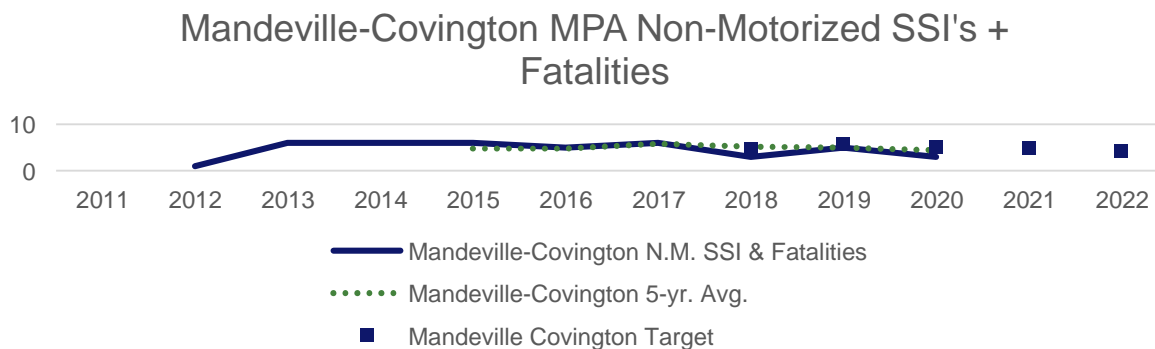
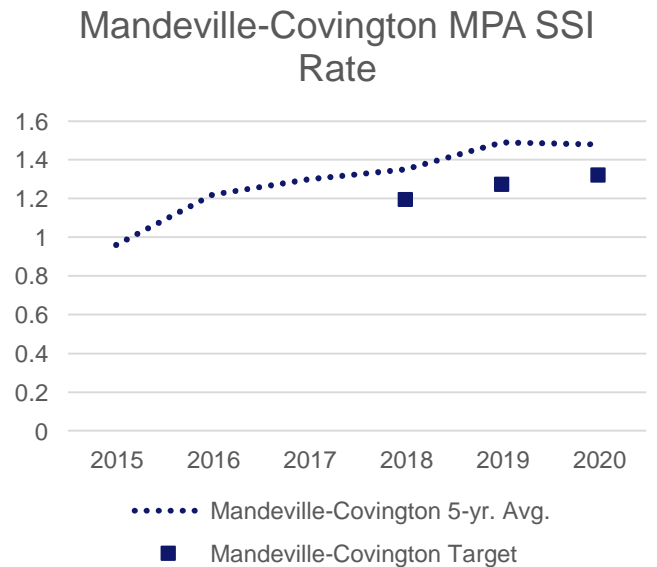
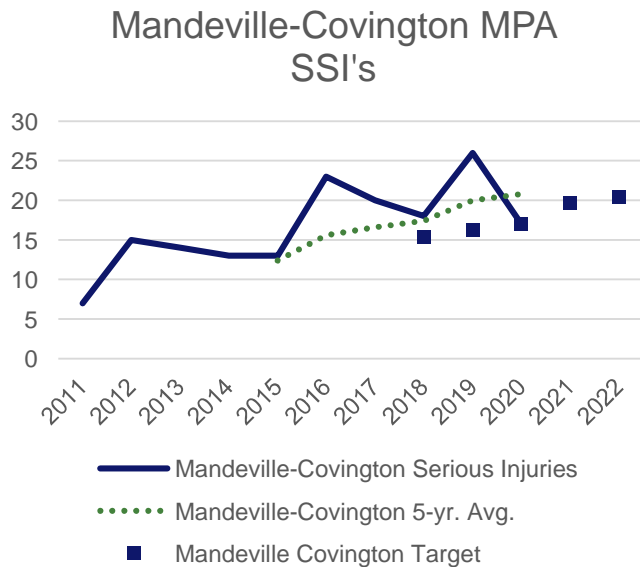
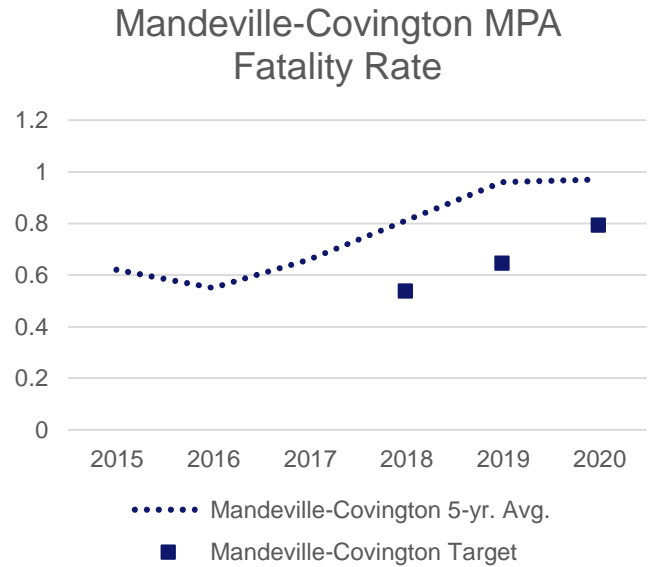
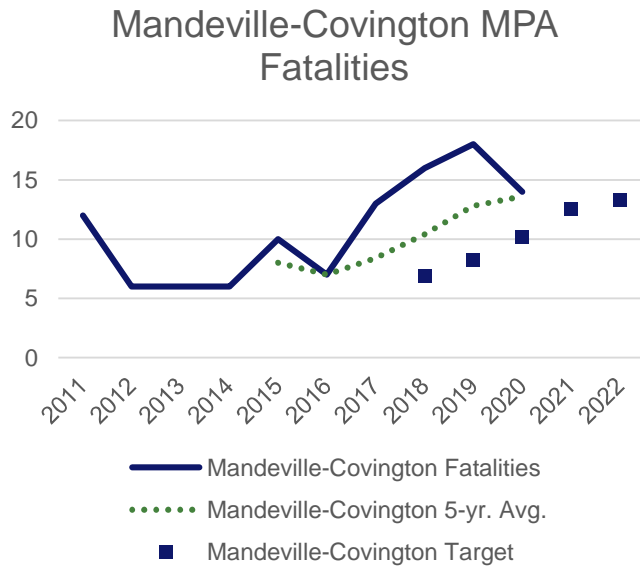
The five measures are tracked for each of the four Metropolitan Planning Areas (MPAs) served by the RPC, for a total of twenty individually tracked measures.

New safety targets are adopted annually. They are stated as a percentage change from a baseline period to the target period (e.g., reduce fatalities by 1% from 2018 to 2019). The latest safety targets were set by the Louisiana Department of Transportation and Development (LADOTD) in October 2021, and the RPC's Transportation Policy Committee approved its annual safety target in February 2022. Since 2018 the RPC has chosen to adopt the same safety target as the state: a 1% annual reduction in each safety measure.

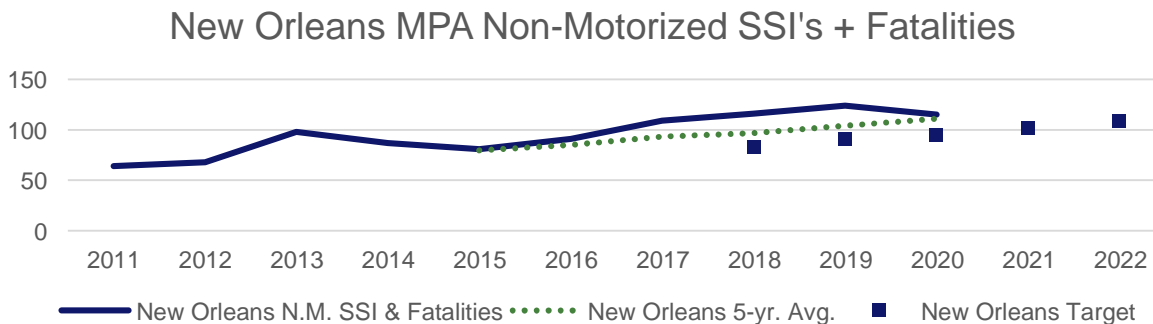
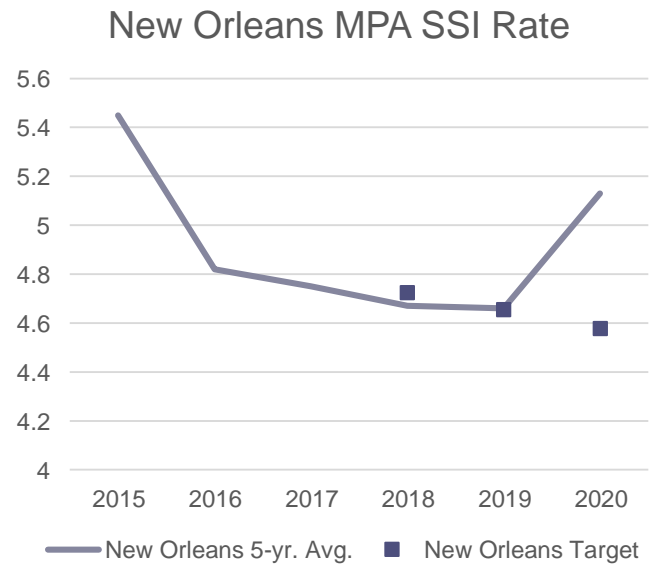
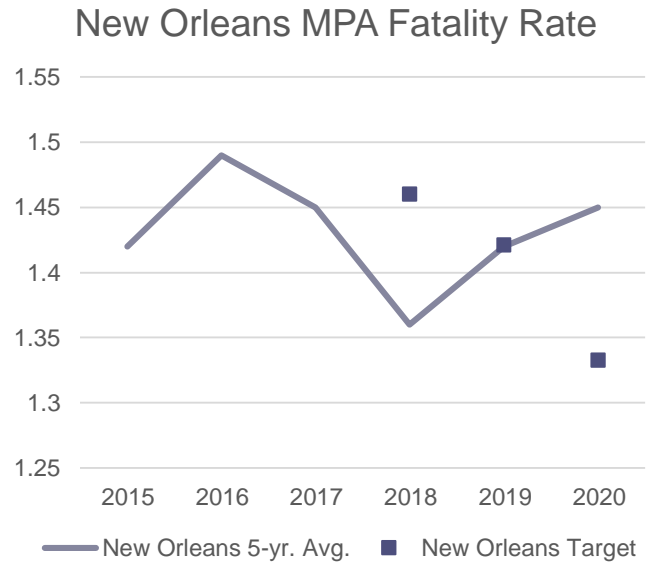
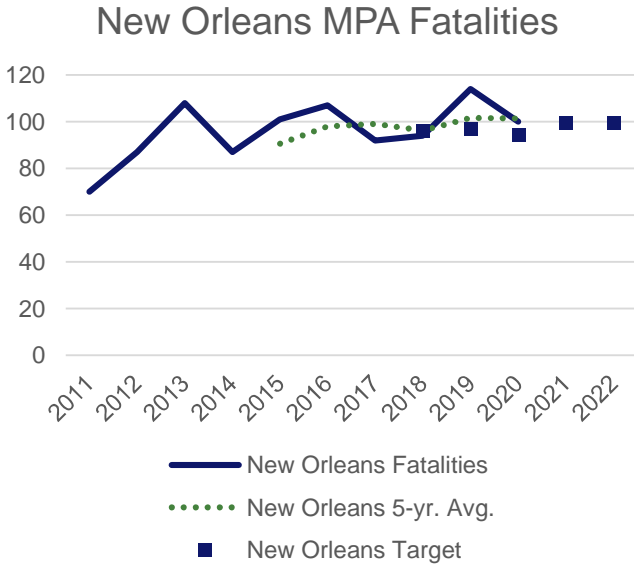
Crash data becomes available approximately 18 months after the end of a calendar year; therefore, 2020 data is the most recent year for which target achievement can be assessed. Results from the 2020 safety performance measure period are detailed below.

Past performance on safety measures is described for each MPA in the charts below. Overall, there have been some successes in reducing serious injuries and fatalities across all road users in South Tangipahoa. Unfortunately, the other MPAs have seen increases in fatalities and deaths. Safety is a top priority of the RPC, and it remains committed to using all available means possible to reduce future deaths and injuries.

MANDEVILLE-COVINGTON MPA SAFETY PERFORMANCE

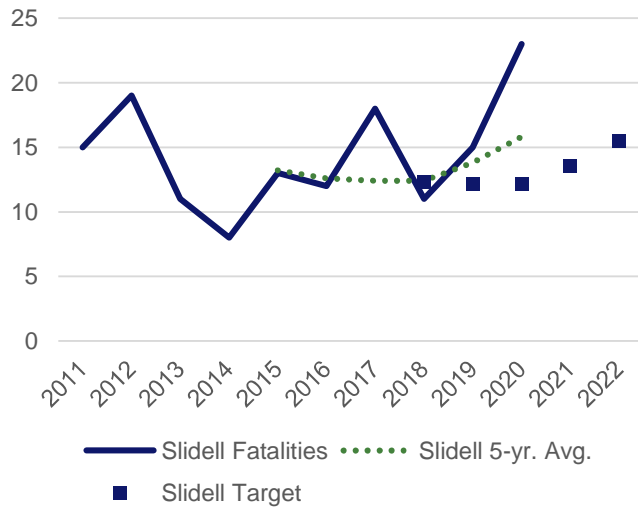


NEW ORLEANS MPA SAFETY PERFORMANCE

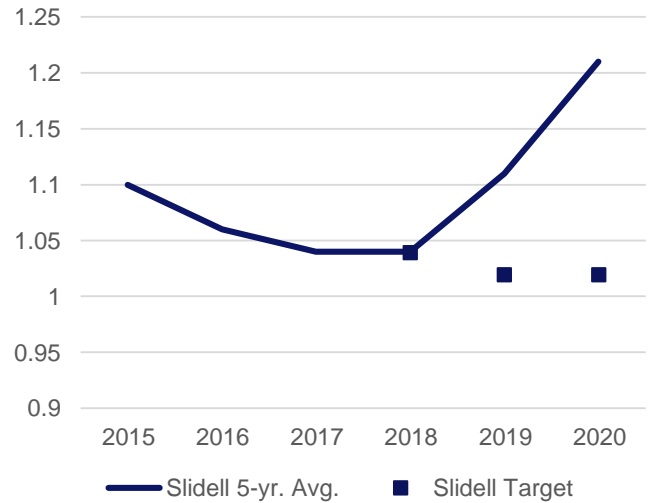


SLIDELL MPA SAFETY PERFORMANCE

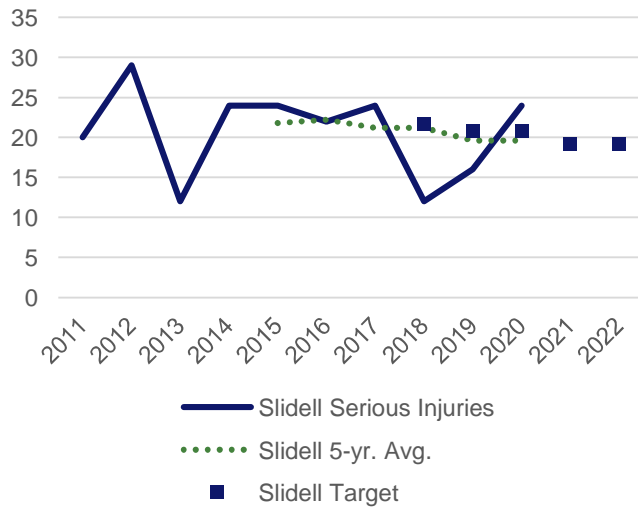
Slidell MPA Fatalities



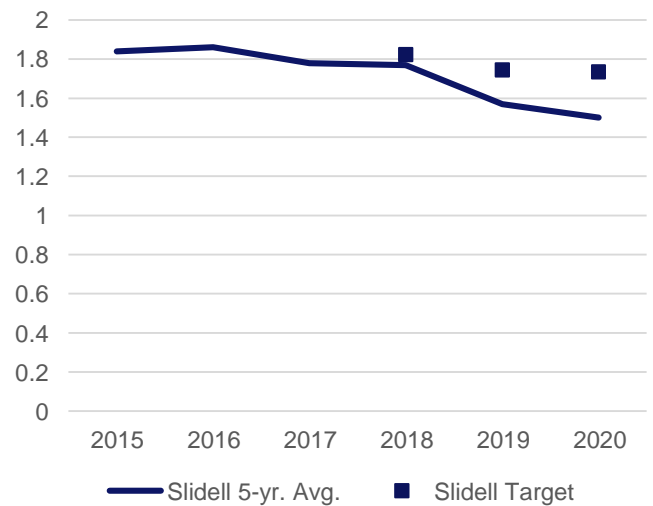
Slidell MPA Fatality Rate



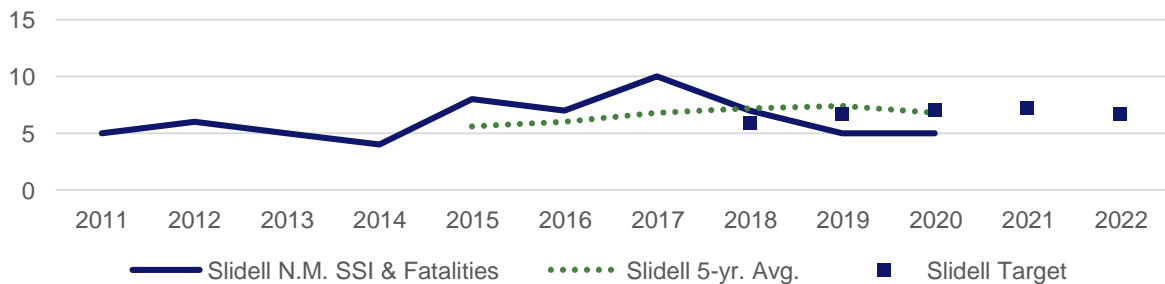
Slidell MPA SSI's



Slidell MPA SSI Rate

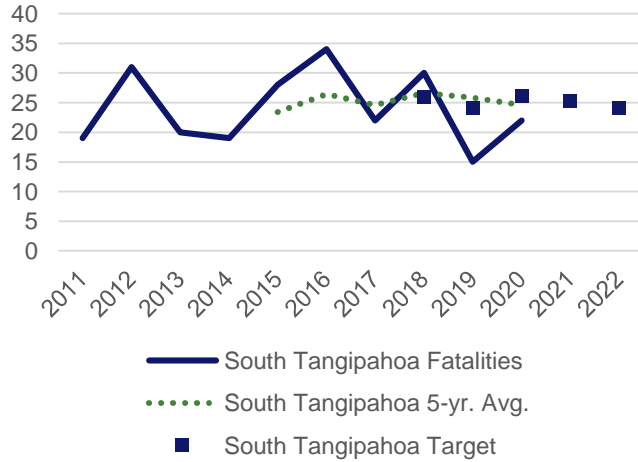


Slidell MPA Non-Motorized SSI's + Fatalities

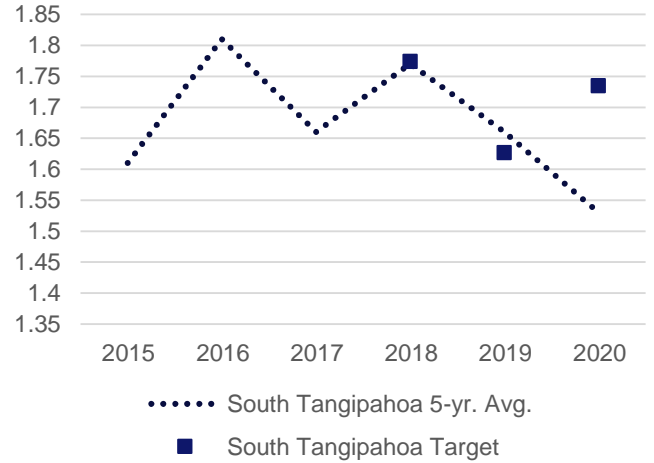


SOUTH TANGIPAHOA SAFETY PERFORMANCE

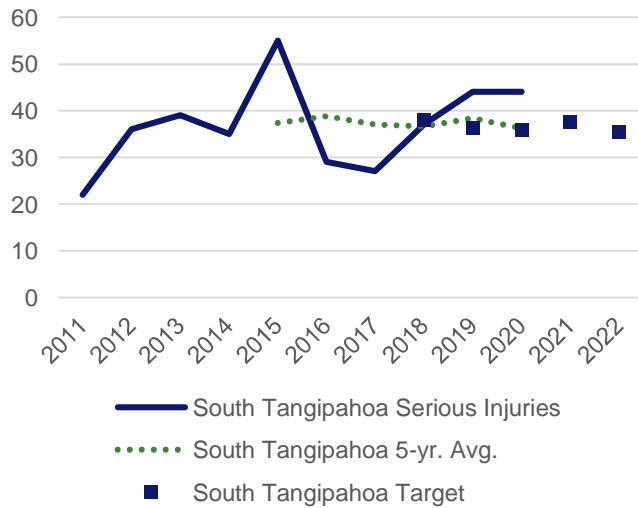
South Tangipahoa MPA Fatalities



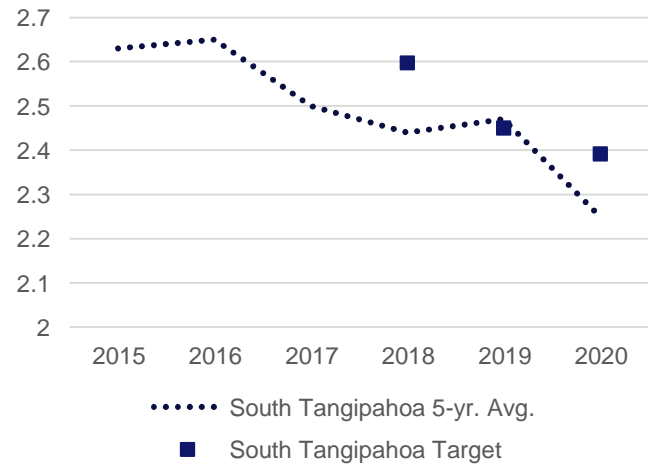
South Tangipahoa MPA Fatality Rate



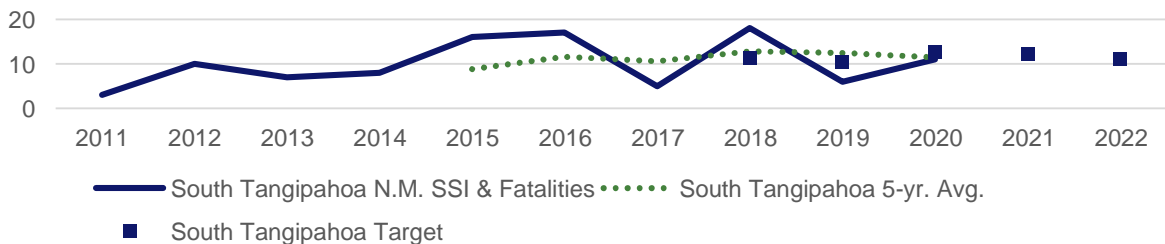
South Tangipahoa MPA SSI's



South Tangipahoa MPA SSI Rate



South Tangipahoa Non-Motorized Suspected Serious Injuries + Fatalities



PM 2: ROAD AND BRIDGE CONDITION

The performance measures used to track the condition of roads and bridges on the National Highway System are:

- Percentage of Interstate lane miles in Good or Poor condition
- Percentage of non-Interstate NHS lane miles in Good or Poor condition
- 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. The 2018 baseline conditions and 2022 targets are listed below. It is anticipated that new condition data will be available in late 2022, at which time the RPC can evaluate performance over the four-year period and develop new targets.

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%

Source: LADOTD 2018

The condition targets indicate 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.

PM 3: SYSTEM RELIABILITY

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

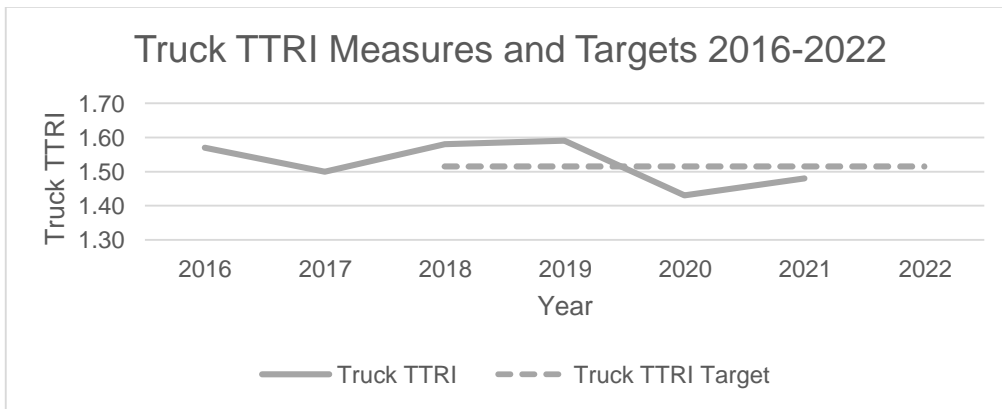
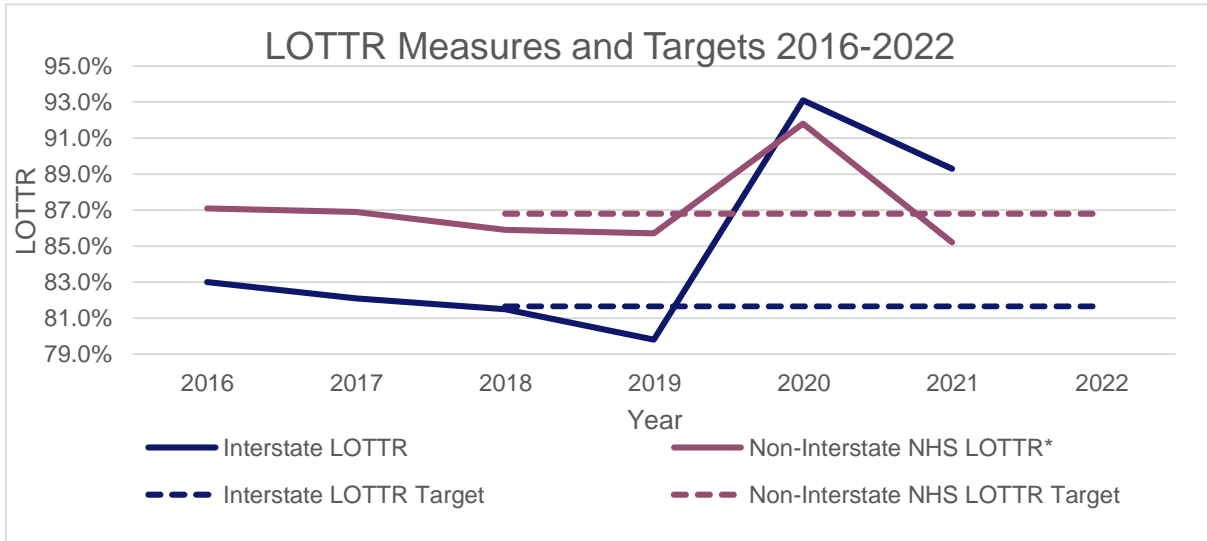
- Interstate Level of Travel Time Reliability (Interstate LOTTR): Indicates whether trips on the Interstate consistently take the same amount of time to complete, regardless of time, day, or other conditions. A measurement of 100% is ideal, and indicates that travel time on the Interstate system is perfectly 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 through 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 since 2018 are below.

System Reliability Targets & Performance 2018-2021

	Interstate LOTTR	Non- Interstate NHS LOTTR	Truck TTRI
Target:	81.65%	86.8%	1.51
2018 Performance	81.5%	85.9%	1.58
2019 Performance	79.8%	85.7%	1.59
2020 Performance	93.1%	91.8%	1.43
2021 Performance	89.3%	85.2%	1.48

Source: National Performance Management Research Dataset 2022



None of the system reliability targets were achieved in 2018 or 2019, but all were achieved in 2020. In 2021, the regional Interstate LOTTR performed above the set targets, the Non-Interstate NHS LOTTR fell below the target, and the Truck TTRI surpassed its target. Two years into the targets being introduced, the regional transportation network began to see interruptions of regular traffic patterns due to the COVID-19 pandemic. The increase in system reliability during 2020 for all the measures, and some of the measures in 2021 is likely a result of reduced vehicle miles traveled (VMT) and changing travel patterns during the last two years. The RPC will attempt to incorporate these findings into future congestion reduction strategies and will continue to monitor the impacts of the pandemic on regional travel. The RPC will also conduct a review of current targets in coordination with DOTD as it updates statewide targets, due for completion in the Fall of 2022.

FFY20 COMPLETED PROJECTS

In compliance with federal requirements 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 2021 (October 1, 2020 through September 30, 2021) was published in December, 2021 and is summarized by MPA below.

For the purposes of this report highway projects have been summarized by two sets of criteria: Metropolitan Transportation Plan (MTP) 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, discussed in the previous sections of this report, 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 highway projects obligated in FFY20 contributed to one or more of the MTP Goals and Performance Measure Categories. Transit projects are more broadly categorized based on their overall contribution to regional transit service and state of good repair.

MANDEVILE-COVINGTON MPA PROJECTS

HIGHWAY PROJECTS:

- 16 Projects
- \$14.2 Million (federal funds only)
- MTP Goals Addressed: Safety; State of Good Repair; Livability; Economic Development
- Performance Measures Addressed: Safety: Motorized; State of Good Repair: Bridge; State of Good Repair: Road; Travel Reliability

TRANSIT PROJECTS:

- 1 Project
- \$446,838 (Mandeville-Covington and Slidell MPAs combined)
- Project Categories Funded: Operations

NEW ORLEANS MPA PROJECTS

HIGHWAY PROJECTS

- 87 Projects
- \$111.9 Million (federal funds only)
- MTP Goals Addressed: Safety; State of Good Repair; Livability; Stewardship; Economic Development; Equity

- Performance Measures Addressed: Safety: Motorized; Safety: Non-Motorized; State of Good Repair: Road; State of Good Repair: Bridge; Travel Reliability; Truck Movement

TRANSIT PROJECTS

- 26 Projects
- \$112.7 Million
- Project Categories Funded: Operations; Facility Renovation; Planning; Vehicle Replacement; Preventative Maintenance; Enhanced Mobility

SLIDELL MPA PROJECTS

HIGHWAY PROJECTS

- 14 Projects
- \$8.2 Million (federal funds only)
- MTP Goals Addressed: Safety; State of Good Repair; Livability; Economic Development
- Performance Measures Addressed: Safety: Motorized; Safety: Non-Motorized; State of Good Repair: Bridge; State of Good Repair: Road; Travel Reliability

TRANSIT PROJECTS

- 1 Project
- \$446,838 (Mandeville-Covington and Slidell MPAs combined)
- Project Categories Funded: Operations

SOUTH TANGIPAHOA MPA PROJECTS

HIGHWAY PROJECTS

- 16 Projects
- \$6.4 Million (federal funds only)
- MTP Goals Addressed: Safety; State of Good Repair; Livability; Stewardship; Economic Development
- Performance Measures Addressed: State of Good Repair: Safety: Motorized; Safety: Non-Motorized; State of Good Repair: Road; State of Good Repair: Bridge; Travel Reliability

TRANSIT PROJECTS

- 2 Projects
- \$1.6 Million
- Project Categories Funded: Operations; Planning; Bus Shelters