

Ouachita Council of Governments
Regular Meeting Minutes
January 22, 2024

Members Present:	Mayor Staci Mitchell City of West Monroe	Shane Smiley Ouachita Parish Police Jury
	Gretchen Ezernack Monroe City Council	Toni Bacon Ouachita Parish Police Jury
Staff Present:	Doug Mitchell Executive Director	Shelby Rybicki Planner I
	Jeff Maxwell CPA	Susan Mitchell Highway Safety Coordinator

A public hearing was held January 22, 2024, at the Council Chambers of the Monroe Government Plaza at 11:30 a.m. to hear comments from the public regarding an increase in the Monroe Transit System Operating Program introduced at the previous November 27, 2023, OCOG meeting. There were no comments.

The Ouachita Council of Governments meeting was called to order by Staci Mitchell. The meeting was held in the Council Chambers of the Monroe Government Plaza.

A roll call certified a quorum was present.

A motion was made by Shane Smiley and seconded by Staci Mitchell to approve the November 27, 2023, minutes. Motion carried unanimously.

A motion was made by Shane Smiley and seconded by Toni Bacon to recess OCOG and enter into the Transportation Policy Committee. Motion carried unanimously.

Transportation Policy Committee

A motion was made by Gretchen Ezernack and seconded by Shane Smiley to approve TIP Amendment *Monroe Transit System Operating Program Increase* for adoption. Motion carried unanimously.

A motion was made by Shane Smiley and seconded by Gretchen Ezernack to adjourn the Transportation Policy Committee and reconvene OCOG. Motion carried unanimously.

A motion was made by Shane Smiley and seconded by Gretchen Ezernack to ratify the actions of the Transportation Policy Committee. Motion carried unanimously.

A motion was made by Shane Smiley and seconded by Gretchen Ezernack to accept the Budget to Actual Report as presented by Jeff Maxwell. Motion carried unanimously.

A motion was made by Gretchen Ezernack and seconded by Shane Smiley to approve the HSIP Safety Performance Measures and Target Setting as presented by Susan Mitchell for advertisement. Motion carried unanimously.

Ambulance Advisory Board

Elmer Noah presented OCOG with copies of the Ambulance Service Advisory Board 2023 Annual Report for informational purposes. Per the Ambulance Ordinance, a 3% rate increase was approved. Acadian

Ambulance Service has fulfilled its contractual obligations and requirements as provided by the Ambulance Services Agreement, and, in accordance with the agreement, has been extended through December 31, 2024.

Long Term Recovery Board

No report.

Northeast Delta Human Services Board

No report.

There being no other business a motion was made by Gretchen Ezernack and seconded by Shane Smiley to adjourn. Motion carried unanimously.



Doug Mitchell
Executive Director, OCOG

2/26/2024
Date



OUACHITA COUNCIL OF GOVERNMENTS

Monroe

West Monroe

Ouachita Parish

3000 KILPATRICK BLVD • MONROE, LOUISIANA 71201

OUACHITA COUNCIL OF GOVERNMENTS
MONROE GOVERNMENT PLAZA
COUNCIL CHAMBERS
JANUARY 22, 2024
12 NOON

AGENDA

CALL TO ORDER

ROLL CALL

APPROVAL OF PRIOR MEETING MINUTES

Action Item

RECESS OCOG

Action Item

TRANSPORTATION POLICY COMMITTEE

A. TIP AMENDMENT – ADOPT

Action Item

1. **MONROE TRANSIT SYSTEM OPERATING PROGRAM INCREASE**

RECONVENE OCOG

Action Item

RATIFY ACTIONS OF TRANSPORTATION COMMITTEE

Action Item

BUDGET TO ACTUAL REPORT

Action Item

MPO SAFETY PERFORMANCE MEASURES & TARGET SETTING - INTRODUCTION

Ms. Susan Mitchell

Action Item

AMBULANCE SERVICE ADVISORY BOARD ANNUAL REPORT

Mr. Elmer Noah

ADJOURNMENT

HOMELAND SECURITY AND EMERGENCY PREPAREDNESS REPORT

An Equal Opportunity Employer

NEW

CITY OF MONROE - OPERATING PROGRAM

	Recipient of Applicant	Fiscal Year	Federal Source	Federal Funding Source	Project Description
Operating	City of Monroe	FY 2023-2024	Federal 5307	\$1,600,000.00	2024 Operating Assistance
Operating	City of Monroe	FY 2024-2025	Federal 5307	\$2,200,000.00	2025 Operating Assistance
Operating	City of Monroe	FY 2025-2026	Federal 5307	\$2,300,000.00	2026 Operating Assistance
Operating	City of Monroe	FY 2026-2027	Federal 5307	\$2,300,000.00	2027 Operating Assistance
Operating	City of Monroe	FY 2027-2028	Federal 5307	\$2,400,000.00	2028 Operating Assistance

OLD

CITY OF MONROE - OPERATING PROGRAM					
	Recipient of Applicant	Fiscal Year	Federal Source	Federal Funding Source	Project Description
Operating	City of Monroe	FY 2022-2023	Federal 5307	\$1,600,000.00	2018 Operating Assistance
Operating	City of Monroe	FY 2023-2024	Federal 5307	\$1,600,000.00	2019 Operating Assistance
Operating	City of Monroe	FY 2024-2025	Federal 5307	\$1,700,000.00	2020 Operating Assistance
Operating	City of Monroe	FY 2025-2026	Federal 5307	\$1,700,000.00	2021 Operating Assistance
Operating	City of Monroe	FY 2026-2027	Federal 5307	\$1,800,000.00	2022 Operating Assistance

Budget to Actual January 22, 2024

	<u>Contract Budget</u>	<u>Y-T-D Budget</u>		<u>December 2023</u>	<u>Y-T-D October December</u>		<u>November 2023</u>	<u>Prior Year</u>
Local	35,613	17,807	50.00%	-	8,903	25.00%	-	35,613
FTA	72,437	36,219	50.00%	8,785	26,489	36.57%	4,960	86,615
Human Svcs	15,000	7,500	50.00%	177	10,234	68.23%	1,205	15,000
FHWA	373,260	186,630	50.00%	18,752	175,715	47.08%	32,733	371,275
Safety	<u>1,020,170</u>	<u>935,156</u>	91.67%	<u>11,149</u>	<u>1,004,974</u>	98.51%	<u>15,144</u>	<u>901,250</u>
TOTAL	1,516,480	1,183,311	82.88%	38,863	1,226,315	80.87%	54,042	1,409,753

DOTD now want us to show the budget by the contract totals and not the yearly totals.

Safety is a 5 year contract plus a one year extension (6 years). Should have the current contract spent by January 2024.

1	Budgeted amounts remaining on contract per month:			
	Local	26,710	6	4,451.67
	Safety	15,196	1	15,196.00
	FTA	45,948	6	7,658.00
	Human Svcs	4,766	6	794.33
	FHWA	<u>197,545</u>	6	<u>32,924.17</u>
		290,165		61,024.17

Six months into the year we should be around 50% in our programs.

The new safety contract has been approved and we should have the prior contract spent by January.

We need to spend aproximately 60k in costs in our programs combined to stay on budget for the year.

We are close to being on track and where we need to be through December. Not including safety we are at 46% year to date.



Office of Planning, Highway Safety Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1950 | fx: 225-242-4552

John Bel Edwards, Governor
Eric Kalivoda, Ph.D., Secretary

TO: Louisiana Metropolitan Planning Organization (MPO) Executive Directors

FROM: Adriane McRae, P.E. *ASM*
Highway Safety Administrator

DATE: September 26, 2023

SUBJECT: HSIP Performance Measures and Establishing Targets

The FAST Act and subsequent federal rulemaking (23 CFR 490) established five performance measures related to highway safety. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

Federal regulations require the Louisiana Department of Transportation and Development (LADOTD) to establish and report statewide highway safety performance targets by August 31st of each year to Federal Highway Administration (FHWA). MPOs are required to either adopt and support the LADOTD's statewide targets or set their own targets specific to their areas. Annual targets will be expressed as five-year rolling averages and will be compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due.

LADOTD, in coordination with the Louisiana Highway Safety Commission (LHSC), has established statewide targets for each of the five highway safety performance measures as follows:

- 1% annual reduction in fatalities from a 2022 baseline of 841 to a target of 824 in 2024.
- 1% annual reduction in serious injuries from a 2022 baseline of 1673 to a target of 1639 in 2024.
- 1% annual reduction in fatality rate from a 2022 baseline of 1.608 to a target of 1.576 in 2024.
- 1% annual reduction in serious injury rate from a 2022 baseline of 3.173 to a target of 3.110 in 2024.
- 1% annual reduction in non-motorized fatalities and serious injuries from a 2022 baseline of 447 to a target of 438 in 2024.

Similar to previous years, a steady percentage-based reduction was chosen as the most practical justification for determining the 2024 target.

As part of the target setting process, each year LADOTD will:

- Inform MPOs of the five performance measure targets established for the state each year in conjunction with the submittal of the Highway Safety Improvement Program (HSIP) Annual Report which is due August 31st of each year.
- Provide the number of fatalities, number of serious injuries, estimated vehicle miles traveled, and the number of non-motorized fatalities and serious injuries for the five-year base period within the respective MPO boundaries to MPOs. A web based tool has been developed for the MPOs to obtain this information and is accessible at the following link:
<https://tinyurl.com/LAHSIPTool2024>
- If requested, provide target setting guidance to MPOs should they decide to establish their own targets for one or more of the five performance measures.

Please note that since the adoption of the national injury definitions in 2019, suspected serious injuries have steadily increased each year. However, in 2022, serious injuries increased by the largest margin in one year. This can be attributed in part to the deployment of the new state sponsored crash reporting software, eCrash, which has definitions embedded in the software for easy access and reference for all law enforcement agencies investigating crashes. As a result, the State anticipates this has created more consistency and accuracy across the state with reporting serious injury crashes.

By February 27th of each year, MPOs are required to:

- Have their Policy Committees formally adopt the five safety targets through Long Range Transportation Plan amendment; and
- Provide LADOTD a letter confirming their action by their Policy Committee and the date of approval.

For informational purposes, please find enclosed a copy of the 2023 HSIP Implementation Plan which was recently submitted to FHWA in response to Louisiana not meeting 2021 targets or making significant progress. SHSP Infrastructure and Operations statewide leaders will be coordinating with various stakeholders as they work through action items identified in the plan.

Should you have any questions or need further assistance, please do not hesitate to contact this office at 225-379-1950.

Enclosure

C: Connie Betts
 Mary Elliott
 Dawn Sholmire
 Christopher Cole
 Randy Goodman
 Mary Stringfellow
 Betsey Tramonte

Available Funding

The FFY 2020 HSIP Apportionment in the amount of \$45,222,096 must be obligated in FFY 2024.

Funding Allocation Goals

Describe how HSIP funds will be allocated during the plan period. Consider funding needs by SHSP emphasis areas (e.g., roadway departure, intersections), roadway ownership (e.g., state vs. local roads), improvement type (e.g., spot vs. systemic safety improvements), and other relevant categories. Ideally, these funding goals would be data-driven and reflective of your State's safety needs.

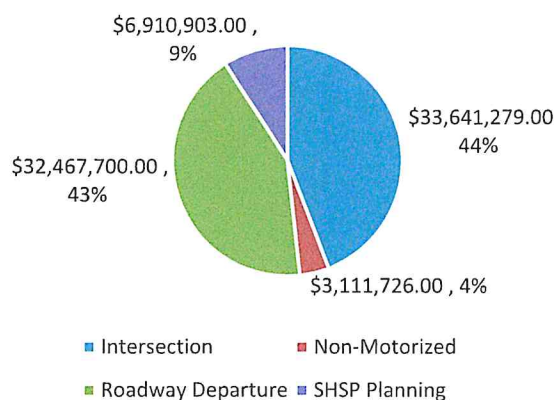
Include a diagram of to supplement the HSIP funding allocation description.

Louisiana has determined funding allocation goals based on the SHSP emphasis area Infrastructure and Operations (I/O) that include roadway departures (RWD), intersections (INT), and non-motorized users (NMU). Analyzing crash data and focusing on fatal and serious injury crashes, it was determined that the HSIP infrastructure project list goal would target 60% roadway departure projects, 20% intersection projects, and 20% non-motorized user projects.

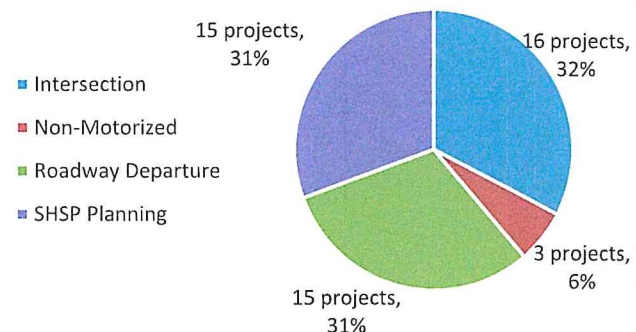
The chart below taken from Louisiana's HSIP 2022 Annual Report shows a breakdown of current levels of HSIP expenditures and projects by SHSP emphasis areas. In 2022, expenditures for roadway departure projects increased from 40% to 43%. Expenditures for intersection projects decreased from 51% to 44%. And expenditures for non-motorized users decreased from 8% to 4%. Louisiana continues to pursue roadway departure and non-motorized user projects to increase expenditures and number of projects in these categories.

Emphasis Areas

HSIP Expenditures by SHSP Emphasis Area



Number and Percent of HSIP Projects by SHSP Emphasis Area



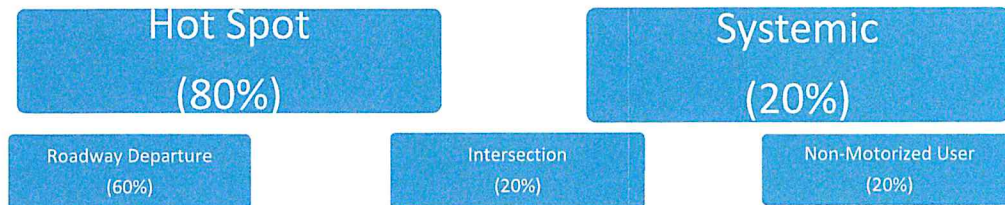
Achieving these spending goals will take time as projects are programmed 3-5 years prior to expenditure to account for project development. The majority of HSIP projects programmed at the State level originate from the District Offices and the District Traffic Operations Engineers. By analyzing crash data trends in their local areas, Louisiana Department of Transportation and Development (LA DOTD) District Offices are encouraged to submit projects that are more reflective of the current crash data trends.

Each year, Louisiana conducts regional working group meetings with LA DOTD Highway Safety and District staff in conjunction with the annual SHSP Statewide I/O emphasis area meetings. This is an opportunity to review current state and regional data trends, share new information, and meet with the LA DOTD Districts and regional safety

coalitions. At these and other meetings throughout the year, the Districts are encouraged to submit HSIP project applications that reflect the goals shown below for the next 5 year program cycle.

Projects are also programmed in these emphasis areas through the Local Road Safety Program and Safe Routes to Public Places Program using Federal Penalty Transfer Funds (HSIPPEN). Projects in the local programs are included in the comprehensive project list attached.

The schematic below shows LA DOTD's funding allocation goals for HSIP construction projects based on current crash data trends statewide.



2022 Total Fatalities/Moderate & Serious Injuries & Fatalities by Crash Type and Funding (All Roads) as of 6/13/2023															
District	Fatalities	Susp. Moderate & Serious Injuries	Fatalities due to RWD Crashes	Fatalities due to INT Crashes	Ped. Fatalities	Bicycle Fatalities	Safety Project \$\$ (Jan-Dec) *includes LRSP/SRTS/SRTTP	Coalition	Fatalities	Susp. Moderate & Serious Injuries	Fatalities due to RWD Crashes	Fatalities due to INT Crashes	Ped. Fatalities	Bicycle Fatalities	Safety Project \$\$ (Jan-Dec) *includes LRSP/SRTS/SRTTP
02	166	4135	65	48	43	9	\$23,066,213	NORTSC	104	3395	36	41	38	4	\$14,556,951
03	120	2564	36	25	27	8	\$11,886,480	Acadiana	120	2564	36	25	27	8	\$11,886,480
04	97	2027	53	21	19	2	\$8,462,369	North West	97	2027	53	21	19	2	\$8,462,369
05	54	1015	23	10	8	2	\$8,568,461	North East	64	1111	31	11	8	2	\$10,920,461
07	57	1309	24	15	9	4	\$2,545,965	South West	57	1309	24	15	9	4	\$2,545,965
08	69	923	31	10	17	3	\$2,803,196	CenLa	77	1008	38	11	18	3	\$2,803,196
58	18	181	15	2	1	0	\$2,352,000	South Central	81	1020	35	11	10	5	\$8,509,263
61	141	2977	47	38	29	12	\$4,141,686	Capital	160	3302	55	38	30	13	\$5,895,519
62	132	1919	55	18	16	3	\$4,494,113	North Shore	94	1314	41	14	10	2	\$2,740,280
	854	17,050	349	187	169	43	\$68,320,484		854	17,050	349	187	169	43	\$68,320,484
			40.9%	21.9%	19.8%	5.0%									

NOTE: Roadway departure crashes noted above are based on the 2022 revised SHSP definition for crashes where a vehicle leaves the roadway/pavement and does not account for lane departure crashes. According to the 2022 SHSP, lane departure and roadway departure are listed as one lane/roadway departure sub-emphasis area which is more in line with the federal definition of roadway departure. Based on 2022 crash data, 58% of fatalities were associated with lane/roadway departure crashes.

HSIP Programs, Strategies and Activities

Identify a combination of programs, strategies, and activities to be funded that will: (1) contribute to a reduction in fatalities and serious injuries and (2) help your State achieve or make significant progress towards achieving your safety performance targets in subsequent years. For each program, strategy or activity provide the following information:

- **Purpose** – Describe the purpose of this program, strategy, or activity (i.e., what problem does it address), and how it relates back to your State SHSP.
- **Cost** – Estimated cost for this program, strategy, or activity. This estimate may also include project cost limits by phase (e.g., project development and delivery), by District, etc.
- **Methodology and Implementation Plan** – Describe the methodology that was used to identify projects under this program, strategy, or activity. This methodology should include a description of the data-driven process, including the target crash type and facility type, as appropriate. Describe the types of countermeasures or improvements that will be implemented as part of these projects, as well as an implementation schedule.
- **Benefits** – Identify how the program, strategy, or activity will contribute to a reduction in fatalities and serious injuries and help your State make progress toward achieving the safety performance targets in subsequent years. Present quantitative evidence to the maximum extent possible, or a very strong qualitative justification for the program, strategy, or activity where quantitative evidence is not available.

The Louisiana Department of Transportation and Development (LA DOTD) has 3 safety sub-programs: HSIP Program, Local Road Safety Program, and Safe Routes to Public Places Program. Louisiana also triggers FHWA Special Rules regularly: High-Risk Rural Roads (HRRR) Special Rule, Older Drivers and Pedestrians Special Rule, and Vulnerable Road User (VRU) Special Rule. Notably, Louisiana has also been identified in FHWA's Focused Approach to Safety for Roadway Departure, Intersections, and Pedestrians.

HSIP Program (HSIP)

The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including locally-owned public roads and public roads on tribal lands. In keeping with Louisiana's SHSP emphasis areas, LA DOTD obligates more than \$50 million in HSIP/HSIPPEN per year on construction projects focused on roadway departures, intersections, and non-motorized users. HSIP funds are primarily used for programming projects on state-owned routes due to the 10% state match requirement, whereas HSIPPEN (154/164 Penalty funds) are used for both state and local road projects at 100% federal share.

The HSIP program methodology uses site-specific crash data and location data to identify segments and intersections that have the highest potential for safety improvement based on state specific safety performance functions. These network screening lists of state routes and intersections are provided to the LA DOTD Districts for use in identifying future safety projects, which support the Louisiana SHSP I/O emphasis area. Projects identified at the District level must match SHSP infrastructure emphasis areas of roadway departure, intersection improvement, or non-motorized users.

LA DOTD is continuing to use Districtwide Safety Investment Plans, Louisiana's Roadway Departure Implementation Plan, the statewide Pedestrian Crash Assessment, and Local Road Safety Plans to identify future projects with high potential for safety improvement in addition to the network screening lists.

Advanced predictive methods for network screening of locations with potential for safety improvement on all public roads, including safety performance functions, were included in the Roadway Departure Implementation Plan. As roadway departure crashes account for approximately 60% of Louisiana's fatal crashes, implementation of this plan over the next few years will move Louisiana closer to meeting its safety performance targets.

Louisiana is exploring the use of systemic projects for roadway departure and pedestrian improvements. The systemic approach takes a broader view and looks at crash risk across the entire system or subset of the system. Examples of systemic projects prepared have included enhanced curve delineation, rumble strips, High Friction Surface Treatment, cable barriers, and Flashing Yellow Arrow (FYA) installations.

To estimate the benefit and prioritize HSIP projects, LA DOTD uses a benefit-cost (B/C) ratio threshold of greater than 1, with the overall long-term goal of increasing that threshold to greater than 2. Projects proposed from the Districtwide Safety Investment Plans focus on countermeasures and CMF's identified by the project team to ensure maximum reduction in targeted crash types. LA DOTD traditional hot spot projects typically have a B/C ratio ranging between 1 and 7. The systemic FYA projects have had a B/C ratio ranging from 3 to 11.

By selecting and implementing projects based on these methodologies, Louisiana will continue to work towards reaching its safety performance targets.

Local Road Safety Program (LRS Program)

The goal of the LRS Program is to achieve a significant reduction in fatalities and serious injuries on all public roads. Historically, 24% of fatalities in Louisiana have occurred on locally owned roads. Eligible safety projects include roadway departure, intersection, and non-motorized user safety improvements for roadways and transportation systems owned and operated by parish, municipal, and tribal road owners. The LRS Program has a construction budget of \$3-\$5M per year.

Using the traditional frequency-based method for selecting locations, Louisiana's Local Technical Assistance Program (LTAP) developed Local Road Safety Crash Data Profiles for the top 20 parishes that represent 91% of all reported local road crashes in the state. This information allows the local agency to easily and efficiently identify potential problems, select appropriate countermeasures, and develop plans to implement lifesaving infrastructure improvements. The existing profiles were compiled utilizing 2010-2014, and updated with 2014-2016 local road crash data. LTAP is currently assessing Louisiana's 2017-2021 local crash data with the goal of updating the local road profiles for the top 20 parishes.

In addition to this traditional frequency-based approach, as part of Louisiana's 2020 Roadway Departure Implementation Plan, the Texas Transportation Institute (TTI) created safety performance functions for locally owned roads. As ADT was not available for all local roads, roadway width was used as a surrogate for exposure. These safety performance functions created specifically for local roads will assist local municipalities with using more advanced predictive methods for selecting roadway departure locations with high potential for safety improvement.

In addition to LTAP's efforts, LA DOTD has partnered with the MPOs statewide to assist with more detailed Local Road Safety Plans for the top 20 parishes. The goal of the plan is to prioritize locations for implementation either with in-house resources or through standalone LRS Program construction projects. Currently, 14 of the top 20 parishes have LRS Plans completed and another 5 parishes are in the development stage. The parish plan for Jefferson Parish has not begun to date. There are 2 parishes not in the top 20 that have developed a LRS Plan for a total of 16 plans developed to date.

LTAP and LA DOTD are encouraging local agencies to use the statewide Roadway Departure Implementation Plan and the LRS Parish Plans to move towards the implementation of safety projects on locally owned roads. This will potentially increase interest in the LRS Program and Regional Coalition efforts, which may lead to an increase in the LRS Program funding allocation, and reach our statewide and regional safety targets. LTAP has created separate pre-application documents, one for intersections and one for roadways. LTAP continues to update the LRS Program application and roadway assessment form to encourage LPAs to submit projects from the RWD plan and Local Road Safety Plans.

Safe Routes to Public Places Program (SRTPPP)

The SRTPPP was developed to provide an opportunity for infrastructure projects focused on improving the safety of non-motorized users using proven safety countermeasures. Projects can be on either state or local roads. The SRTPPP has a construction budget of \$3M per year. As mentioned earlier, it typically takes 3-5 years to develop a project once accepted into the program. Since the inception of this program in 2017, four projects have been LET to construction, three projects are programmed to be LET by the end of calendar year 2023 and 23 projects are in the process of being designed. The next call for projects is anticipated to be in late 2023. HSIP and HSIP-VRU funds are primarily being used for SRTPPP projects on state routes to minimize match requirements for local entities. HSIPPEN funds are typically used for SRTPPP projects on locally owned roads, due to 100% federal share.

The SRTPPP allows Louisiana to strategically focus on non-motorized user projects. Current project applications must include analysis of location-specific pedestrian/bicycle risks, observed pedestrian/bicycle crashes, ADT, systemic analysis or evidence of pedestrian/bicycle use as well as findings from a site visit to justify the project. The need for this program was identified after an observed increase in pedestrian fatalities on Louisiana roadways. These projects compete only against each other for funding and have a federal limit of \$500,000 or less to meet the demand. In 2021, the program guidelines and application were updated to include an equity analysis measure.

Louisiana has completed a statewide pedestrian crash assessment to analyze crash trends and develop predictive models for pedestrian crashes which included highway classification information as well as other parameters tied to crash data (e.g. socioeconomic data, traffic generators for pedestrians). Through this process, state specific safety performance functions were developed to identify potential project locations for the implementation of pedestrian safety countermeasures, with a specific focus on STEP countermeasures. These efforts will also help address Louisiana's non-motorized safety performance measures.

High-Risk Rural Roads (HRRR) Special Rule

Louisiana did not trigger the HRRR for the current year, and therefore, HRRR projects are not reflected in the project listing for federal fiscal year 2024.

Older Drivers and Pedestrians (ODP) Special Rule

Louisiana triggered the ODP and has included strategies in the updated 2022 SHSP within each of the four major emphasis areas, similarly to younger drivers.

Vulnerable Road User (VRU) Special Rule

Louisiana triggered the VRU Special Rule to obligate not less than 15 percent of the amount apportioned for highway safety improvement projects to address the safety of vulnerable users. All highway safety improvement projects, including those implemented under the VRU Special Rule, must be on a public road consistent with the SHSP and correct or improve a hazardous road location or feature, or address a highway safety problem. Vulnerable Road Users are identified as non-motorists. Projects classified under VRU are identified as "Non-Motorized Users" in the Project List.

In 2023, Louisiana began developing its mandated VRU Safety Assessment to be completed by November 15, 2023. This assessment will serve as an Appendix to the SHSP with an emphasis on expanding the resources devoted to VRU projects and strategies. Through the development of this plan, data analysis will be conducted to identify hot spots for VRU improvement projects, consultations with local governments and road owners on implementation will be completed, and a program of projects and strategies will be developed to address safety issues for these roadway users.

Other strategies to meet the 15% VRU apportionment include:

- Reviewing Transportation Alternatives Program applications for potential funding or partnering;
- Developing District or Parish-wide safety plans/studies of locations identified through the statewide Pedestrian Crash Assessment;
- Conducting traffic analysis and pedestrian countermeasure selection on locations identified through the statewide Pedestrian Crash Assessment;
- Collaborating with other programs to implement pedestrian and bicycle features on existing projects.

Project List

Provide a detailed list of projects that will be obligated during the subject fiscal year as an attachment or appendix to the HSIP Implementation Plan. In some cases, it may be appropriate for your State to list a systemic project without providing information about specific locations. At a minimum, the project list should include at least the following fields:

- **Project Name and Project Number** are State defined fields.
- **Improvement Type, Functional Classification, and Roadway Ownership** should be consistent with the HSIP Reporting Guidance.
- **Project Cost** should reflect the estimated HSIP funds to be obligated for this project. Your State may choose to add a second column for total project cost if desired. The sum of the project costs for all projects should match the available HSIP funding for the upcoming fiscal year. Attachment A includes the FFY 17 HSIP apportionments
- Link each project to the relevant **Program, Strategy, or Activity** from the HSIP Implementation Plan.
- All HSIP projects must be consistent with your State SHSP and should list the relevant **SHSP Emphasis Area** for each project.

Provide a table summarizing the estimated number of projects and funding goals by program, strategy, or activity.

2023 HSIP IMPLEMENTATION PLAN - PROJECTS PROGRAMMED TO BE OBLIGATED IN FFY 23-24 (as of 6/27/2023)

PROJECT NAME	PROJECT NUMBER	IMPROVEMENT TYPE	FUNCTIONAL CLASSIFICATION	ROADWAY OWNERSHIP	PROJECT COST	LETTING DATE	PROGRAM, STRATEGY OR ACTIVITY	SHSP EMPHASIS AREA
*DISTRICT 04 FLASHING YELLOW ARROW PART 3	H.012666	INT	Varies	State	\$ 2,160,000.00	11/8/2023	HSIP	I&O
LA6: ROUNDABOUT AT LA 504	H.014712	INT	Varies	State	\$ 2,000,000.00	11/8/2023	HSIP	I&O
LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	H.012052	INT	Varies	State and Local	\$ 3,409,334.88	1/10/2024	HSIP	I&O
US165&LA139 PREP TO STOP BEACONS(OUACH)	H.014295	INT	Varies	State	\$ 552,000.00	1/10/2024	HSIP	I&O
LA 173: LEFT TURN LANES AT RUSSELL ROAD	H.015005	INT	Urban - Minor Arterial	State	\$ 990,000.00	1/10/2024	HSIP	I&O
LA 20 @ St. Patrick St Intersection Imp - removal of left turn lane, adding acceleration/deceleration lanes and u-turn area for left turns	H.015579	INT	Urban - Principal Arterial	State	\$ 420,000.00	2/14/2024	HSIP	I&O
*DIST. 02H FLASHING YELLOW ARROW PART 2	H.013421	INT	Varies	State	\$ 1,770,000.00	3/13/2024	HSIP	I&O
*DISTRICT 08 FLASHING YELLOW ARROW PART 2	H.012641	INT	Varies	State	\$ 2,100,000.00	4/10/2024	HSIP	I&O
US 190 @ LA 26 SIGNALIZATION - installation of traffic signal with railroad pre-emption	H.015088	INT	Rural - Minor Arterial	State	\$ 830,000.00	4/10/2024	HSIP	I&O
LA 22: ROUNDABOUT DUNSON/RIDGEDELL RDS.	H.010289	INT	Urban - Minor Arterial	State	\$ 1,680,401.35	6/12/2024	HSIP	I&O
LA 6:INSTALL U-TURN LANES WEST OF I-49	H.012307	INT	Varies	State	\$ 2,709,285.00	6/12/2024	HSIP	I&O
US 167: JOHNSTON ST IMPROVEMENTS - roadway widening, shared-use path and turn lane modifications	H.009997	INT	Urban - Principal Arterial	State	\$ 3,013,045.33	7/10/2024	HSIP	I&O
LA 594: OVERPASS I-20 - construct NB left turn lane, realign SB turn lane, reconstruct 5' sidewalk, replace 2 mast arms and relocate 4 light poles	H.012541	INT	Varies	State	\$ 801,680.00	7/10/2024	HSIP	I&O
ACCESS MGMT IMPR TANGIPAHOA/ST TAMMANY constructing curbing/islands at multiple intersections to reduce crashes	H.015109	INT	Urban - Minor Arterial	State	\$ 522,016.82	7/10/2024	HSIP	I&O
LA 42: ROUNDABOUT AT JOE SEVARIO ROAD	H.010795	INT	Varies	State and Local	\$ 2,463,000.00	10/9/2024	HSIP	I&O
I-210: EB RYAN ST EXIT MODIFICATIONS - ramp modifications, widening, fog seal, ADA and striping improvements	H.015353	INT	Urban - Freeways and Expressways	State	\$ 599,251.50	10/9/2024	HSIP	I&O
*LAFAYETTE PARISH FYA (LCG)	H.015386	INT	Varies	State	\$ 4,160,000.00	10/9/2024	HSIP	I&O
				Intersection Subtotal	\$ 30,180,014.88			

*Systemic Projects

2023 HSIP IMPLEMENTATION PLAN - PROJECTS PROGRAMMED TO BE OBLIGATED IN FFY 23-24 (as of 6/27/2023)

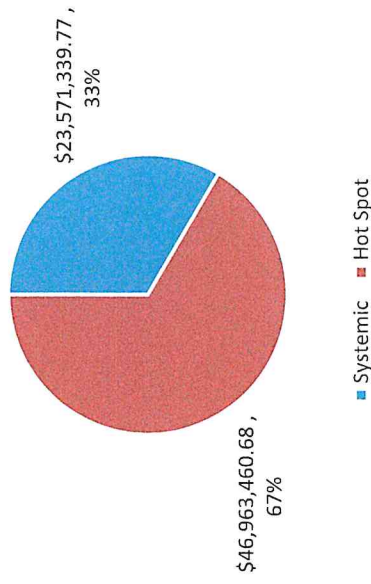
PROJECT NAME	PROJECT NUMBER	IMPROVEMENT TYPE	FUNCTIONAL CLASSIFICATION	ROADWAY OWNERSHIP	PROJECT COST	LETTING DATE	PROGRAM, STRATEGY OR ACTIVITY	SHSP EMPHASIS AREA
LAKE CHARLES SRTS PROJ. - BARBE ELEM.	H.011196	Non-Motorized	Urban - Local	Local	\$ 716,362.80	11/8/2023	SRTTP	I&O
I.A. LEWIS ELEM SIDEWALK - PHASE 2	H.013086	Non-Motorized	Urban - Local	Local	\$ 815,717.00	11/8/2023	SRTTP	I&O
LA 327-S: BAYOU FOUNTAIN - installation of sidewalk	H.002337	Non-Motorized	Rural - Minor Collector	State	\$ 1,297,035.65	1/10/2024	HSIP	I&O
BONNER ST BRIDGE PED IMPR (RUSTON)	H.013720	Non-Motorized	Urban - Major Collector	Local	\$ 378,000.00	1/10/2024	SRTTP	I&O
JEFFERSON ISLAND SIDEWALK	H.013083	Non-Motorized	Urban - Minor Arterial	State	\$ 272,000.00	2/14/2024	SRTTP	I&O
BROAD ST - READ BLVD PED IMPROVEMENTS	H.013094	Non-Motorized	Varies	State and Local	\$ 825,026.75	2/14/2024	SRTTP	I&O
LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER - installation of sidewalk	H.002825	Non-Motorized	Urban - Principal Arterial	State	\$ 3,160,000.00	3/13/2024	HSIP	I&O
GREENWELL SPRINGS & WOODDALE SIDEWALKS	H.013073	Non-Motorized	Urban - Minor Arterial	Local	\$ 350,000.00	4/10/2024	SRTTP	I&O
US 167: CAMELLIA BLVD-CHURCHILL DR (LAF) - installation of sidewalks, curb ramps, and related work	H.013716	Non-Motorized	Urban - Principal Arterial	State	\$ 312,456.00	7/10/2024	SRTTP	I&O
Non-Motorized Subtotal					\$ 8,126,598.20			
*DIST08: RUMBLE STRIPS/SIGNS/PVMT MKGS	H.013264	RWD	Varies	State	\$ 3,375,000.00	11/8/2023	HSIP	I&O
LA 308: BARTLEY LN TO LAUREL VALLEY RD - shoulder widening and curve signs	H.014924	RWD	Urban - Major Collector	State	\$ 1,500,000.00	11/8/2023	HSIP	I&O
LA 104: 2.5 MI NW US 190 - US 190 - striping and raised pavement markers	H.013811	RWD	Rural - Major Collector	State	\$ 640,000.00	12/13/2023	HSIP	I&O
LA 16: CURVE REALIGNMENT AT GOURDOON LANE	H.014058	RWD	Urban - Minor Arterial	State	\$ 1,015,000.00	12/13/2023	HSIP	I&O
LA 20: ST. PATRICK ST- LA 304 - installation of 6' shoulder and subsurface drainage	H.014523	RWD	Rural - Minor Arterial	State	\$ 2,500,000.00	12/13/2023	HSIP	I&O
LA 20: LA 304 - LA 307 instillation of 6' shoulder and subsurface drainage	H.014728	RWD	Rural - Minor Arterial	State	\$ 3,500,000.00	12/13/2023	HSIP	I&O
I-10 @ Oaklawn Overpass - High Friction Surface Treatment	H.015578	RWD	Urban - Freeways and Expressways	State	\$ 4,250,000.00	2/14/2024	HSIP	I&O
I-20:LINCOLN/MADISON PARISH TREE REMOVAL	H.015418	RWD	Varies	State	\$ 2,934,864.60	3/13/2024	HSIP	I&O
*D05 Rumble Strips and Striping Ph 1	H.015594	RWD	Varies	State	\$ 7,315,787.77	4/10/2024	HSIP	I&O
I-210: AUXILIARY LANES (NELSON TO RYAN)	H.014266	RWD	Urban - Freeways and Expressways	State	\$ 2,506,983.00	8/14/2024	HSIP	I&O
*Local Road Striping & Signing (Bossier)	H.015010	RWD	Varies	Local	\$ 2,690,552.00	9/11/2024	LRSP	I&O
Roadway Departure Subtotal					\$ 32,228,187.37			
Grand Total					\$ 70,534,800.45			

*Systemic Projects

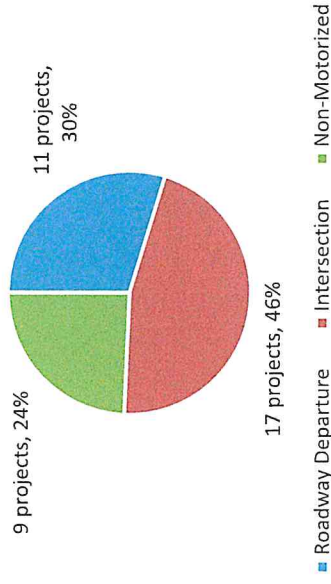
2023 HSIP IMPLEMENTATION PROJECT SUMMARY TABLE (as of 6/27/2023)

PROGRAM, STRATEGY OR ACTIVITY	ESTIMATED NUMBER OF PROJECTS	ESTIMATED FUNDING
HSIP (State Routes)		
<i>Intersection</i>	17	\$ 30,180,014.88
<i>Non-Motorized User</i>	2	\$ 4,457,035.65
<i>Roadway Departure</i>	10	\$ 29,537,635.37
LRSP (Local Routes)		
<i>Roadway Departure</i>	1	\$ 2,690,552.00
SRTPP Program		
<i>Non-Motorized User</i>	7	\$ 3,669,562.55
Total	37	\$ 70,534,800.45

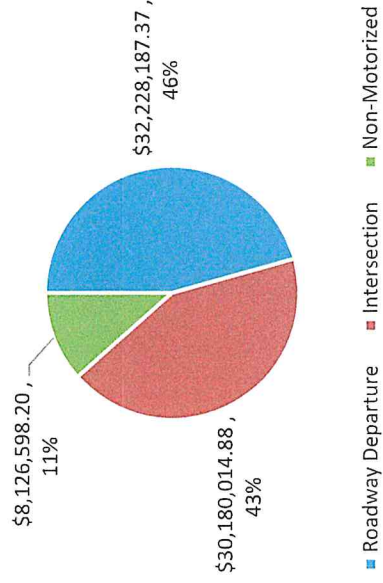
Distribution by Type/Funding Amount and Percentage



Distribution by Number of Projects per Emphasis Area



Distribution by Funding Amount per Emphasis Area



Summary of Actions

Describe the actions your State will undertake to achieve or make significant progress towards achieving your safety performance targets in subsequent years. This description may include a summary of major program changes resulting from the effort to develop the HSIP Implementation Plan or actions necessary to accommodate the HSIP Implementation Plan. Since the projects, strategies, and activities included in the HSIP implementation plan must be consistent with the SHSP and STIP, such actions might include SHSP updates or modifications to the STIP, recognizing that fiscal constraints and project schedules may impact programming to some degree.

The HSIP Program Manager will continually monitor the HSIP program and adjust programming as needed while recognizing fiscal constraints. The HSIP Program Manager will also work closely with the Local Road and Safe Routes to Public Places Program Manager in reaching out to the LTAP, LA DOTD District offices and local municipalities to encourage appropriate project submittals representative of the stated goals for funding allocations. A safety road show will be held annually to review fatality and serious injury crash data, spending, and program information, and identify and share upcoming I/O EA priorities and goals.

LA DOTD will make significant progress towards the state's performance targets through the actions stated below.

Previously Proposed Actions with Status:

- Continue to develop Districtwide Safety Investment Plans and bundle safety project submissions where feasible. [Currently, District 03's Investment Plan is under development. Completed plans for Districts 05, 07, 08, and 61.](#)
- Finalize Local Road Safety Plans for the top 20 parishes using more recent years of crash data. [Still in progress. Currently, 14 of the top 20 parishes are complete.](#)
- Use the locations identified in the Roadway Departure Implementation Plan to develop standalone Parish-wide or District-wide safety construction projects for state and locally-owned roads. [Worked with District 04 to develop a pilot for shoulder widening project. Streamlined Stage 0 template to expedite the project submission process. Will continue to work with Districts to develop projects.](#)
- Continue to investigate and discuss options with the Louisiana FHWA Division Office for the development and use of force account procedures on federal-aid safety projects. Force account projects will allow District offices and potentially Local Public Agencies the option to install low cost safety improvements with in-house forces at reduced costs and compressed timelines. [Meetings have been held with FHWA, DOTD Operations, and Planning offices to develop an internal project tracking/financial system process within LaGov. Coordination ongoing. Awaiting more information on requirements for updating internal systems, such as LaGov.](#)
- Develop statewide contract for technical assistance for non-motorized studies and design. [ON HOLD – using existing retainer consultant contracts to provide additional assistance as appropriate. Requested technical assistance from FHWA Resource Center for specific pedestrian safety concerns on complex corridors.](#)
- Meet with Preservation Section on safety baseline checklist to assess current and any recommended revisions. [Coordination on going. A draft version of the updated document is due to FHWA by August 31, 2023.](#)
- Investigate opportunities to provide more technical assistance to LPAs and MPOs for identifying projects based on statewide crash data analysis. [LTAP has scheduled nine "Safety of Vulnerable Road Users" workshops, with an emphasis on discussing how road safety stakeholders and local agencies can help reduce VRU deaths and serious injuries in Louisiana. Classes begin in August 2023.](#)

- Develop potential projects using the new specifications for Raised Rumble Strips/Stripes, Intersection Conflict Warning System, and/or Pedestrian Hybrid Beacon. Discussions have been held with several District Design offices and the DOTD Traffic Engineering office to identify potential pilot projects incorporating these items. It is anticipated that several Districts will submit Stage 0's within the next year.
- Advertise for safety IDIQ contract to assist in project development, including preliminary engineering and design. One Safety IDIQ contract (to be managed by the Road Design Section) was advertised February 14, 2023. One Safety CE&I IDIQ contract for Districts 03, 07 and 08 were advertised March 16, 2023. One Safety CE&I IDIQ contract for Districts 04, 05 and 58 were advertised March 16, 2023. Two Safety Design IDIQ contracts for Districts 02, 61 and 62 were advertised May 9, 2023. One Safety Design IDIQ contract for Districts 03, 07 and 08 were advertised May 9, 2023. One Safety Design IDIQ contract for Districts 04, 05 and 58 were advertised May 9, 2023.
- Establish and implement one (1) force account project using HSIP funds in FFY 23. This item will be revisited in SFY 23/24, as the final guidelines have not been approved.
- Support Safety Corridor initiatives throughout the state from the statewide taskforce for all road users. The Safety Corridor Program in Louisiana is in its inception and we are still working with our partners at Louisiana State Police and Louisiana Governor's Highway Safety Office to establish criteria and guidelines for establishing safety corridors and determining optimum combination of solutions for education, outreach, engineering, and enforcement. In progress. Draft guidelines have been developed internally. Work ongoing for implementation of automated enforcement along I-10 Atchafalaya Basin Bridge Highway Safety Corridor.
- Develop a Vulnerable Road User Assessment by incorporating bicycle and local road components for consideration to complement the statewide Pedestrian Crash Assessment to prioritize more locations for project development and implementation to meet VRU special rule requirements. The Vulnerable Road User Assessment is under development and will be submitted to FHWA prior to November 15, 2023.
- Coordinate with LTAP and FHWA to initiate programmatic changes to the LRS Program based on a recent internal review of the program. The FHWA Louisiana Division Office recently completed a review of the Local Road Safety Program process. The review focused on streamlining the project development process for HSIP funded local road safety projects with the goal of increasing the amount of funds spent on local roads. FHWA will submit recommendations for Local Road Safety Program programmatic changes to LADOTD before September 30, 2023.

2023 Actions

- Advertise for a Local Road Safety Program and Safe Routes to Public Places Program Management consultant.
- Finalize the Vulnerable Road User Assessment for submittal prior to November 15, 2023.
- Incorporate the CATScan project level analysis for intersections into the web-based crash query tool to improve problem identification and countermeasure selection for future project's evaluation.
- Develop workflow/plan for a new and improved network screening based on updated safety segments and traffic data derived from the HPMS submittal.
- Update the HSIP Project Selection Guideline, including a process for HSIP-Specified safety projects.
- Work with Districts and Traffic Engineering to develop a process for identifying and addressing locations with degraded levels of retro-reflectivity on signs and striping.
- Develop general guidelines for the development of a future Methyl Methacrylate pilot project.
- Coordinate with LTAP to identify local road priority locations from the state's Roadway Departure Implementation Plan and develop an outreach plan with the applicable local road owners.

APPENDIX A - 2022 HSIP Implementation Plan Project Listing (as of 6/27/2023)

Project Name	Project Number	Improvement Type	Project Cost	Program, Strategy or Activity	SHSP Emphasis Area	Functional Classification	Roadway Ownership	Current Letting Date	Action/Justification For Change	Amt of Federal Funds	Authorization Date
*Rumble Strips: D61 Area C	H-014930	RWD	\$1,696,000.00	HSIP	I/O	Varies	State	April 2023	Project let 3/8/2023	\$ 2,610,840.84	2/15/2023
*D08 Investment Plan PH11	H-013264	RWD	\$3,700,000.00	HSIP	I/O	Varies	State	November 2023	Project still scheduled to let 11/8/2023		
LA 20 Widen: LA 307 - S. Vacherie	H-013116	RWD	\$8,268,000.00	HSIP	I/O	Rural-Minor Arterial	State	April 2023	Project letting date moved to 7/12/2023 due to plans and mitigation work	\$ 19,451,596.17	6/15/2023
LA 104 2.5 MI NW US 190-US 190	H-013811	RWD	\$640,000.00	HSIP	I/O	Rural-Major Collector	State	November 2022	Project letting date moved to 12/13/2023 due to railroad and utilities.		
*Signing & Striping (Acadia)	H-013772	RWD	\$403,000.00	LRSP	I/O	Varies	Local	December 2022	Project letting moved up to 8/10/2022 due to plans being ready. Authorization was in the previous FFY.		6/8/2022
*Signs & Markings (St. Landry & St. Martin)	H-013767	RWD	\$1,072,000.00	LRSP	I/O	Varies	Local	July 2023	Project letting moved up to 6/14/2023 due to plans being ready.	\$ 3,940,284.47	4/20/2023
*LRSP Signing & Striping (Iberia)	H-013770	RWD	\$948,000.00	LRSP	I/O	Varies	Local	July 2023	Authorization for construction funding has been sent to FHWA. Attempting to keep 7/12/2023 letting.	\$ 2,424,593.51	6/20/2023
LA 20- LA 304-LA 307	H-014728	RWD	\$3,500,000.00	HSIP	I/O	Rural-Minor Arterial	State	September 2023	Project letting moved to 12/2025 for lack of staff.		
LA 16: Curve Realignment at Goudon Ln	H-014058	RWD	\$1,085,000.00	HSIP	I/O	Urban-Minor Arterial	State	November 2022	Project letting moved to December 2023 as plans are not ready and required right of way and utility relocation.		
LA 20- St. Patrick St-LA 307	H-014523	RWD	\$2,500,000.00	HSIP	I/O	Rural-Minor Arterial	State	December 2023	Project letting moved to December 2023 for lack of staff.		
US 90: Manhattan Blvd - LA 45	H-015112	RWD	\$5,500,000.00	HSIP	I/O	Urban-Interstate	State	February 2023	Project let 2/8/2023. Authorization was in the previous FFY.		8/29/2022
I-10WB @ I-610 WB Improvements	H-015113	RWD	\$1,030,000.00	HSIP	I/O	Urban-Interstate	State	February 2023	Project let 2/8/2023. Authorization was in the previous FFY.		9/13/2022
LA 37: Tree and Stump Removal	H-014526	RWD	\$500,000.00	HSIP	I/O	Urban-Principal Arterial	State	March 2023	Project let 3/8/2023.	\$ 1,131,994.51	2/14/2023
* systemic projects			\$29,894,000.00							\$29,559,309.50	
LA 42: Roundabout at Joe Sevario Rd.	H-010795	Intersection	\$3,361,000.00	HSIP	I/O	Urban-Principal Arterial	State	May 2023	Letting moved to October 2024 due to need to acquire right of way.		
LA 22: Roundabout Durson/Ridgedell Rds.	H-010289	Intersection	\$2,461,000.00	HSIP	I/O	Urban-Minor Collector	State	December 2022	Letting moved to June 2024 due to environmental clearance and need to acquire right of way.		
LA 49/Williams Blvd Corridor Improv	H-010570	Intersection	\$3,923,000.00	HSIP	I/O	Urban-Principal Arterial	State	December 2022	Project let June 14, 2023. Letting date was moved due to plan revisions and technical specifications needing to be approved. Authorization was in the previous FFY.		9/19/2022
*D04 FYA Part 3	H-012666	Intersection	\$2,160,000.00	HSIP	I/O	Varies	State	March 2023	Letting moved to November 2023 due to plans being late.		
LA 6: Install U-Turn Lanes West of I-49	H-012307	Intersection	\$3,103,000.00	HSIP	I/O	Rural-Principal Arterial	State	March 2023	Letting moved to June 2024 due to plans being late.		
LA 6 @ LA 504 Roundabout	H-014712	Intersection	\$2,000,000.00	HSIP	I/O	Varies	State	June 2023	Letting date moved to November 2023 due to a public meeting needing to be held for the environmental clearance.		
*D62 FYA	H-012639	Intersection	\$2,850,000.00	HSIP	I/O	Varies	State	April 2023	Letting date moved to June 28, 2023 due to a delay with the environmental clearance.	\$ 3,589,590.87	6/7/2023
LA 26 Left Turn Lanes @ S. Frontage Rd.	H-013826	Intersection	\$772,000.00	HSIP	I/O	Urban-Principal Arterial	State	May 2023	Project was let on June 14, 2023. Project was delayed due to a delay with a STIP update.	\$ 1,073,736.13	4/24/2023

APPENDIX A - 2022 HSIP Implementation Plan Project Listing (as of 6/27/2023)

LA 840-6: US 80-Forsythe Ave. Striping	H-014662	Intersection	\$350,000.00	HSIP	I/O	Urban-Principal Arterial	State	December 2022	Project was cancelled after bidding due to irregularly high bids .		2/17/2022
LA 173: Left Turn Lanes At Russell Road	H-015005	Intersection	\$990,000.00	HSIP	I/O	Urban-Minor Arterial	State	July 2023	Project letting moved to January 2024 due to plans being late.		
LA 27 0.12 MI S Richardson Rd LA 12	H-014964	Intersection	\$278,000.00	HSIP	I/O	Urban-Minor Arterial	State	March 2023	Project letting moved to October 2023 due to railroad, environmental and STIP issues.		
LA 1111 Widening: LA 13-LA 1111-S	H-013363	Intersection	\$921,000.00	HSIP	I/O	Urban-Minor Arterial	State	April 2023	Project letting moved to January 2025 due to delays in the plan development schedule.		
LA 724: Roundabout @ Landry Rd.	H-013941	Intersection	\$1,220,000.00	HSIP	I/O	Urban-Major Collector	State	November 2022	Project letting moved to April 2025 due to lack of staff and deciding to have design done by consultant rather than in-house staff.		
Inter. Imp. on LA 92@ LA 733 & Gallet Rd	H-014041	Intersection	\$3,484,000.00	HSIP	I/O	Urban-Minor Arterial	State	November 2023	Project letting moved to December 2024 due to lack of staff.		
*D08 FYA Part 2	H-012641	Intersection	\$2,100,000.00	HSIP	I/O	Varies	State	August 2023	Project letting moved to April 2024 due to plans being late.		
LA 39 @ Guerra Dr.	H-014706	Intersection	\$329,000.00	HSIP	I/O	Urban-Principal Arterial	State	December 2022	Project let April 12, 2023. Project was delayed due to a STIP update.	\$ 580,628.62	2/14/2023
*FYA Signal Improv. (LCG)	H-014579	Intersection	\$925,000.00	LRSP	I/O	Varies	Local	December 2022	Project let February 8, 2023. Project was delayed due to a need to update a technical specification.	\$ 1,536,925.43	11/22/2022
*D02H FYA Part 1	H-013388	Intersection	\$1,140,000.00	HSIP	I/O	Varies	State	October 2023	Project letting moved to December 2024 due to project development issues.		
*LRSP Signs, Striping & X-Over/Grazales	H-013621	Intersection	\$165,000.00	LRSP	I/O	Varies	Local	July 2023	Project was cancelled at the request of the Entity.		
US 61: Int. Improvements at Alco Ave	H-015111	Intersection	\$800,000.00	HSIP	I/O	Urban-Principal Arterial	State	July 2023	Project scheduled for a July 12, 2023 letting.	\$ 790,197.10	6/7/2023
*systemic projects			\$33,332,000.00							\$7,571,078.15	

APPENDIX A - 2022 HSIP Implementation Plan Project Listing (as of 6/27/2023)

Project Name	Project Number	Improvement Type	Project Cost	Program, Strategy or Activity	SHSP Emphasis Area	Functional Classification	Roadway Ownership	Current LET Date		
Pineville Elementary Sidewalks	H.011194	Non-Motorized User	\$220,000.00	SRTS	I/O	Urban-Principal Arterial	Local	October 2022	Project scheduled for a June 28, 2023 letting. Project was delayed due to plans.	\$ 841,821.40 6/7/2023
LA 37 & Wooddale Blvd: Ped Imp (6R)	H.013073	Non-Motorized User	\$576,000.00	SRTPPP	I/O	Urban-Minor Arterial	Local	April 2024	Project scheduled to let April 2024.	
Jefferson Island Sidewalk	H.013083	Non-Motorized User	\$272,000.00	SRTPPP	I/O	Urban Minor Arterial	Local	March 2023	Project letting moved to February 2024. Project will be authorized in FFY 23, but the school has requested that construction not start until school has ended.	
I. A. Lewis Elem Sidewalk-PH2	H.013086	Non-Motorized User	\$350,000.00	SRTPPP	I/O	Urban-Local	Local	December 2022	Project letting moved to November 2023 due to additional time being needed for the Entity to acquire right of way.	
Gretna Downtown Ped Improvements	H.013090	Non-Motorized User	\$350,000.00	SRTPPP	I/O	Urban-Minor Arterial	Local	October 2022	Project letting moved to October 2023 due to additional work being added to the project at the request of the Entity.	
Broad St-Read Blvd Ped Improvements	H.013094	Non-Motorized User	\$795,000.00	SRTPPP	I/O	Urban-Freeway/Expressways	Local	October 2022	Project letting moved to February 2024 due to additional work being added to the project at the request of the District.	
LA 327-S. Bayou Fountain	H.002337	Non-Motorized User	\$2,500,000.00	HSIP	I/O	Rural-Minor Collector	State	June 2023	Project letting moved to January 2024 due to plans being late.	
* systemic projects			\$5,063,000.00 \$68,283,000.00							\$841,821.40 \$37,972,209.05

PROJECTS AUTHORIZED IN FFY 2023 BUT NOT ON LAST YEAR'S LIST

US 165: Henry Ave - US 425 South	H.014836	Non-Motorized User	\$383,294.50	HSIP	I/O	Varies	State		Project let in March 2023.	\$ 418,808.61 1/30/2023
US 61 @ N Elm St	H.014661	Non-Motorized User	\$157,533.49	HSIP	I/O	Urban - Principal Arterial	State		Project let in May 2023.	\$ 170,823.48 3/28/2023
Rumble Strips: District 61 Area B	H.015007	RWD	\$1,577,502.38	HSIP	I/O	Varies	State		Project let in May 2023.	\$ 1,893,450.84 4/3/2023
I-10: Atch Basin Speed Enforcement Ph 2	H.015217	HSIP-SPEC	\$692,220.00	HSIP	I/O	Rural - Interstate	State		Project let in June 2023.	\$ 840,397.31 4/24/2023
US 90 at LA 182 Improvements	H.015501	Intersection	\$4,146,302.80	HSIP	I/O	Varies	State		Project let in June 2023.	\$ 4,530,478.07 5/15/2023
LA 347: LA 350 - LA 351	H.014492	RWD	\$5,349,403.25	HSIP	I/O	Varies	State	July 2023	Project scheduled to let in July 2023.	\$ 5,845,051.68 6/20/2023
			\$12,306,256.42						Subtotal	13,699,009.99
									Total Obligation Amount To Date	\$ 51,671,219.04

APPENDIX B

Summary of Action Items Completed:

2022 Actions Completed:

- Statewide Crash Report update is underway and is anticipated to be completed by January 1, 2022. This will provide more accurate, timely and consistent data for project identification, selection, and prioritization. [The project rollout began March 2022 and all agencies will be on line by October 1, 2022. New crash data query and analysis tools being developed for engineering and enforcement. Testing has begun for internal users.](#)
- Plan and program safety projects from the Baton Rouge Pedestrian & Bicycle Safety Action Plan (PBSAP) and the New Orleans Pedestrian Safety Action Plan (PSAP). [Continuously accepting Stage 0 proposals for these projects. Working through locally funded MOVEBR Bond Program process, finalizing RSAs, and working with locals in EBR parish to implement projects.](#)
- Analyze patterns in pedestrian crashes statewide to develop risk factors and predictive models of future crashes. Phase 2 of this will include implementing infrastructure solutions to prevent these crashes and support EDC-STEP implementation. [Analysis is ongoing. Preparing scopes/retainers for future consultant studies on priority locations and provide more technical support to districts.](#)

2021 Actions Completed:

- Investigate potential for developing new specifications on Raised Rumble Strips/Stripes; Intersection Conflict Warning System; and Pedestrian Hybrid Beacon.
- Work with LTAP to update LRS Program application, guideline, assessment form to target more data driven projects. [Pre-Application developed and in use.](#)

2020 Actions Completed:

- Identify measurable objective targets for RWD/INT/Non-Motorized submittals in the Statewide and Regional SHSP I/O Action Plans. [Quarterly targets are set for RWD/INT/Non-Motorized projects accepted into the HSIP program. This is for both state/local Routes. RWD/INT/Non-Motorized performance measures are also tied to the Regional I/O plans.](#)
- Encourage the Districts to identify existing programmed projects (such as preservation) where recommended site-specific safety countermeasures from the Roadway Departure Implementation Plan can be included without delay of project development schedule. [Met with Preservation to consider safety on existing/future projects supplementing with HSIP funds. Also, identified safety application on Preservation Projects to use HRRR funds. Projects considered were cross-referenced with HPSI list, safety analysis was performed and recommendations were submitted to Preservation for consideration.](#)
- Research developing a methodology to program small scale (<100,000) proven safety countermeasure projects that are in conjunction with existing planned preservation projects. This would be a condensed safety project application. [Stage 0 template developed and distributed to district offices.](#)

DD		ID		IO		OP	
RSC	AVERAGE of %	RSC	AVERAGE of %	RSC	AVERAGE of %	RSC	AVERAGE of %
CHSC	79.69%	CHSC	69.57%	CHSC	66.67%	CHSC	68.18%
NORTSC	89.06%	CRTSC	73.91%	NORTSC	75.00%	CRTSC	68.18%
ARTSC	90.63%	ARTSC	84.78%	SCRSC	81.25%	NORTSC	80.30%
SCRSC	90.63%	NORTSC	86.96%	ARTSC	87.50%	SCRSC	88.64%
NSRSC	98.44%	SCRSC	91.30%	CRTSC	93.75%	ARTSC	100.00%
NWLATSC	98.44%	NELAHSP	100.00%	NSRSC	93.75%	NELAHSP	100.00%
CRTSC	100.00%	NSRSC	100.00%	SWLARSC	93.75%	NSRSC	100.00%
NELAHSP	100.00%	NWLATSC	100.00%	NELAHSP	100.00%	NWLATSC	100.00%
SWLARSC	100.00%	SWLARSC	100.00%	NWLATSC	100.00%	SWLARSC	100.00%
Grand Total	94.10%	Grand Total	89.61%	Grand Total	87.94%	Grand Total	89.48%

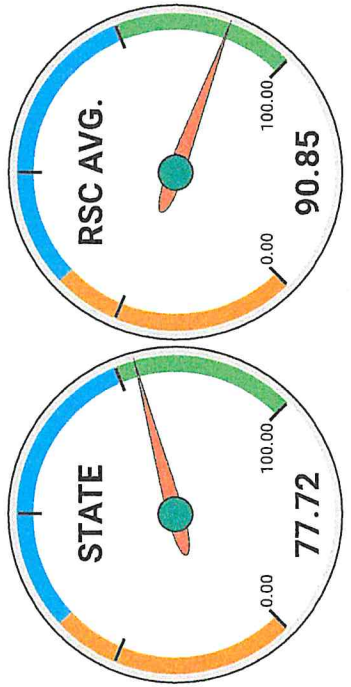
DD STATE		ID STATE		IO STATE		OP STATE	
RSC	AVERAGE of %	RSC	AVERAGE of %	RSC	AVERAGE of %	RSC	AVERAGE of %
STATE	80.21%	STATE	88.89%	STATE	57.22%	STATE	95.56%
Grand Total	80.21%	Grand Total	88.89%	Grand Total	57.22%	Grand Total	95.56%

ALL EA		ALL EA	
RSC	AVERAGE of %	RSC	AVERAGE of %
ARTSC	90.86%	STATE	77.72%
CHSC	72.28%	Grand Total	77.72%
CRTSC	84.95%		
NELAHSP	100.00%		
NORTSC	84.05%		
NSRSC	98.39%		
NWLATSC	99.46%		
SCRSC	88.71%		
SWLARSC	98.92%		
Grand Total	90.85%		

EA/AP OVERALL RATING/AVG		RATING KEY	
DD	4.16	1.00	
ID	3.75	2.00	
IO		3.00	
OP	3.96	4.00	
		5.00	

ATTAINMENT LEGEND	
NOT STARTED	0%
EARLY PROGRESS	< 25%
UNDERWAY	25% - 50%
SUBSTANTIAL PROGRESS	> 50%
COMPLETE	100%

ALL EMPHASIS AREAS YTD AGGREGATE GAUGES





**HAMMONDS, SILLS, ADKINS,
GUICE, NOAH & PERKINS LLP**

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January 18, 2024

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Mr. Doug Mitchell
Executive Director
North Delta Regional Planning
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3000 Kilpatrick Blvd.
Monroe, LA 71201

VIA E-MAIL - doug@northdelta.org

Re: Ambulance Services Agreement -
Ambulance Service Advisory Board
2023 Annual Report

Dear Doug:

In my capacity as Contract Administrator, please accept the following as my 2023 Annual Report to the Ouachita Council of Governments. The Ambulance Service Advisory Board is comprised of seven (7) voting members. In 2023, Ms. Kayla Johnson, Chief Nursing Officer at St. Francis Medical Center, has served as Chairperson of the Board. Also serving on the Board are Monroe Fire Chief Terry Williams, Ouachita Parish Fire Chief Pat Hemphill and West Monroe Fire Chief Charlie Simmons. The three medical centers located in Ouachita Parish are currently represented by Todd Worley (Glenwood), Andy Carter (Ochsner/LSU Health Monroe) and Ms. Johnson (St. Francis). Mr. Jay Lewis serves as the University of Louisiana at Monroe appointee.

The Ambulance Service Advisory Board meetings are held on a quarterly basis. In 2023, board meetings have been held at the City of Monroe Public Safety Center, 1810 Martin Luther King, Jr. Boulevard on January 19, May 4, July 13 and October 19. Copies of the Minutes from each Board meeting are being provided along with this report. Per the Ambulance Ordinance, the 2023 Acadian Ambulance Rate Schedule was submitted and a 3% rate increase was approved. A copy of the 2023 Rate Schedule is attached.

Mr. Doug Mitchell
January 18, 2024
Page 2

RESPONSE TIME REPORTS

Under the terms of the Ambulance Services Agreement, Acadian is required to submit Response Time Reports to the Contract Administrator within fifteen (15) days of the end of the month. Acadian has met that requirement every month in 2023. Copies of the Response Time Reports are provided to each Board member in advance of every Board meeting. Response Time Reports are presented and reviewed at each board meeting by Keisha Sparks, the Operations Manager for Acadian Ambulance in Ouachita Parish. A Summary Compliance Report for each month is also being provided with this report. With very limited exceptions, Acadian Ambulance has consistently satisfied its Response Time obligations as required by the Agreement.

COMPLAINTS

A small number of complaints were referred to the Contract Administrator for disposition in 2023. All of the complaints were addressed in a timely manner by Acadian Ambulance personnel.

SUMMARY

Acadian Ambulance Service has fulfilled its contractual obligations and requirements as provided by the Ambulance Services Agreement. In accordance with the terms of the Ambulance Services Agreement, the agreement has been extended through December 31, 2024.

If you have any questions or desire further information, please let me know. I sincerely appreciate the opportunity to serve as the Contract Administrator for the Ambulance Services Agreement.

With kindest regards, I am

Very truly yours,



Elmer G. Noah, II
Contract Administrator

EGNII/jm
Enclosures

cc: Mayor Friday Ellis, City of Monroe (w/enc.)
Mayor Staci Albritton Mitchell, City of West Monroe (w/enc.)
Mr. Shane Smiley, President, Ouachita Parish Police Jury, District E (w/enc.)
Ms. Kayla Johnson, Chairperson, Ambulance Service Advisory Board (w/enc.)

DATE: **January 22, 2024**

ROLL CALL

MEMBERS	PHONE #	EMAIL	PRESENT	ABSENT
✓ X Mayor Friday Ellis	318-329-2227	lyndamcmahan@ci.monroe.la.us	✓	X
✓ Mayor Staci Mitchell	318-396-2600	smitchell@westmonroe.la.gov	✓	
X ✓ Mr. Thom Hamilton	318-235-5998	thomhamiltonemail@gmail.com		X
✓ Mrs. Gretchen Ezernack	318-366-1675	gretchen.ezernack@ci.monroe.la.us	✓	
✓ Mrs. Toni Bacon	318-331-3188	toni.bacon@oppj.org	✓	
✓ Mr. Shane Smiley	318-267-8659	ssmiley@oppj.org	✓	

January 22, 2024
12 NOON

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3000 Kilpatrick BLVD
Monroe LA 71201-5166

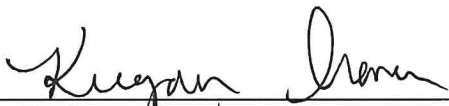
STATE OF WISCONSIN, COUNTY OF BROWN

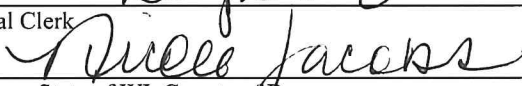
The News Star, a daily newspaper published in the city of Monroe,
in the Parish of Ouachita, State of Louisiana, and personal
knowledge of the facts herein state and that the notice hereto
annexed was Published in said newspapers in the issue:

01/10/2024

and that the fees charged are legal.
Sworn to and subscribed before on 01/10/2024





Legal Clerk


Notary, State of WI, County of Brown
8-21-26

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NICOLE JACOBS
Notary Public
State of Wisconsin

OCOOG

The regular meeting of the Ouachita Council of Governments is scheduled for Monday, January 22, 2024, at 12 noon in the Council Chambers of the Monroe Government Plaza. A public hearing will be held at 11:30 a.m. to hear comments from the public regarding a TIP amendment.

January 10 2024

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