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Jeff Landry, Governor
Joe Donahue, Secretary

TO: Louisiana Metropolitan Planning Organization (MPO) Executive Directors

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

DATE: October 22, 2024

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 2023 baseline of 849 to a target of 832 in 2025.
- 1% annual reduction in serious injuries from a 2023 baseline of 2,145 to a target of 2,102 in 2025.
- 1% annual reduction in fatality rate from a 2023 baseline of 1.591 to a target of 1.560 in 2025.
- 1% annual reduction in serious injury rate from a 2023 baseline of 3.973 to a target of 3.893 in 2025.
- 1% annual reduction in non-motorized fatalities and serious injuries from a 2023 baseline of 502 to a target of 492 in 2025.

Similar to previous years, a steady percentage-based reduction was chosen as the most practical justification for determining the 2025 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 Planning Area 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/LAHSIPTool2025>

NOTE: After consultation with the FHWA Division Office, the tool has been updated to include the revised Planning Area boundaries currently under review by FHWA. Please refer to “MPO Boundary Map” tab within the tool for more information. The crashes and VMT estimates have been recalculated for previous 5 years using the updated Planning Area boundaries.

- 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 increased significantly. This can be attributed in part to the recent 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 2024 HSIP Implementation Plan which was recently submitted to FHWA in response to Louisiana not meeting 2022 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
Dawn Sholmire
Betsey Tramonte
Mary Stringfellow

Available Funding

The FFY 2021 HSIP Apportionment in the amount of \$44,913,344 must be obligated in FFY 2025.

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.

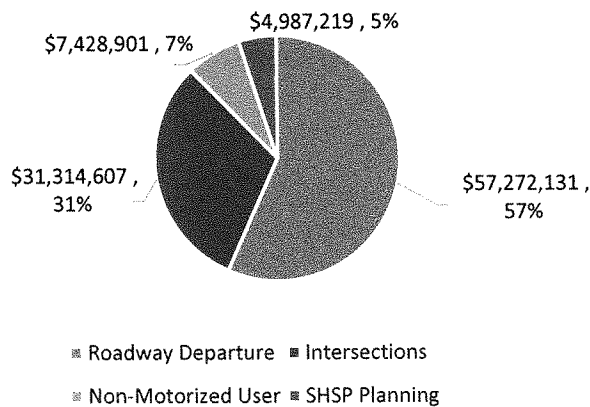
Include a diagram of to supplement the HSIP funding allocation description.

Louisiana has determined funding allocation goals based on the State’s Strategic Highway Safety Plan’s (SHSP) Infrastructure and Operations (I/O) Emphasis Areas that include Roadway Departures (RWD), Intersections (INT), and Non-Motorized Users (NMU).

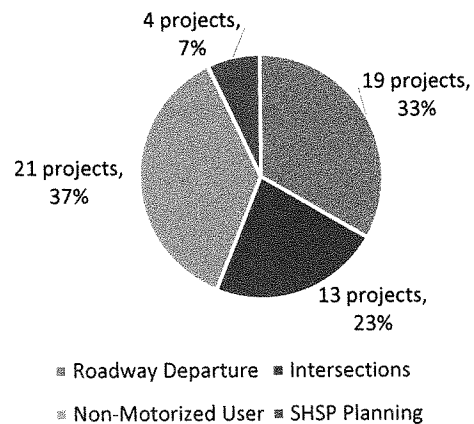
Analyzing crash data and focusing on fatal and serious injury crashes, it was determined that the HSIP infrastructure project list goal would target 60% Roadway Departure projects, 20% Intersection projects, and 20% Non-Motorized User projects. Since 2020, Roadway Departure expenditures have increased from 26% to 57%, which is slightly less than the target goal of 60%. Intersection expenditures have decreased from 63% to 31% in 2023, which is still higher than the Intersection goal of 20%. Non-Motorized User crashes have remained approximately at the same level of 7%, which is still far too short of the goal of 20%. The chart below taken from Louisiana’s HSIP 2023 Annual Report shows a breakdown of current levels of HSIP expenditures and projects by SHSP emphasis areas. 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

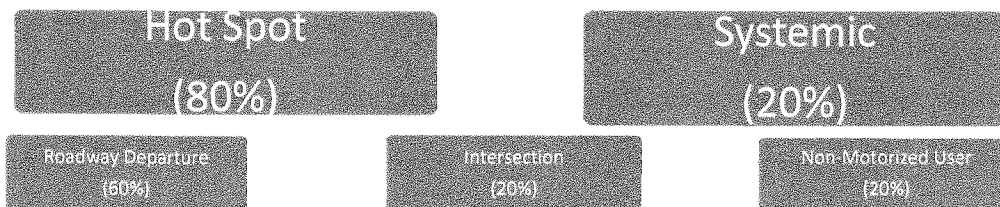


Achieving these spending goals take time as projects are programmed 3-5 years prior to expenditure to account for performing engineering studies and project development. The majority of HSIP projects programmed at the State level originate from the Department’s District Offices, specifically the District Traffic Operations Engineers and the District Design 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 meeting. 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 Stage O's that reflect the goals shown below for the next five-year program cycle.

Projects are also programmed in these emphasis areas through the Local Road Safety Program (LRSP) and the Safe Routes to Public Places Program (SRTPPP) 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.



2023 Total Fatalities/Serious & Moderate Injuries & Fatalities by Crash Type and Funding (All Roads)(PRELIMINARY) as of 6/10/2024																	
District	Fatalities	% Fatalities by District	Susp. Serious & Moderate Injuries	Fatalities due to RWD Crashes	Fatalities due to INT Crashes	Ped. Fatalities	Bicycle Fatalities	Safety Project \$\$ (Jan-Dec) <small>Includes US/ST/MT/NT/ST/MT</small>	Coalition	Fatalities	% Fatalities by Coalition	Susp. Moderate & Serious Injuries	Fatalities due to RWD Crashes	Fatalities due to INT Crashes	Ped. Fatalities	Bicycle Fatalities	Safety Project \$\$ (Jan-Dec) <small>Includes US/ST/MT/NT/ST/MT</small>
02	145	18%	5085	53	40	39	10	\$20,420,782	NORTSC	106	18%	4132	41	33	32	8	\$13,471,436
03	119	15%	3125	52	13	18	10	\$13,499,582	Acadiana	119	15%	3125	52	13	18	10	\$13,499,582
04	78	9%	2537	34	15	11	0	50	North West	78	9%	2537	34	15	11	0	50
05	95	7%	1280	29	5	6	1	\$4,746,821	North East	95	7%	1371	36	11	8	1	\$4,746,821
07	80	7%	1448	20	15	10	1	\$2,653,835	South West	80	7%	1448	20	15	10	1	\$2,653,835
08	75	9%	1487	34	10	15	1	\$8,101,085	CentLa	86	11%	1632	39	12	17	2	\$8,101,085
08	25	3%	256	12	5	4	1	50	South Central	65	8%	1312	18	10	10	2	\$26,217,581
61	140	17%	3847	39	33	38	7	\$23,784,215	Capital	158	20%	4245	48	37	38	7	\$7,244,267
62	136	17%	2397	52	23	17	2	\$2,725,406	North Shore	94	12%	1590	37	16	11	2	50
	851		21,392	325	164	155	33	\$75,934,706		851		21,392	325	164	155	33	\$75,934,706
				39.1%	19.7%	18.7%	4.0%										

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.

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.

LA DOTD has three (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) Safety 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 \$60 million in HSIP/HSIPPEN/HSIP-VRU funds per year on construction projects focused on roadway departures, intersections, and non-motorized users. HSIP and HSIP-VRU 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 a 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, Local Road Safety Plans, Local Road Parish Profiles and the Vulnerable Road User Assessment 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 continue to move Louisiana closer to meeting its safety performance targets.

Louisiana continues to explore the use of systemic projects for roadway departure and pedestrian improvements. The systemic approach takes a broader view and considers crash risk across the entire system or subset of the system. Examples of implemented/completed systemic projects include enhanced curve delineation, rumble strips, High Friction Surface Treatment, cable barriers, and Flashing Yellow Arrow (FYA) installations.

To estimate the benefit and prioritize hot spot 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 (LRSP)

The goal of the LRSP is to achieve a significant reduction in fatalities and serious injuries on all public roads. Historically, 21% of fatal crashes 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 LRSP has a construction budget of \$3-\$5M per year. Louisiana's Local Technical Assistance Program (LTAP) administers the application process on behalf of LA DOTD and utilizes Parish Profiles, the Statewide Roadway Departure Plan, Districtwide Investment Plans, and Local Road Safety Plans to assist local safety partners with identifying high potential for safety improvement locations. LTAP partners with local entities (Parishes, Municipalities, MPOs, etc.) to analyze crash data, identify local issues, and recommend solutions that become infrastructure construction projects. LTAP accepts applications for the LRSP year round, allowing local partners to apply as potential safety improvement projects are identified.

LTAP has generated Parish Profiles using the traditional frequency-based method to analyze crash data and rank both parishes and local roads within each parish for potential for safety improvements. LTAP developed a Top 20 Parishes list that represents 94% 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 most current profiles were compiled utilizing 2017-2021 crash data.

With the availability of more complete local road average daily traffic (ADT) and highway classification data, the LA DOTD Highway Safety Section and CARTS/LSU are working closely with LTAP to perform network screening on local roads using state-specific safety performance functions. This will replace the parish profiles in future years and will be used by LTAP to assist local partners with identifying and prioritizing safety improvement locations for potential safety funding. Regional local road data outreach workshops are planned for fall 2024 to discuss upcoming statewide network screening methodology and other safety planning documents previously completed such as Crash Data Profiles, Local Road Safety Plans, and Louisiana's 2020 Roadway Departure Implementation Plan (RwD Plan). The RwD Plan was developed by the Texas Transportation Institute (TTI) and created separate safety performance functions for locally owned roads. As ADT was not available at the time 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. These performance functions are the result of a network screen of all roads in the State for roadway departure crashes. The network screen identifies candidate locations and potential countermeasures for various crash patterns.

In addition to LTAP's efforts, LA DOTD has partnered with Regional Safety Coalitions throughout the State to assist with more detailed Local Road Safety (LRS) 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 LRSP construction projects. Currently, 15 of the top 20 parishes have LRS Plans completed and another four (4) parishes are under development. The parish plan

for Jefferson Parish has not begun to date. One (1) parish and two (2) indigenous tribes not in the top 20 have developed LRS Plans as well for a total of 18 Plans developed to date.

LTAP continues to update the LRSP application and roadway assessment form to encourage Local Public Agencies (LPAs) to submit projects from the RWD plan, Parish Profiles, and LRS Plans. In an effort to streamline the application process, LTAP is transitioning to replace the application with a letter of intent. The letter of intent allows the local entity to propose a project location and scope and begin partnering with LTAP's technical staff to draft the application and remove redundant effort. LTAP's application evaluation process determines if a location has been identified in an existing plan or profile. If not, a crash analysis, a Benefit Cost Analysis (for projects over \$500,000) and an evaluation for safety effectiveness is performed.

Safe Routes to Public Places Program (SRTPPP)

The development of the SRTPPP is a response to an observed increase in pedestrian fatalities on Louisiana roadways. It aims 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 \$3-5M per year. It typically takes 3-5 years to develop a project once accepted into the program. Since the inception of this program in 2017, nine projects have been LET to construction, one project is programmed to be LET by the end of calendar year 2024, and 21 projects are in the process of being designed. Louisiana recently held a call for projects from fall 2023 – early 2024, resulting in 39 applications received, including several that were submitted with assistance from the LSU Ag Center. The LA DOTD Highway Safety Section has reviewed and evaluated each application for program inclusion. Twenty-six projects were brought to a vote in July 2024 and were approved for inclusion into the program. HSIPPEN and HSIP-VRU funds are primarily used for SRTPPP projects on state routes. HSIPPEN funds are typically used for SRTPPP projects on locally owned roads, due to the 100% federal share. This funding scheme minimizes the financial burden on local partners which encourages wider participation statewide including traditionally low economic communities.

Emphasizing non-motorized user safety, current project applications must identify a location with a specific safety concern related to people traveling to or from a public place in a community and propose potential countermeasures to resolve them. Applications are evaluated based on their inclusion in existing safety plans or assessments, relation to existing facility networks, non-motorized user crash history, existing site conditions, location context, countermeasure safety effectiveness, and equity. This year's evaluation also assessed whether the location had been identified in either the Statewide Pedestrian Crash Assessment or in the Vulnerable Road User (VRU) Safety Assessment. STRPPP projects compete only against each other for funding and have a federal limit of \$500,000 or less to meet the demand. LA DOTD is continually refining the program's application and evaluation process. The program guidelines were last updated in 2023 for its recent call for projects to incorporate the recently completed VRU Safety Assessment. The program is now in the initial stages of another scale revision as part of a larger VRU Safety Assessment implementation plan.

The LA DOTD Highway Safety Section is working to develop an implementation and outreach plan, which would include a process to identify and prioritize non-motorized user projects using its 2023 VRU Safety Assessment. Once developed, it will be rolled out to the Districts and Regional Safety Coalitions to identify future non-motorized user projects.

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 2025.

Older Drivers and Pedestrians (ODP) Special Rule

Louisiana triggered the ODP Special Rule and has included strategies in the updated 2022 SHSP within each of the four (4) major emphasis areas, similarly to younger drivers. These strategies are considered for integration within the annual SHSP Statewide and Regional plans as appropriate.

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 road 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.

Louisiana completed its mandated VRU Safety Assessment November 15, 2023. This assessment serves 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 was conducted to identify high priority locations for VRU safety improvement projects, consultations with local governments and road owners on implementation were held, and a program of projects and strategies were 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 opportunities;
- 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 safety improvements on existing projects where the location was identified as a high priority in previous safety plans.

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.

2024 HSIP IMPLEMENTATION PLAN - PROJECTS PROGRAMMED TO BE OBLIGATED IN FFY 24-25 (AS OF 8/19/2024)

PROJECT NAME	PROJECT NUMBER	EMPHASIS AREA	FUNCTIONAL CLASSIFICATION	ROADWAY OWNERSHIP	PROJECT COST	LETTING DATE	PROGRAM, STRATEGY OR ACTIVITY	SHSP EMPHASIS AREA
EMPHASIS AREA: ROADWAY DEPARTURE								
LA 16: Curve Realignment at Gourdon Lane	H.014058	RWD	Urban Minor Arterial	State	\$ 1,015,000.00	3/12/2025	HSIP	I&O
US 61: St. John PL - Ascension PL - adding cable median barrier	H.014086	RWD	Varies	State	\$ 1,800,000.00	3/12/2025	HSIP	I&O
LA 347: LA 351 - LA 328 - widen the existing paved shoulder and flatten the side slopes	H.014826	RWD	Urban Minor Arterial	State	\$ 1,900,000.00	3/12/2025	HSIP	I&O
*D05 Rumble Strips and Striping Ph 2	H.015930	RWD	Varies	State	\$ 3,726,000.00	3/12/2025	HSIP	I&O
*D58 Rumble Strips and Striping Ph 1	H.016044	RWD	Varies	State	\$ 2,097,000.00	3/12/2025	HSIP	I&O
LA 104: 2.5 MI NW US 190 - US 190 - installing rumble strips and safety end treatments for side drain pipes	H.013811	RWD	Rural Major Collector	State	\$ 1,510,000.00	4/9/2025	HSIP	I&O
*Local Road Signing & Striping (St. Mary)	H.014640	RWD	Varies	Local	\$ 1,152,000.00	6/11/2025	LRSP	I&O
LA316&LA24: Mill, Ovly, Grade Raising, HFST - widen the existing shoulders and HFST	H.014802	RWD	Varies	State	\$ 1,535,000.00	7/9/2025	HSIP	I&O
LA 20: St. Patrick St - LA 304 - installing six foot shoulder and subsurface drainage	H.014523	RWD	Rural Minor Arterial	State	\$ 2,500,000.00	12/10/2025	HSIP	I&O
*District 04 Pilot Shoulder Widening	H.016081	RWD	Varies	State	\$ 8,947,000.00	12/10/2025	HSIP	I&O
EMPHASIS AREA: ROADWAY DEPARTURE SUBTOTAL					\$ 26,182,000.00			
EMPHASIS AREA: INTERSECTIONS								
LA 22: Roundabout Dunson/Ridgedell Rds.	H.010289	INT	Varies	State and Local	\$ 1,681,000.00	3/12/2025	HSIP	I&O
*Access Mgmt Impr Tangipahoa/St. Tammany	H.015109	INT	Urban Minor Arterial	State	\$ 522,000.00	3/12/2025	HSIP	I&O
I-210: EB Ryan St Exit Modifications	H.015353	INT	Urban Major Collector	State	\$ 159,000.00	3/12/2025	HSIP	I&O
LA 27: 0.12 MI S Richardson Rd - LA 12 - road diet	H.014964	INT	Urban Minor Arterial	State	\$ 389,000.00	4/9/2025	HSIP	I&O
LA3092: Gauthier Rd @ Lake St Roundabout	H.012052	INT	Varies	State and Local	\$ 3,410,000.00	6/11/2025	HSIP	I&O
US 190: R-Cut at LA 741	H.015849	INT	Rural Principal Arterial	State	\$ 1,109,000.00	6/11/2025	HSIP	I&O
LA 1256 @ Patch St/W. Cal Blvd Int Impr	H.016001	INT	Urban Minor Arterial	State	\$ 673,000.00	6/11/2025	HSIP	I&O
US 90 (Claiborne) @ Audubon Bl: Int Impr	H.016043	INT	Urban Principal Arterial	State	\$ 300,000.00	6/11/2025	HSIP	I&O
LA 42: Roundabout at Joe Sevario Road	H.010795	INT	Varies	State and Local	\$ 2,463,000.00	7/9/2025	HSIP	I&O
LA 19: Turr Lanes @ New Rafe Mayer Rd	H.015956	INT	Urban Principal Arterial	State	\$ 1,100,000.00	7/9/2025	HSIP	I&O
LA 37: Hubs Byu and Sandy Creek Bridges - adding a full length left turn lane	H.014259	INT	Varies	State	\$ 757,000.00	9/11/2025	HSIP	I&O
US 190 @ LA 26 Signalization	H.015088	INT	Rural Minor Arterial	State	\$ 830,000.00	11/12/2025	HSIP	I&O
*Dist. 02H Flashing Yellow Arrow Part 1	H.013388	INT	Varies	State	\$ 1,140,000.00	12/10/2025	HSIP	I&O
*LCG FYA Signal Improvements Phase 2	H.015574	INT	Varies	Local	\$ 1,500,000.00	12/10/2025	LRSP	I&O
LA 3233: R-Cut at I-49 South Interch	H.015966	INT	Varies	State	\$ 1,304,000.00	12/10/2025	HSIP	I&O
EMPHASIS AREA: INTERSECTIONS SUBTOTAL					\$ 17,337,000.00			

This document, and the information contained herein, is prepared for the purpose of identifying, evaluating, and planning safety improvements on public roads, which may be implemented utilizing federal aid highway funds. This information shall not be subject to discovery or admitted into evidence in a Federal or State court pursuant to 23 U.S.C. 407.

PROJECT NAME	PROJECT NUMBER	EMPHASIS AREA	FUNCTIONAL CLASSIFICATION	ROADWAY OWNERSHIP	PROJECT COST	LETTING DATE	PROGRAM, STRATEGY OR ACTIVITY	SHSP EMPHASIS AREA
EMPHASIS AREA: NON-MOTORIZED								
McMillan Rd Ped Impr (W Mon)	H.015205	Non-M	Urban Local	Local	\$ 870,000.00	1/8/2025	SRTPP	I&O
Morgan City Sidewalks: Downtown & Myrtle	H.013722	Non-M	Varies	Local	\$ 465,000.00	4/9/2025	SRTPP	I&O
LA 30(Nicholson Dr): Brightside-Gourrier - sidewalks	H.002825	Non-M	Urban Principal Arterial	State	\$ 3,160,000.00	6/11/2025	HSIP	I&O
LA 327-S: Bayou Fountain - sidewalks	H.002337	Non-M	Rural Minor Collector	State	\$ 1,297,000.00	7/9/2025	HSIP	I&O
US 61 @ EB Off Ramp Ped Impr (NO)	H.013719	Non-M	Urban Principal Arterial	State	\$ 1,100,000.00	7/9/2025	SRTPP	I&O
Valhi Blvd Shared-Use Path (Houma)	H.013714	Non-M	Urban Major Collector	Local	\$ 350,000.00	8/13/2025	SRTPP	I&O
** US 61-X: N. 22ND St. - US 61	H.014675	Non-M	Urban Principal Arterial	State	\$ 14,700,000.00	9/10/2025	HSIP	I&O
LA 60: Bogalusa H.S. Ped Improvements	H.013713	Non-M	Urban Major Collector	State	\$ 355,000.00	12/10/2025	SRTPP	I&O
EMPHASIS AREA: NON-MOTORIZED SUBTOTAL								
					\$ 22,297,000.00			
GRAND TOTAL								
					\$ 65,816,000.00			

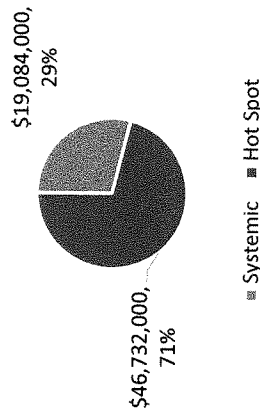
*Systemic Project

**Pending discussions with FHWA, District office, East Baton Rouge City/Parish

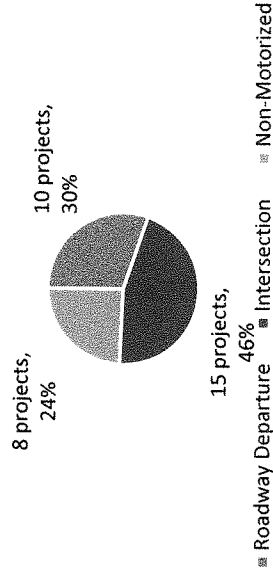
2024 HSIP IMPLEMENTATION PROJECT SUMMARY TABLE (AS OF 8/19/2024)

PROGRAM, STRATEGY OR ACTIVITY	ESTIMATED NUMBER OF PROJECTS	ESTIMATED FUNDING
HSIP (State Routes)		
Roadway Departure	9	\$ 25,030,000.00
Intersection	14	\$ 15,837,000.00
Non-Motorized User	3	\$ 19,157,000.00
LRSP (Local Routes)		
Roadway Departure	1	\$ 1,152,000.00
Intersection	1	\$ 1,500,000.00
SRTPPP (State and Local Routes)		
Non-Motorized User	5	\$ 3,140,000.00
Total	33	\$ 65,816,000.00

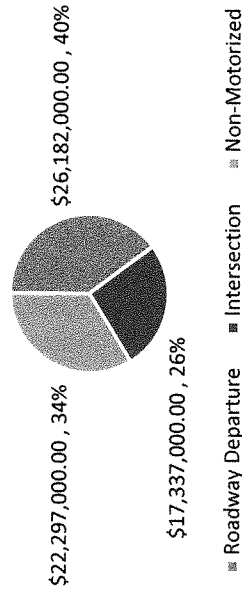
Distribution by Type/Funding Amount and Percentage to be Obligated in FFY 25



Distribution by Number of Projects per Emphasis Areas to be Obligated in FFY 25



Distribution by Funding Amount per Emphasis Area to be Obligated in FFY 25



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. District 03’s Investment Plan is almost finalized. Completed plans for Districts 04, 05, 07 and 08. Discussions have begun for a District 62 Investment Plan.
- Finalize Local Road Safety Plans for the top 20 parishes using more recent years of crash data. Still in progress. Currently, 15 of the top 20 parishes are complete and 4 are under development.
- 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 LPAs 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. A new DOTD Program Specialist 5 position has been filled within the Highway Safety section. This employee will assist in establishing the Force Account Program procedures and guidelines.
- Develop statewide contract for technical assistance for non-motorized user studies and design. ON HOLD – using existing retainer consultant contracts to provide additional technical assistance as appropriate. Requested technical assistance from FHWA Resource Center for specific pedestrian safety applications on complex corridors.

- Establish and implement one (1) force account project using HSIP funds in FFY 23. This item will be revisited in SFY 24/25, once the final guidelines have been developed and approved.
- Support Safety Corridor initiatives throughout the state from the statewide taskforce for all road users. LA DOTD continues to work with our partners at Louisiana State Police (LSP) 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. Draft guidelines have been developed internally. Next steps are to obtain feedback from the LSP and the Louisiana Highway Safety Commission (LHSC).
- Coordinate with LTAP and FHWA to initiate programmatic changes to the LRSP based on a recent internal review of the program. The FHWA Louisiana Division Office recently completed an assessment of the LRSP process. The review focused on streamlining the project development process for HSIP funded local road safety projects with the goal of streamlining project timelines and increasing interest in the program from LPAs. FHWA submitted preliminary recommendations for LRSP programmatic changes to LADOTD in May 2024. LA DOTD and LTAP are in the process of incorporating recommendations including selecting a consultant team for a staff augmentation contract to assist with site identification, program management, project delivery, and outreach.

2024 Proposed Actions

- Investigate options for updating the Roadway Departure Plan.
- Develop the Louisiana Crash Tool User Guide.
- Update the HSIP Project Selection Guide and Crash Data Analysis Guide to reflect recent developments (TAP partnerships, HSIP-VRU funding, HSIP Specialized funding, Force Account Program, Highway Safety Corridor Program, etc.).
- Continue to work with the Pavement Preservation Program to streamline process for LA DOTD HQ and District design engineers to identify locations for potential safety improvements earlier in the design process.
- Establish a plan to implement the VRU Safety Assessment for both State and Local Roads (include SRTPPP procedures in the overall strategy).
- Perform network screening of the local road system statewide. Coordinate with LTAP to develop a high potential for safety improvement list for local roads and collaborate with LTAP on outreach.
- Continue to migrate safety analysis procedures and network screening results into the cloud-based Louisiana Crash Tool.
- Select a LRSP and SRTPPP Support staff augmentation consultant for program support.
- Develop a workflow and schedule for implementing a new and improved statewide network screening methodology (safety performance functions) based on updated highway safety segments and intersections databases using traffic data derived from the HPMS submittal.

APPENDIX A - 2023 HSIP IMPLEMENTATION PLAN PROJECT LISTING UPDATE (as of 8/19/2024)

PROJECT NAME	PROJECT NUMBER	IMPROVEMENT TYPE	PROJECT COST	PROGRAM STRATEGY OR ACTIVITY	SHSP EMPHASIS AREA	FUNCTIONAL CLASSIFICATION	ROADWAY OWNERSHIP	LETTING DATE AS OF	ACTION / JUSTIFICATION FOR CHANGE	AMOUNT OF FEDERAL FUNDS	AUTHORIZATION DATE (FY 23-24)
*DISTRICT 04 FLASHING YELLOW ARROW PART 3 LA6: ROUNDABOUT AT LA 504	H.012666 H.014712	INT INT	\$ 2,160,000.00 \$ 2,000,000.00	HSIP HSIP	I&O I&O	Varies Varies	State State	11/18/2023 11/18/2023	Project let 3/13/2024 Project let 11/18/2023		9/18/2023 9/18/2023
LA3092: GAUTHIER RD @ LAKE ST ROUNDABOUT	H.012052	INT	\$ 3,409,334.88	HSIP	I&O	Varies	State and Local	1/10/2024	Project letting moved to 6/11/2025 for right of way acquisition		
US165&LA139 PREP TO STOP BEACON(S)OACH	H.014795	INT	\$ 552,000.00	HSIP	I&O	Varies	State	1/10/2024	Project let 4/17/2024	\$ 1,410,603.54	3/18/2024
LA 173: LEFT TURN LANES AT RUSSELL ROAD	H.015005	INT	\$ 990,000.00	HSIP	I&O	Urban - Minor Arterial	State	1/10/2024	Project let 1/10/2024	\$ 941,675.94	12/18/2023
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	\$ 420,000.00	HSIP	I&O	Urban - Principal Arterial	State	2/14/2024	Project let 2/14/2024	\$ 523,867.72	1/23/2024
*DIST. 02H FLASHING YELLOW ARROW PART 2	H.013421	INT	\$ 1,770,000.00	HSIP	I&O	Varies	State	3/13/2024	Project letting moved to 3/11/2026 due to staffing issues		
*DISTRICT 08 FLASHING YELLOW ARROW PART 2	H.012641	INT	\$ 2,100,000.00	HSIP	I&O	Varies	State	4/10/2024	Project letting moved to 10/9/2024 due to staffing issues		
US 190 @ LA 26 SIGNALIZATION - installation of traffic signal with railroad pre-emption	H.015088	INT	\$ 830,000.00	HSIP	I&O	Rural - Minor Arterial	State	4/10/2024	Project letting moved to 6/11/2025 due to staffing issues		
LA 22: ROUNDABOUT DUNSON/RIDGEDELL RDS.	H.010289	INT	\$ 1,680,401.35	HSIP	I&O	Urban - Minor Arterial	State	6/12/2024	Project letting moved to 3/12/2025 due to plan and right of way acquisition delays		
LA 6: INSTALL U-TURN LANES WEST OF I-49	H.012307	INT	\$ 2,709,785.00	HSIP	I&O	Varies	State	6/12/2024	Project letting moved to 6/10/2026 for staffing issues		
US 167: JOHNSTON ST IMPROVEMENTS - roadway widening, shared-use path and turn lane modifications	H.009997	INT	\$ 3,013,045.33	HSIP	I&O	Urban - Principal Arterial	State	7/10/2024	Project letting moved to 2/9/2028 due to project re-scoping		
LA 594: OVERPASS I-20 - construct NB left turn lane, realign SB turn lane, reconstruct S sidewalk, replace 2 mast arms and relocate 4 light poles	H.012541	INT	\$ 801,680.00	HSIP	I&O	Varies	State	7/10/2024	Project letting moved to 12/8/2027 due to program adjustment for other funding category		
ACCESS W/IGMT IMPR TANGIPAHOA/ST TAMMANY constructing curbing/islands at multiple intersections to reduce crashes	H.015109	INT	\$ 52,016.82	HSIP	I&O	Urban - Minor Arterial	State	7/10/2024	Project letting moved to 3/12/2025 due to staffing issues		
LA 42: ROUNDABOUT AT JOE SEVARIO ROAD	H.010795	INT	\$ 2,463,000.00	HSIP	I&O	Varies	State and Local	10/9/2024	Project letting moved to 7/9/2025 due to required design changes		
I-210: EB RYAN ST EXIT MODIFICATIONS - ramp modifications, widening, fog seal, ADA and striping improvements	H.015353	INT	\$ 599,251.50	HSIP	I&O	Urban - Freeways and Expressways	State	10/9/2024	Project letting moved to 3/12/2025 due to staffing issues		
*LAFAYETTE PARISH FYA (LCC)	H.015386	INT	\$ 4,160,000.00 \$ 30,180,014.88	HSIP	I&O	Varies	State	10/9/2024	Project still scheduled to let 10/9/2024		
*Systemic Projects											
LAKE CHARLES SRTS PROJ. - BARBE ELEM.	H.011196	Non-Motorized	\$ 716,362.80	SRTPP	I&O	Urban - Local	Local	11/8/2023	Project letting moved to 11/13/2024 due to design issues		
I.A. LEWIS ELEM SIDEWALK - PHASE 2	H.013086	Non-Motorized	\$ 815,117.00	SRTPP	I&O	Urban - Local	Local	11/8/2023	Project let 11/8/2023		9/21/2023
LA 327 S: BAYOU FOUNTAIN - installation of sidewalk	H.002397	Non-Motorized	\$ 1,297,935.65	HSIP	I&O	Rural - Minor Collector	State	1/10/2024	Project letting moved to 7/9/2025 due to requested design changes from the LPA		
BONNER ST BRIDGE PED IMPR (RUSTON)	H.013720	Non-Motorized	\$ 378,000.00	SRTPP	I&O	Urban - Major Collector	Local	1/10/2024	Project letting moved to 11/13/2024 due to delays in obtaining the railroad permit		
JEFFERSON ISLAND SIDEWALK	H.013083	Non-Motorized	\$ 272,000.00	SRTPP	I&O	Urban - Minor Arterial	State	2/14/2024	Project let 2/14/2024	\$ 3,758,078.04	8/31/2023
BROAD ST - READ BLVD PED IMPROVEMENTS	H.013094	Non-Motorized	\$ 825,026.75	SRTPP	I&O	Varies	State and Local	2/14/2024	Project let 5/8/2024		4/15/2024
LA 30(NICHOLSON DR): BRIGHTSIDE-GOURRIER - installation of sidewalk	H.002825	Non-Motorized	\$ 3,160,000.00	HSIP	I&O	Urban - Principal Arterial	State	3/13/2024	Project letting moved to 6/11/2025 due to right of way acquisition		
GREENWELL SPRINGS & WOODDALE SIDEWALKS	H.013073	Non-Motorized	\$ 350,000.00	SRTPP	I&O	Urban - Minor Arterial	Local	4/10/2024	Project letting moved to 6/10/2026 due to right of way acquisition		
US 167: CAMELIA BLVD-CHURCHILL DR (LAF) - installation of sidewalks, curb ramps, and related work	H.013716	Non-Motorized	\$ 312,456.00	SRTPP	I&O	Urban - Principal Arterial	State	7/10/2024	Project letting moved to 3/11/2026 due to design re-scoping		
*Non-Motorized Subtotal											
*DIST08: RUMBLE STRIPS/SIGNS/PVMT MKGS	H.013264	RWD	\$ 3,375,000.00	HSIP	I&O	Varies	State	11/8/2023	Project let 11/8/2023		9/19/2023
LA 308: BARTLEY LN TO LAUREL VALLEY RD - shoulder widening and curve signs	H.014924	RWD	\$ 1,500,000.00	HSIP	I&O	Urban - Major Collector	State	11/8/2023	Project letting moved to 11/13/2024 due to plans being delayed		
LA 104: 2.5 MI NW US 190 - US 190 - striping and raised pavement markers	H.013811	RWD	\$ 640,000.00	HSIP	I&O	Rural - Major Collector	State	12/13/2023	Project letting moved to 4/9/2025 due to delays with the railroad permit		
LA 16: CURVE REALIGNMENT AT GOURDON LANE	H.014058	RWD	\$ 1,015,000.00	HSIP	I&O	Urban - Minor Arterial	State	12/13/2023	Project letting moved to 3/12/2025 due to plans delayed		
LA 20: ST. PATRICK ST - LA 304 - installation of 6' shoulder and subsurface drainage	H.014523	RWD	\$ 2,500,000.00	HSIP	I&O	Rural - Minor Arterial	State	12/13/2023	Project letting moved to 12/10/2025 due to staffing issues		
LA 20-LA 304 - LA 307 installation of 6' shoulder and subsurface drainage	H.014728	RWD	\$ 3,500,000.00	HSIP	I&O	Rural - Minor Arterial	State	12/13/2023	Project letting moved to 12/9/2026 due to project re-scoping		
I-10 @ Oaklawn Overpass - High Friction Surface Treatment	H.015578	RWD	\$ 4,250,000.00	HSIP	I&O	Urban - Freeways and Expressways	State	2/14/2024	Project cancelled after further analysis		

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Project Description	H	RWD	HSIP	I&O	Varies	State	3/13/2024	Project let 3/13/2024	\$	2/7/2024
I-20: LINCOLN/MADISON PARISH TREE REMOVAL	H.015418	RWD	HSIP	I&O	Varies	State	3/13/2024	Project let 3/13/2024	\$ 4,978,031.23	2/7/2024
*TD5 Rumble Strips and Striping Ph. 1	H.015584	RWD	HSIP	I&O	Varies	State	4/10/2024	Project let 12/13/2023	\$ 9,473,477.17	10/30/2023
I-210: AUXILIARY LANES (NELSON TO RYAN)	H.014286	RWD	HSIP	I&O	Urban - Freeways and Expressways	State	8/14/2024	Project letting moved to 7/14/2027 due to other funding's program adjustment		
*Local Road Striping & Signing (Bossier)	H.015010	RWD	LRSP	I&O	Varies	Local	9/11/2024	Project let 4/17/2024	\$ 3,328,211.67	3/18/2024
Roadway Departure Subtotal										
Grand Total										
*Systemic Projects										

PROJECTS AUTHORIZED IN FFY 24 BUT NOT ON LAST YEAR'S LIST

LSU Laboratory School SRTS Project
 LA 44: 1-10 - LA 621
 LA 57: Cedar Grove Rd - Bobtown Bridge

Project Description	H	RWD	HSIP	I&O	Varies	State	2/14/2024	Project let in February 2024	\$	1/18/2024
Non-M	H.009290	RWD	SRTS	I&O	Varies	Local	2/14/2024	Project let in February 2024	\$ 1,028,295.01	1/18/2024
LA 44: 1-10 - LA 621	H.014762	RWD	HSIP	I&O	Urban Principal Arterial	State	Unknown	Project let in July 2024	\$ 317,703.50	6/17/2024
LA 57: Cedar Grove Rd - Bobtown Bridge	H.014761	RWD	HSIP	I&O	Rural Major Collector	State	Unknown	Project let in July 2024	\$ 1,468,030.68	6/17/2024

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APPENDIX B: Summary of Action Items Completed:**2023 Actions Completed:**

- **Meet with Preservation Section on the safety baseline checklist to assess current and any recommended revisions.** A final version of the updated document was submitted to the Road Design Section by August 31, 2023. The Road Design Section has submitted the final version to FHWA.
- **Investigate opportunities to provide more technical assistance to LPAs and MPOs for identifying projects based on statewide crash data analysis.** LTAP held nine “Safety of Vulnerable Road Users” workshops in August 2023, with an emphasis on discussing VRU deaths and serious injuries in Louisiana and potential safety countermeasures.
- **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 was advertised March 16, 2023. One Safety CE&I IDIQ contract for Districts 04, 05 and 58 was 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 was advertised May 9, 2023. One Safety Design IDIQ contract for Districts 04, 05 and 58 was advertised May 9, 2023.
- **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 VRU Safety Assessment was completed and submitted to FHWA prior to November 15, 2023.

APPENDIX C: Summary of On-Going Action Items

- **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 parish wide shoulder widening project. Streamlined Stage 0 template to expedite the project submission process. Will continue to work with other Districts to develop similar projects.
- **Develop potential projects using the new specifications for Raised Rumble Strips/Stripes, Intersection Conflict Warning System, and/or Pedestrian Hybrid Beacon.** Discussions were held with several District Design offices and/or the DOTD Traffic Engineering office to identify potential pilot projects incorporating these items.
- **Support Safety Corridor initiatives throughout the state from the statewide taskforce for all road users.** In progress. Draft guidelines have been developed internally. Efforts focused this past year on implementation of automated enforcement along I-10 Atchafalaya Basin Bridge Highway Safety Corridor, however, this designation was removed in 2024 Legislative Session and ultimately canceled the initiative for this corridor.

