LOUISIANA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Louisiana has set an aggressive target for reducing death and suspected serious injuries on its roadways – Destination Zero Deaths. The State's current Strategic Highway Safety Plan (SHSP), which was signed by Governor John Bel Edwards in July 2022, reinforced the zero deaths vision with a series of comprehensive strategies and tactics, and updated the organization of emphasis areas. Based on the data analysis in the 2022 SHSP Update, the following continue to be emphasis areas: impaired driving, occupant protection, distracted driving, and infrastructure and operations. Strategies and tactics for older drivers and young drivers are now organized within each emphasis area as appropriate. Although preliminary, Louisiana is showing a 10% decrease in annual fatalities from 905 in 2022 to 811 in 2023.

The reporting period for Louisiana's 2024 HSIP Annual Report is July 1, 2023 to June 30, 2024. Louisiana's HSIP is a data-driven program whose purpose is to provide funding for proven countermeasures to reduce fatalities and suspected serious injury crashes on Louisiana's roadways. The Highway Safety Section in the Office of Planning oversees the program, while working with other safety partners such as the Louisiana Highway Safety Commission (LHSC), Louisiana State Police (LSP), Federal Highway Administration (FHWA), Louisiana Technical Assistance Program (LTAP), Regional Safety Coalitions (RSC), Center of Analytics and Research (CARTS), local and state law enforcement agencies, Metropolitan Planning Organizations (MPOs), and local public agencies. Internally, our safety partners include other sections within the Louisiana Department of Transportation and Development's (LA DOTD) Headquarters office and the Office of Operations.

Since Louisiana did not meet its 2022 safety performance targets, a draft HSIP Implementation Plan was prepared and will be submitted to the state's FHWA Division Office by September 30, 2024. Additionally, the State triggered the Older Drivers and Pedestrians and Vulnerable Road User Safety Rules. Louisiana did not trigger the High Risk Rural Roads (HRRR) special rule this year.

LA DOTD uses HSIP resources to incorporate safety improvements across a broad range of infrastructure projects and non-infrastructure (behavioral) activities. Methodologies developed and used by LA DOTD will continue to identify more locations on a statewide scale (both on State and local roads), with the greatest potential for crash reduction. Applications of the Highway Safety Manual concepts and systemic approaches are also being integrated into the HSIP program.

Infrastructure projects can be submitted for inclusion in one of three sub-programs: the statewide program, the Local Road Safety Program and the Safe Routes to Public Places Program. Projects can be submitted to the statewide program and the Local Road Safety Program (LRSP) throughout the year. Applications for the Safety Routes to Public Places Program are submitted through a formal Call for Projects. The respective program's Project Selection Committee approves projects based on several factors specific to each program's guidelines.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Projects that are identified through the Highway Safety Improvement Program (HSIP) have the overall goal of reducing the number of fatalities and suspected serious injuries on all public roads, including non-State-owned roads and roads on tribal lands. In order to accomplish the requirements of this program, LA DOTD performs the three HSIP components of Planning, Implementation, and Evaluation. The Planning component includes the process of collecting, managing, and analyzing crash and other data needed to identify highway safety problems and opportunities, the process of identifying factors that contribute to crashes and developing countermeasures to address or mitigate the underlying factors, and the process of ranking individual countermeasures and projects to develop a portfolio of safety improvements. The Implementation component involves the process of identifying funding sources, allocating resources, programming projects, and developing evaluation plans. The process of performing project, countermeasure, and program evaluations to improve future decision-making through the HSIP and Strategic Highway Safety Plan (SHSP) planning processes is the Evaluation component. The Federal Highway Administration (FHWA) is involved in all three components, both formally and through informal technical assistance. LA DOTD has developed an HSIP Infrastructure Project Selection Guide for State Routes, Safe Routes to Public Places Program (SRTPPP) Guidelines, and Local Road Safety Program (LRSP) Guidelines. Please see the attached documents in the State's HSIP Manual section of the Annual Report for an explanation of how HSIP projects are identified, selected, designed, implemented and evaluated.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data

Describe how local and tribal roads are addressed as part of HSIP.

LA DOTD supports Local Public Agencies, RSCs / MPOs and the Louisiana Local Technical Assistance Program (LTAP) in the development of Local Road Safety (LRS) Plans targeting the top 20 parishes, where over 90% of crashes are occurring on local roads, to better inform the data-driven process and target more data driven safety projects. Of the top 20 parishes, fifteen (15) local road safety plans have been finalized and another four (4) are under development. 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 so far.

This year, the Department developed its first network screening for all local roads based on available data. If an estimated AADT is available, then a LOSS level can be calculated using state specific safety performance functions. When an estimated AADT is not available, the crash frequency method can be used. Local Road Safety Parish Profiles, developed by LTAP using crash frequency, can be used by the local entities to determine potential safety projects for Local Road Safety Program (LRSP).

Two of the HSIP's sub-programs were developed to address potential safety infrastructure projects on local and tribal roads:

Local Road Safety Program (LRSP)

Since approximately 20-25% of Louisiana's fatalities occur on local roads, the State's goal is to align the Program's funding with this percentage. However, the current allocation is approximately $3-5 million per year of HSIP funds due to historically lower levels of participation from local entities. To be eligible, a project must address a data driven safety problem on a local road. The project must then be sponsored by a parish or municipal government, or tribe that owns and maintains roadways. LA DOTD administers the LRSP in coordination with Louisiana's Local Technical Assistance Program (LTAP). LTAP promotes the program to interested local entities by identifying potential projects, reviewing potential project applications and/or assisting with developing project applications. LTAP then receives the final completed application, evaluates it to ensure it meets all Highway Safety Improvement Program requirements, and presents it to a project selection committee for inclusion in the Highway Safety Program. Once approved, LTAP hands the application over to the DOTD LRSP Project Manager to transition it to a construction project and oversee the project's delivery. LTAP also provides technical support to the Regional Safety Coalition Coordinators on Local Road Safety Plans. FHWA has published a workflow review of the Louisiana LRSP process and both LA DOTD and LTAP are investigating the feasibility of implementing the recommendations to increase efficiency and streamline the project identification process. LTAP completed a successful LRSP Selection Committee meeting in May 2024 and accepted 7 new projects into the program, moving the project to the feasibility phase.

Safe Routes to Public Places Program (SRTPPP)

Since approximately 20% of the Louisiana's fatalities are non-motorized users, the State aims to invest that proportion of its overall HSIP budget into non-motorized user safety improvement projects. The SRTPPP was established to work towards that goal. Currently, the funding allocation is approximately $3-5 million per year as part of the HSIP. The Department is incorporating the recent Vulnerable Road User Safety Assessment into the program's procedures and is investigating how the Assessment can help identify and prioritize future projects. Eligible projects include those roadways in transportation systems owned and operated by State, Parish, tribal and municipal road agencies. Specific funds are available for selected data-driven safety projects as part of the program. LA DOTD administers the application process, application evaluation and complete project delivery for the SRTPPP. LA DOTD coordinates activities and resources to facilitate project application submittals, evaluations, and recommendations of qualifying project applications. This year, LA DOTD updated the SRTPPP guidance documents including the Program Guidelines, the Program Evaluation and Selection Policy document and Evaluation Form in advance of the late 2023 Call for Projects. A SRTPP Call for Projects webinar was held in November 2023 with over 80 participants in attendance. Thirty-nine projects from twenty-five entities were received. After review and evaluation, 26 new projects were accepted into the program, moving the project to the feasibility phase.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Operations

- Planning
- Traffic Engineering/Safety

Describe coordination with internal partners.

Louisiana's HSIP funds are administered by internal DOTD staff through the Office of Planning, Highway Safety Section. The planning and project development processes involve collaboration with internal partners in the Office of Planning and the Office of Engineering. The implementation process is performed in cooperation with the Office of Operations. Open communication is maintained with all internal partners to develop collaboration solutions on all HSIP endeavors.

Other staff within the Office of Planning Unit assist with data collection analysis and feasibility studies, guiding prioritization and selection of potential safety projects. This Office also coordinates State Transportation Improvement Program ((S)TIP) updates within our internal systems, as well as with the MPOs.

Within the Office of Engineering, Design Engineers assist with the HSIP by providing quality reviews of scopes, budgets, and design alternatives considered during project feasibility as needed. Consultant project management and design are frequently handled within this office as well. The Traffic Engineering Section provides input and feedback regarding safety improvements at a project level for specific intersections or corridors, such as traffic signals and roundabouts, and traffic analysis for proposed safety projects. This year, the Highway Safety Section assisted the Office of Engineering with the following items: coordinated a draft revision to the Pavement Preservation Safety Guidelines, presented an overview of the Highway Safety Program and the Louisiana Crash Tool to approximately 30 members of the Road Design Section staff, partnered with the Transportation Alternatives Program to review and evaluate potential projects where HSIP funds could be used as the match, met with the Pavement Preservation Program Managers to discuss how safety could be better incorporated in the program's prioritization and selection process (this included providing LOSS levels to the program's list of projects to help identify projects where there are greater opportunities for safety improvements earlier in the project design process), assisted Road Design in updating their Design Report template to account for existing safety performance on all roadways, and provided comments on the draft Louisiana Design Guidelines for Low Volume Roadways.

The District Offices, within the Office of Operations, perform an annual review of the High Potential Safety Improvement List (HPSI List) and prioritize potential safety projects within each District. Once locations are identified for potential safety-funded projects, the Districts analyze crash data, select appropriate countermeasures, and prepare a scope and budget report for proposed alternatives, including economic evaluation. The Office of Operations also provides guidance and feedback when a statewide, systemic analysis identifies a safety improvement that will require a long-term commitment to maintain (guardrail upgrades, cable barrier, etc.).

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency
- Other-State Police

Describe coordination with external partners.

Louisiana is using a two-tiered approach to implement the SHSP: Statewide Emphasis Area Teams creating data-driven action plans and tracking implementation of SHSP strategies and action steps, and Regional Safety Coordinators (RSCs) utilizing data to identify regional safety needs and develop data-driven five-year regional safety plans which identify emphasis areas consistent with the SHSP. The RSCs are responsible for executing the SHSP at regional and local levels. They collaborate with LA DOTD District Offices and the Highway Safety Section, Metropolitan Planning Organizations (MPOs), the Highway Safety Commission, local governments, law enforcement, public health organizations, education leaders, and other traffic safety stakeholders and advocacy groups within their regions. This outreach is crucial for disseminating key messages that enable individuals in their respective fields to make positive changes in traffic safety for themselves and their communities. In 2023, Louisiana continued utilizing the newly developed vision for implementing and evaluating progress of emphasis area action plans. LA DOTD collaborated with federal, state, regional, and/or local representatives in the implementation of new program content relating to the performance, quality and compliance monitoring of action plans, projects and/or processes that will further enhance and support the engagement, effectiveness, tracking, goals and objectives of the SHSP and its associated operative platforms. Strategies were put into practice, outcomes were defined, performance indicators were identified, and action plans were implemented. Quarterly and annual reviews are conducted at the statewide and regional levels to evaluate attainment, ensure action plans are data driven and are enhancing effectiveness of overall goal achievement. In 2023, Louisiana achieved 95.88 percent attainment for all emphasis areas (combined). This percentage is based on a composite of the percent complete of all action items included in the 2023 SHSP Statewide Action Plans. The Statewide Infrastructure and Operations Action Plan can be found in the response for question #13.

Louisiana State University (LSU) / Center of Analytics & Research in Transportation (CARTS) provides assistance to LA DOTD for Fatal Accident Reporting System (FARS), crash report software support and training, crash database management, data quality reviews, and real-time reporting tools for stakeholders. LSU / CARTS also conducts specialized crash data analysis studies as requested by LHSC, LA DOTD, or LSP. The LA DOTD Highway Safety Section continues to work with CARTS to refine the Louisiana Crash Tool for project level safety analysis on state and local routes. The purpose of this tool is to use more mapping features and tie directly to the electronic captures of narratives and diagrams of the submitted crash reports. The tool allows the engineer or planner to query a specific location and view quality reviewed crash data elements at summary level or at the crash level. Outputs of the tool include summary tables, detailed data tables, and collision diagrams. Steps implemented this year include incorporating an intersection analysis module and improving the benefit-cost analysis capabilities for more efficient project level planning. Additionally, LSU / CARTS has rolled out a law enforcement analysis portal that will provide state and local law enforcements the opportunity to query crash data within their jurisdictions and inform education and enforcement strategies identified through the LHSC and SHSP.

LA DOTD works closely with the FHWA Louisiana Division Office for statewide and regional initiatives related to SHSP strategies and the HSIP, in particular those related to safety data and planning and HSIP infrastructure projects. This year, the Division Office brought in additional FHWA resources to host two two-day “Local Agency Working Sessions for Improving Safety of Pedestrians on Louisiana’s Roads and Streets”.

As one of the SHSP lead agencies, the Louisiana Highway Safety Commission (LHSC) is an active participant in the State’s SHSP Implementation Team, the Crash Data Governance Committee, the Louisiana Passenger Safety Task Force, the Governor’s DWI Task Force and many other safety-focused working groups. The LA DOTD continues to participate on the Governor's DWI Task Force, where multiple agencies discuss Impaired Driving policies and make recommendations to state officials on proposed changes. The LHSC continues to support the Highway Safety Project Selection Team which will benefit selection of future non-infrastructure HSIP specified project applications for consideration and inclusion into the HSIP.

Local and state law enforcement agencies actively participate in the statewide SHSP emphasis area teams and the regional safety coalitions. Their involvement is critical as SHSP strategies are initiated and achieved at the regional level. Their participation is also key for statewide safety initiatives/campaigns and data improvement projects. In addition, the law enforcement agencies participate in the Road Safety Assessments (RSAs).

LA DOTD also employs two law enforcement experts (LEEs)to assist with trainings and outreach to the various law enforcement agencies statewide to increase the quality of data. In the SHSP Statewide I/O Action Plan, one action item is to provide Traffic Incident Management (TIM) training and work zone safety training to support statewide law enforcement agencies. One LA Law Enforcement Expert, who is currently under contract with LA DOTD using HSIP funds, is tasked with tracking and managing this effort. In 2023, Louisiana conducted one (1) Train-the-Trainer class and trained 29 trainers. Additionally, 563 First responders throughout the state were trained in 2023. Louisiana is ranked 5th in the United States with 84.3% of first responders training in TIM.

LA DOTD LEE's continue to assist LA DOTD staff with conducting statewide work zone training for law enforcement agencies who plan to assist with roadway construction projects. In 2023, there were 18 Work Zone classes conducted and 700 Law Enforcement Officers were trained.

LA DOTD LEEs are also tasked with providing technical assistance for Transportation Management Plans (TMPs) and Incident Management Plans on regionally significant, complex capacity projects. The LEE’s have been actively engaged with local and state law enforcement agencies early in the planning process, providing reviews and offering comments on critical deliverables, such as the Incident Management Plans, which outlines specific roles and responsibilities related to emergency response and traffic operations during construction.

Approximately 20-25 percent of roadway deaths and 40 percent of all crashes in Louisiana occur on the local road system. LA DOTD partners with the Louisiana LTAP to manage the LRSP to provide training, technical assistance, and outreach to local jurisdictions through an application process. LTAP coordinates activities and resources in conjunction with the LA DOTD to facilitate project application submittals, review and scoring of these submittals, and recommendation of qualifying project applications for the LRSP. This year, LTAP, with LA DOTD support, participated in webinars, meetings and peer exchanges with local public agencies. LTAP also conducted nine (9) regional workshops on “Safety of Vulnerable Road Users”. LTAP continued working with the RSCs Coordinators with developing Local Road Safety Plans and determining next steps for implementation of completed Local Road Safety Plans and rollout of local road network screening.

LA DOTD works with the Local Public Agencies (LPAs) within the Local Road Safety Program. While LA DOTD manages the preliminary engineering, construction, and construction engineering and inspection contracts, the LPAs are consulted throughout the life of the project regarding the project’s scope, schedule and budget.

Metropolitan Planning Organizations (MPO) are actively engaged within the regional safety coalitions. Many of the MPOs employ a safety coalition coordinator to oversee the activities of each coalition. The planning organizations also work with the LA DOTD planners to use safety and roadway data for their internal analyses and assist with their internal prioritization of projects. Many of the MPOs continue to develop local road safety plans at parish level and reach out to local entities to discuss implementation.

Describe HSIP program administration practices that have changed since the last reporting period.

The HSIP and Local Road Safety Program's administration practices have not been updated since the last reporting period. The Safe Routes to Public Places Program's administration practices were updated within the last year. These updated documents can be found under Question 13.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

Pre-Application Form for Intersections https://www.ltrc.lsu.edu/ltap/pdf/LRSPPre-ApplicationForm-Intersections.pdf

Pre-Application Form for Roadway https://www.ltrc.lsu.edu/ltap/pdf/LRSPPre-ApplicationForm-Roadways.pdf

Select the programs that are administered under the HSIP.

- HSIP (no subprograms)
- Local Safety
- Other-Safe Routes to Public Places

Program: HSIP (no subprograms)

Date of Program Methodology:6/30/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only	• Volume	• Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Level of service of safety (LOSS)
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

Program: Local Safety

Date of Program Methodology:3/14/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Allows LA DOTD to address crashes on all public roads.

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Top 20 parish crash data profiles were developed.

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

Program: Other - Safe Routes to Public Places

Date of Program Methodology:11/28/2023

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes • Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:2
Cost Effectiveness:1

What percentage of HSIP funds address systemic improvements?

30

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Rumble Strips

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

No

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The Highway Safety Manual (HSM) was consulted for determining better methodologies for network screening and project level data analysis. Louisiana has developed state-specific safety performance functions (SPFs) and excel-based diagnostic tools for better targeting HSIP funds where potentially severe injury crashes are occurring. LA DOTD continues to implement additional diagnostic tools to the Louisiana Crash Tool to allow for a one-stop shop when conducting safety analyses for specific sites. Additionally, LA DOTD utilizes the HSM spreadsheets and CMF Clearinghouse for project level safety analysis.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$52,037,967	$56,358,226	108.3%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$6,615,859	$12,263,604	185.37%
Penalty Funds (23 U.S.C. 154)	$18,012,498	$20,429,848	113.42%
Penalty Funds (23 U.S.C. 164)	$11,866,672	$2,752,191	23.19%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$26,147,122	$20,971,288	80.2%
State and Local Funds	$8,665,270	$9,754,095	112.57%
Totals	$123,345,388	$122,529,252	99.34%

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$6,620,547

How much funding is obligated to local or tribal safety projects?

$15,330,119

How much funding is programmed to non-infrastructure safety projects?

$7,256,652

How much funding is obligated to non-infrastructure safety projects?

$9,903,625

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$0

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

LA DOTD continues to experience difficulty in the retention of design engineers, both in the districts and in the Headquarters offices. This leads to delays in the development of safety projects along with any other delays associated with the projects such as traffic engineering studies, utility relocations, environmental issues and right-of-way acquisitions. To overcome this, LA DOTD will continue to use consultant retainer contracts (i.e. Indefinite Delivery, Indefinite Quantity (IDIQ) contracts) to prepare engineering studies, develop design plans and perform construction engineering and inspection duties. However, the Department is concerned that the private sector workforce is also strained due to lack of personnel within the state.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

The reason for the difference between the State's programmed and obligated amounts is that the programmed projects is a snapshot at the beginning of the state fiscal year. Throughout the year, project schedules move in and out of the year due to unforeseen issues. Obligated amounts are for projects authorized within the current year and are programmed prior to the current year. Also, costs tend to increase once design begins and this leads to higher obligations closer to construction.

Additionally, extended times are often needed in the preliminary engineering phase for more detailed traffic studies required by LA DOTD for intersection and non-motorized focused projects.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.000464 US 190 & LA 1026 (Roundabout)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$5466379	$11935136	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,638	45	State Highway Agency	Spot	Intersections	Appendix F4-10
H.006499 Westdale & Bernard Terrace Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.088	Miles	$467420	$467420	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.006538 Lafayette Consolidated Govt Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.456	Miles	$132626	$132626	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.006546 Intersection Upgrade N Canal & 7th St	Intersection traffic control	Modify control – new traffic signal	1	Locations	$10000	$10000	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	14,323	35	City or Municipal Highway Agency	Spot	Intersections	Appendix F4-10
H.008173 US 190 & LA 1032	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$236517	$261880	HSIP (23 U.S.C. 148)	Rural	Minor Collector	9,834	45	State Highway Agency	Spot	Intersections	Appendix F4-10
H.009290 LSU Laboratory School SRTS Project	Pedestrians and bicyclists	Install sidewalk	0.506	Miles	$1028295	$0	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.009298 Town of Oberlin Sidewalks	Pedestrians and bicyclists	Install sidewalk	0.631	Miles	$703798	$781997	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Multiple/Varies	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.009308 New Orleans DPW SRTS Sidewalk Project	Pedestrians and bicyclists	Install sidewalk	1.707	Miles	$578954	$578954	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.009320 Acadian Road Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$3120409	$3120409	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	Appendix F4-10
H.010108 Independence SRTS - Phase II	Pedestrians and bicyclists	Install sidewalk	0.797	Miles	$190588	$190588	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.010353 US 167: Access Management (Lft Turn Lns)	Access management	Median crossover - directional crossover	5.345	Miles	$3482120	$3869022	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	37,297	45-65	State Highway Agency	Spot	Intersections	Appendix F4-10

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.010922 LA 88: Realign Curves in Coteau	Alignment	Horizontal curve realignment	2	Curves	$369514	$319514	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.011075 LA 59:Roundabout @ Sharp Rd.	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$85997	$85997	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.011194 Pineville Elementary Sidewalks	Pedestrians and bicyclists	Install sidewalk	1.73	Miles	$1249813	$1328494	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.011196 Lake Charles SRTS Proj. - Barbe Elem.	Pedestrians and bicyclists	Install sidewalk	1.026	Miles	$13624	$13624	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.011260 US 190B @ Jefferson Ave. Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$223704	$223704	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.011660 LA 3225: Turn Lanes at LA 623	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$39604	$39604	Penalty Funds (23 U.S.C. 164)	Urban	Minor Arterial	11,500	35	State Highway Agency	Spot	Intersections	Appendix F4-10
H.011723 Cotton & Silo: BNSF RR Xings (St Mary)	Railroad grade crossings	Railroad grade crossings - other	2	Locations	$44939	$44939	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		County Highway Agency	Spot	Intersections	Appendix F4-10
H.011881 KCS (New Roads) Corridor	Railroad grade crossings	Railroad grade crossings - other	8	Locations	$3177	$3177	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Town or Township Highway Agency	Spot	Intersections	Appendix F4-10
H.012052 LA3092:Gauthier Rd @ Lake St Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$30664	$30664	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.012276 US 61: J-Turns at Thomas Rd.	Access management	Median crossover - directional crossover	3	Crossovers	$20000	$25000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	32,752	50	State Highway Agency	Spot	Intersections	Appendix F4-10
H.012279 Endom Bridge Realignment	Intersection geometry	Intersection realignment	1	Intersections	$9247	$9247	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	Appendix F4-10
H.012331 2017-2029 LSU Data Entry/Analysis	Miscellaneous	Data analysis	1	Data Analysis	$3774663	$3774663	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0			Data Analysis	Data	Appendix F4-10

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.012393 LA 98: Roundabout at Mills Street	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$217870	$217870	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.012465 District 61 Flashing Yellow Arrow Part 3	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	73	Intersections	$169167	$169167	Penalty Funds (23 U.S.C. 154)	Urban	Major Collector	0		State Highway Agency	Systemic	Intersections	Appendix F4-10
H.012486 District 08 Flashing Yellow Arrow Part 1	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	30	Intersections	$1488233	$1488233	Penalty Funds (23 U.S.C. 154)	Urban	Major Collector	0		State Highway Agency	Systemic	Intersections	Appendix F4-10
H.012666 District 04 Flashing Yellow Part Part 3	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	62	Intersections	$5762763	$5762763	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Intersections	Appendix F4-10
H.012685 LA 385: Ryan Street Intersection Imprs	Intersection traffic control	Modify traffic signal –other		Intersections	$151928	$151928	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.013029 I-12 @ Sherwood Forest Ped/Bike Safety	Pedestrians and bicyclists	Install sidewalk	0.684	Miles	$2597914	$2886571	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013083 Jefferson Island Sidewalk	Pedestrians and bicyclists	Install sidewalk	0.66	Miles	$889827	$988697	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013086 I.A. Lewis Elem Sidewalk - Phase 2	Pedestrians and bicyclists	Install sidewalk	0.456	Miles	$1842517	$2025500	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013090 Gretna Downtown Pedestrian Improvements	Pedestrians and bicyclists	Install sidewalk	0.413	Miles	$1691802	$1932205	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013094 Broad St - Read Blvd Ped Improvements	Pedestrians and bicyclists	Install sidewalk	1.017	Miles	$3848994	$4156041	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Multiple/Varies	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013116 LA 20 Widen: LA 307 - S. Vacherie	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	2.962	Miles	$2231091	$2478279	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,650	45	State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.013264 Dist08: Rumble Strips/Signs/Pvmt Mkgs	Roadway	Rumble strips – edge or shoulder	57.541	Miles	$4097456	$4097456	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.013344 LA 14 @ LA 397 Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$138122	$138122	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.013502 2018-2023 SHSP Capital Reg. Coalition	Miscellaneous	Miscellaneous - other	1	Person	$560648	$560648	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.013506 2018-2023 SHSP S. Central Reg. Coalition	Miscellaneous	Miscellaneous - other	1	Person	$78650	$78650	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.013533 LRSP/SR2PP Engineer 2 2020-2025	Miscellaneous	Miscellaneous - other	1	Person	$156500	$156500	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Project Management	Project Management	Appendix F4-10
H.013551 2018-2023 SHSP Northeast LA. Partnership	Miscellaneous	Miscellaneous - other	1	Person	$311339	$311339	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.013554 2018-2023 SHSP CenLa Highway Safety Coal	Miscellaneous	Miscellaneous - other	1	Person	$580963	$580963	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.013592 2018-2023 SHSP Acadiana Regional Coal	Miscellaneous	Miscellaneous - other	1	Person	$363669	$363669	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.013713 LA 60: Bogalus H.S. Ped Improvements	Pedestrians and bicyclists	Install sidewalk	0.21	Miles	$10000	$10000	Penalty Funds (23 U.S.C. 164)	Urban	Major Collector	3,911	35	State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013714 Valhi Blvd Shared-Use Path (Houma)	Pedestrians and bicyclists	Install sidewalk	0.73	Miles	$170548	$170548	Penalty Funds (23 U.S.C. 164)	Urban	Major Collector	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013716 US 167: Mt Vernon Dr-Churchille Dr (Laf)	Pedestrians and bicyclists	Install sidewalk	0.75	Miles	$252525	$280583	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	37,149		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013719 US 61 @ I-10 EB Off Ramp Ped Impr (NO)	Pedestrians and bicyclists	Install sidewalk	0.324	Miles	$28854	$32060	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	48,600		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.013751 Downtown	Pedestrians and bicyclists	Install sidewalk	0.346	Miles	$165575	$165575	Penalty Funds (23 U.S.C. 154)	Urban	Local Road or Street	0		County Highway Agency	Spot	Pedestrians	Appendix F4-10

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Greenway LA Connector (BR)															
H.013770 LRSP Signing and Striping (Iberia)	Roadway delineation	Wider Edge Lines (6 inch markings)	29.536	Miles	$559489	$559489	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.013773 2018-2023 SHSP New Orleans & North Shore	Miscellaneous	Miscellaneous - other	1	Person	$50000	$50000	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.013799 2018-2023 SHSP Northwest Regional Transp	Miscellaneous	Miscellaneous - other	1	Person	$189396	$189396	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.014295 US165&LA 139 Prep to Stop Beacons(Ouach)	Intersection traffic control	Intersection flashers –sign-mounted or overhead	9	Intersections	$1410604	$1410604	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.014408 LA 67: RCUT @ Blount Rd	Access management	Median crossover - directional crossover	1	Intersections	$40000	$50000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	34,300		State Highway Agency	Spot	Intersections	Appendix F4-10
H.014492 LA 347: LA 350 - LA 351	Roadside	Roadside grading	4.273	Miles	$1273004	$1414449	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.014579 FYA Signal Improvements (LCG)	Intersection traffic control	Modify traffic signal – add flashing yellow arrow	28	Intersections	$1800026	$1800026	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Intersections	Appendix F4-10
H.014640 Local Road Signing & Striping (St. Mary)	Roadway delineation	Roadway delineation - other	29.744	Miles	$169491	$169491	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.014661 US 61 @ N Elm St	Pedestrians and bicyclists	Install new crosswalk	1	Locations	$140264	$155848	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	20,525		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.014663 D05 Safety Improvements @ Curves PH 1	Roadway	Pavement surface – high friction surface	15	Locations	$224174	$249082	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.014712 LA6: Roundabout at LA 504	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$5324049	$5423066	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.014761 LA 57: Cedar Grove Rd - Bobtown Bridge	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	2.32	Miles	$1468031	$1468031	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	3,622		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.014762 LA 44 - I-10 - LA 621	Shoulder treatments	Shoulder treatments - other	1	Locations	$317704	$317704	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	19,323		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.014827 LA 27: LA 108 - I-10	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$1176578	$1307309	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,936		State Highway Agency	Spot	Intersections	Appendix F4-10
H.014836 US 165: Henry Ave - US 425 South	Pedestrians and bicyclists	Pedestrians and bicyclists – other	5	Intersections	$245845	$273161	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Multiple/Varies	Principal Arterial-Other	10,175		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.014906 UP Several RR Xings (Eunice)	Railroad grade crossings	Active grade crossing equipment installation/upgrade	8	Locations	$51650	$51650	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.014930 Rumble Strips: District 61 - Area C	Roadway	Rumble strips – edge or shoulder	22.621	Miles	$222614	$222614	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015005 LA 173: Left Turn Lanes at Russell Road	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$1098124	$1220138	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,490	55	State Highway Agency	Spot	Intersections	Appendix F4-10
H.015010 Local Road Striping & Signing (Bossier)	Roadway delineation	Improve retroreflectivity	48.908	Miles	$3518861	$3518861	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015011 Local Rd Striping & Signing (Ascension)	Roadway delineation	Improve retroreflectivity	30.618	Miles	$232325	$232325	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015112 US 90B: Manhattan Blvd-LA 45	Roadway	Pavement surface – high friction surface	1	Locations	$528101	$586779	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	98,946		State Highway Agency	Spot	Roadway Departure	Appendix F4-10
H.015196 Local Road Striping & Signing (DeSoto)	Roadway delineation	Improve retroreflectivity	41.666	Miles	$143122	$143122	Penalty Funds (23 U.S.C. 154)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015198 S. Carrollton Ave Ped & Bike Impr (NO)	Pedestrians and bicyclists	Install sidewalk	0.342	Miles	$4166	$4166	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	52,506	35	City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015201 Richwood Sidewalks Ph 2(Ouachita Parish)	Pedestrians and bicyclists	Install sidewalk	0.81	Miles	$178286	$198096	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	12,119	55	State Highway Agency	Spot	Pedestrians	Appendix F4-10

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.015202 Donaldonsville Sidewalk Improvements	Pedestrians and bicyclists	Install sidewalk	0.991	Miles	$25000	$25000	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015203 Pinhook @ Verot Ped Impr (Laf)	Pedestrians and bicyclists	Install sidewalk	0.257	Miles	$20488	$24488	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015204 Town Center Pkwy Sidepath (Slidell)	Pedestrians and bicyclists	Install sidewalk	1.104	Miles	$334136	$334136	Penalty Funds (23 U.S.C. 154)	Urban	Minor Collector	0	35	City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015206 Guillory St Shared Use Path (Westlake)	Pedestrians and bicyclists	Install sidewalk	0.848	Miles	$25000	$25000	Penalty Funds (23 U.S.C. 164)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015207 Community College Dr SUP (BR)	Pedestrians and bicyclists	Install sidewalk	0.431	Miles	$4147	$4147	Penalty Funds (23 U.S.C. 154)	Urban	Local Road or Street	0	30	County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015210 Judge Tanner Blvd Sidewalk (St Tammany)	Pedestrians and bicyclists	Install sidewalk	0.298	Miles	$221098	$221098	Penalty Funds (23 U.S.C. 154)	Urban	Major Collector	5,000	25	County Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015211 Burgess Ave Sidewalk-Phase 4 (Walker)	Pedestrians and bicyclists	Install sidewalk	1.384	Miles	$4341	$4341	Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	7,781	35	City or Municipal Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015226 US 90: Roundabout at LA 101	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$491193	$491193	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.015371 Canal Blvd & 5th St: Intersection Impr	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Intersections	$95137	$95137	Penalty Funds (23 U.S.C. 154)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	Appendix F4-10
H.015418 I-20:Lincoln/Madison Parish Tree Removal	Roadside	Removal of fixed objects (trees, poles, etc.)	44.878	Miles	$4978031	$5531146	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015470 2023-2028 SHSP Southwest Reg. Coalition	Miscellaneous	Miscellaneous - other			$200000	$200000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10

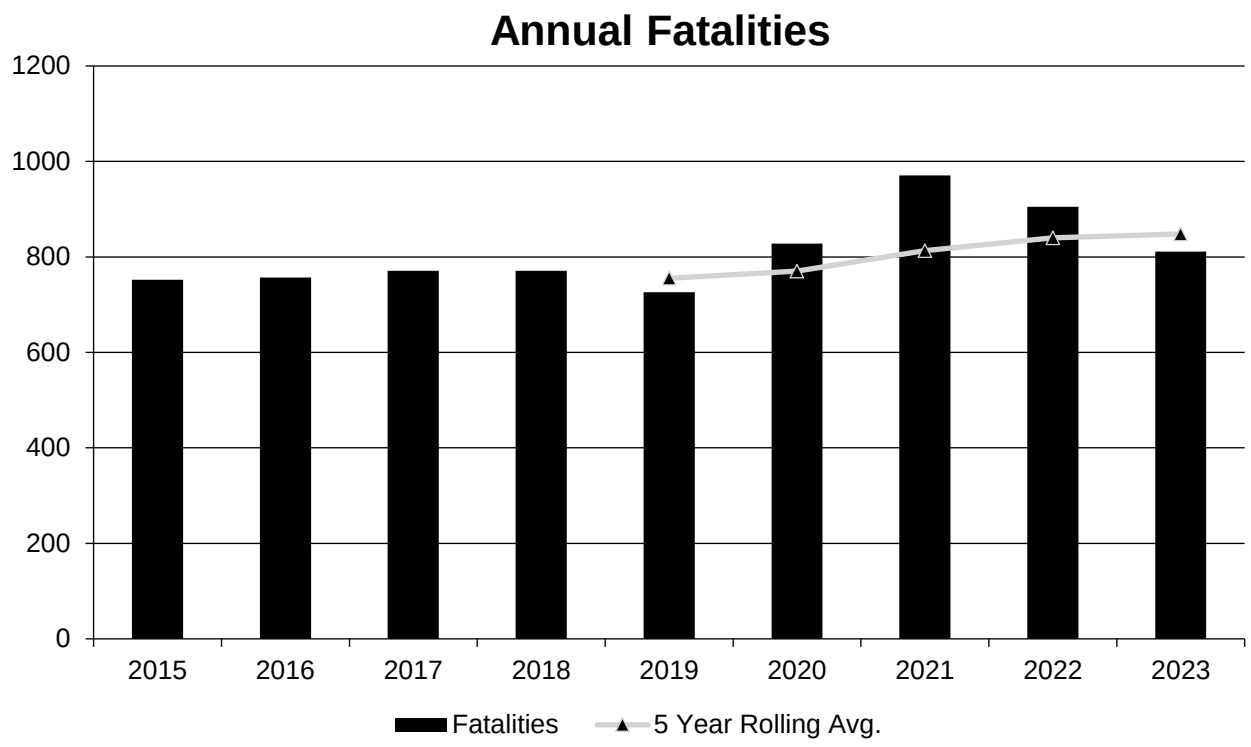
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
H.015487 Nola Ped Safety Impr - Phase 2	Pedestrians and bicyclists	Install new crosswalk	53	Intersections	$965985	$965985	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Pedestrians	Appendix F4-10
H.015501 US 90 at LA 182 Improvements	Access management	Change in access - close or restrict existing access	1	Access points	$711543	$790603	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.015537 2023-2028 SHSP North Shore Reg Coalition	Miscellaneous	Miscellaneous - other			$400000	$400000	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.015570 2023-2028 SHSP New Orleans Reg Coalition	Miscellaneous	Miscellaneous - other			$400000	$400000	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.015579 LA 20 @ St. Patrick St Intersection Imp	Intersection geometry	Intersection geometry - other	1	Intersections	$777738	$777738	Penalty Funds (23 U.S.C. 154)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.015594 D05 Rumble Strips and Striping Ph 1	Roadway delineation	Improve retroreflectivity	179.973	Miles	$9473477	$9473477	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	Appendix F4-10
H.015640 LA 150 & LA 818: Roundabout	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$121922	$121922	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	Appendix F4-10
H.015645 LA 47 Hayne Blvd Safety Improvements	Miscellaneous	Transportation safety planning			$261928	$291031	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	0		State Highway Agency	Spot	Pedestrians	Appendix F4-10
H.015750 2024-2029 SHSP Northeast Reg Coalition	Miscellaneous	Miscellaneous - other			$110728	$110728	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0		State Highway Agency	Planning	Planning	Appendix F4-10
H.972419 SHSP Development and Planning 2022	Miscellaneous	Data analysis			$177750	$177750	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	N/A	N/A	0			Planning	Planning	Appendix F4-10
H.972434 Section 82/Highway Safety Program	Miscellaneous	Transportation safety planning			$2182152	$2182152	Penalty Funds (23 U.S.C. 154)	N/A	N/A	0			Planning	Planning	Appendix F4-10
H.972491 Section 33 LTAP 10/1/2022-9/30/2024	Miscellaneous	Transportation safety planning			$367166	$367166	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0			Planning	Planning	Appendix F4-10

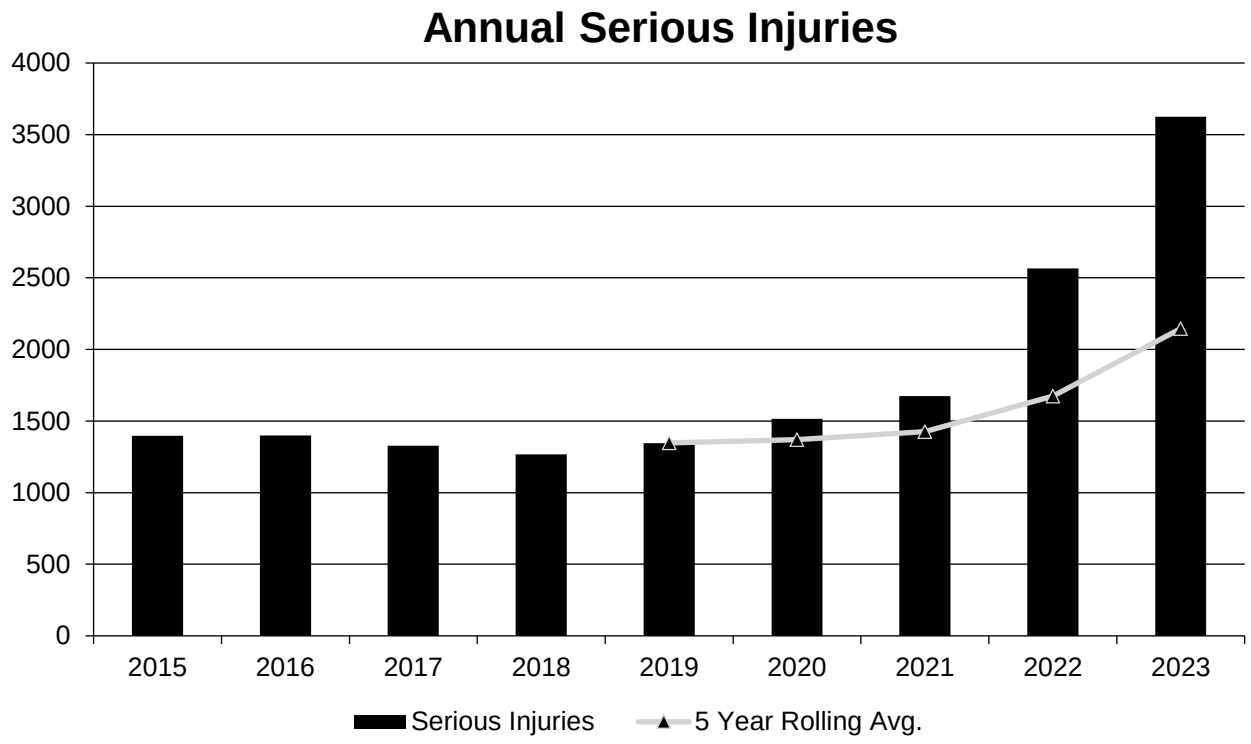
Safety Performance

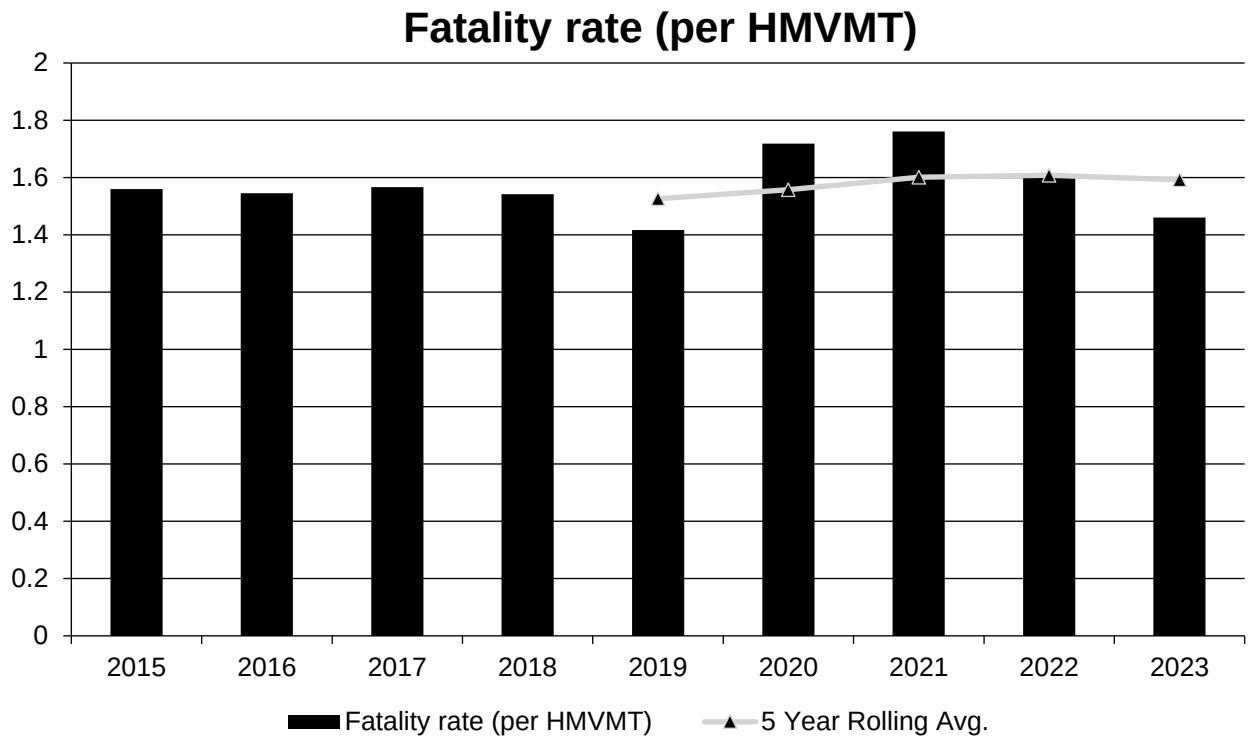
General Highway Safety Trends

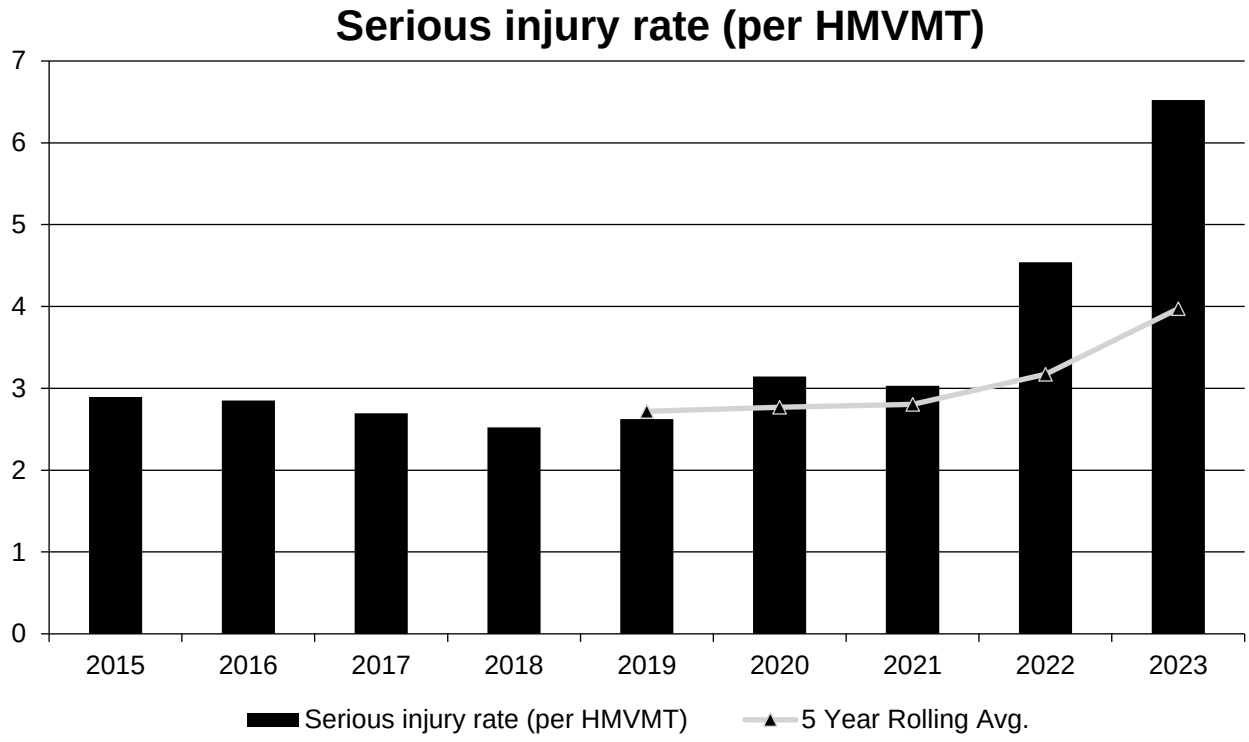
Present data showing the general highway safety trends in the State for the past five years.

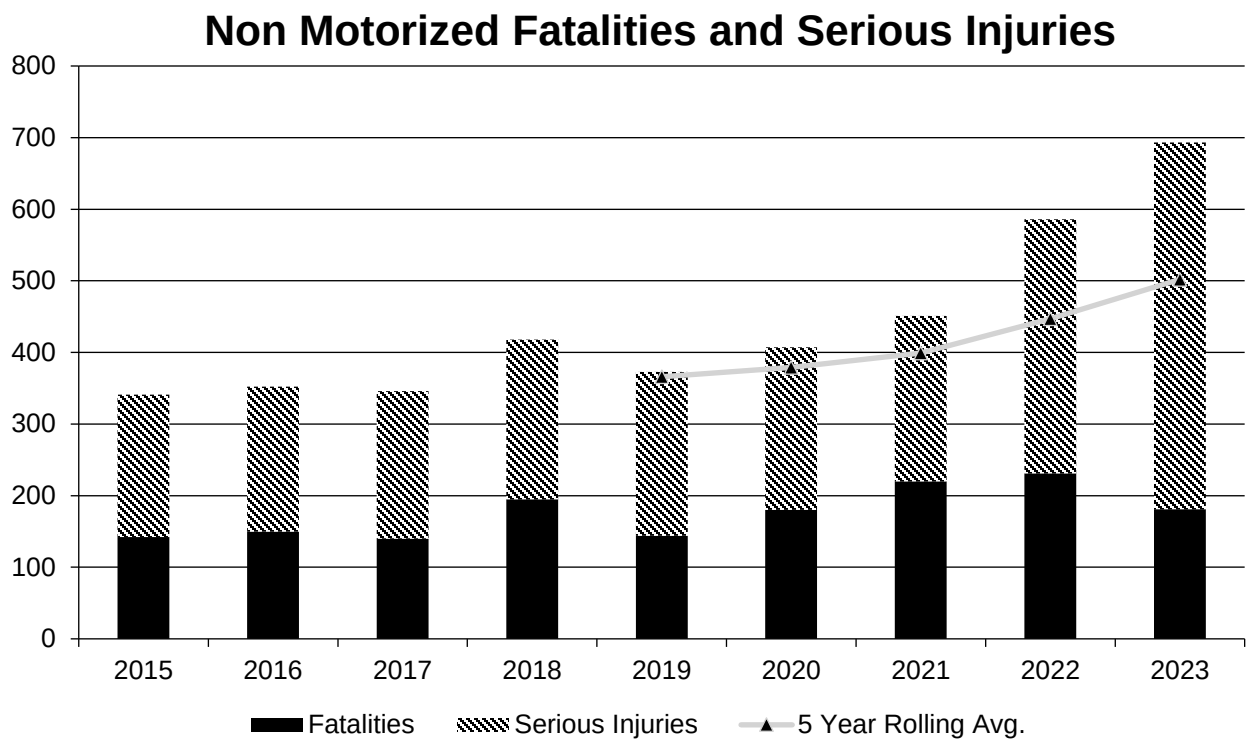
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	752	757	771	771	726	828	971	905	811
Serious Injuries	1,396	1,399	1,328	1,267	1,346	1,516	1,675	2,566	3,624
Fatality rate (per HMVMT)	1.560	1.545	1.566	1.542	1.417	1.718	1.761	1.602	1.460
Serious injury rate (per HMVMT)	2.896	2.853	2.696	2.524	2.624	3.145	3.031	4.542	6.523
Number non-motorized fatalities	142	150	140	195	144	180	220	231	181
Number of non-motorized serious injuries	199	202	206	223	229	227	231	355	512


Annual Fatalities
1200
1000
800
600
400
200
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
7
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Although the State saw another decrease in fatalities in 2023 compared to 2021 and 2022, the State has not yet reached its pre-pandemic level of 727 fatalities in 2019.

The State continues to see a rise in suspected serious injury crashes since the state adopted the new definition in 2019. Between 2021 and 2023, serious injuries increased by more than 100%. This can be attributed 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. Also, there were many outreach/training opportunities with the new software tool deployment which has brought more attention to the newer injury codes and definitions. Based on first two quarters of 2024, suspected serious injury data and comparing the State's suspected serious injury data with neighboring states with similar population and number of total crashes, it is anticipated that the new baseline for suspected serious injuries may level out in 2024.

Describe fatality data source.

FARS

To the maximum extent possible, present this data by functional classification and ownership.

Year 2023

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	49	45.4	0.65	0.61
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.4	1.4	1.84	0.93
Rural Principal Arterial (RPA) - Other	41.4	38.4	1.55	1.44
Rural Minor Arterial	79.2	81.8	2.62	2.72
Rural Minor Collector	31.6	41.8	2.31	3.08
Rural Major Collector	90.4	123.8	2.48	3.41
Rural Local Road or Street	49.6	104.6	1.72	3.61
Urban Principal Arterial (UPA) - Interstate	80.4	209.8	0.75	1.97
Urban Principal Arterial (UPA) - Other Freeways and Expressways	8.8	18.8	0.71	1.52
Urban Principal Arterial (UPA) - Other	149.2	506.2	1.87	6.36
Urban Minor Arterial	133.4	440.4	1.91	6.33
Urban Minor Collector	16.4	55	1.31	4.38
Urban Major Collector	71.6	227	1.78	5.64
Urban Local Road or Street	43.8	239.4	1.51	8.21

Year 2023

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	666.4	1,321.2	1.55	3.07
County Highway Agency	81	260.4	1.32	4.22
Town or Township Highway Agency				
City or Municipal Highway Agency	99.8	564.2	1.56	8.75
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Table 1 (Functional Classification) reflects data captured on state-owned and locally-owned roadways using 2019-2023 crash data and available traffic information categorized by functional class from HPMS and highway class segments. The LA DOTD Highway Safety Section worked closely with the LA DOTD Data Collection Section to develop a process for capturing traffic data from HPMS submittals on state-owned and locally-owned roadways. Please note, the LA DOTD 2023 Annual Report used rural and urban classifications from the Louisiana crash report (city code). In the 2024 Annual Report, the data in Table 1 used the rural and urban classifications from LA DOTD roadway base map which is based on urbanized and urban areas from US Census data. Table 2 (Roadway Ownership) continues to include data captured on state-owned and locally-owned roadways.

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Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:832.0

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and LA DOTD have continued to team up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the American Association of State Highway and Transportation Officials (AASHTO) goal of halving fatalities by 2030. Louisiana's SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increasing trend in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2025. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. Although the State saw another decrease in fatalities in 2023 compared to 2021 and 2022, we have not yet reached our pre-pandemic level of 727 fatalities in 2019. A steady percentage based reduction was chosen as the most practical justification for determining the 2025 target. To achieve the 2025 target, fatalities will have to be reduced by two percent from 849 (2019 to 2023 average) to 832.0 in 2025.

Number of Serious Injuries:2102.0

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD have continued to team up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite a relatively steady number of suspected serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2025. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. Since the adoption of the national definition for suspected serious injuries in 2019, suspected serious injuries have steadily increased each year. Between 2021 and 2023, serious injuries increased by more than 100% which can be attributed to the deployment of the new state sponsored crash reporting software, eCrash, which has the newer injury 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. Also, there were many outreach/training opportunities with the new software tool deployment which has brought more attention to the newer injury codes and definitions. Based on first two quarters of 2024, suspected serious injury data and comparing our suspected serious injury data with neighboring states with similar population and number of total crashes, it is anticipated that our new baseline for suspected serious injuries may level out in 2024. A five-year average trend line was chosen as the most practical justification for determining the 2025 target. To achieve the 2025 target, serious injuries will have to be reduced by two percent from 2145 (2019 to 2023 average) to 2102.0 in 2025.

Fatality Rate:1.560

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD have continued to team up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2025. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. It is noted that the reported statewide VMT for 2023 decreased slightly from 2022 (555.6 VMT in 2023 compared to 565 VMT in 2022) which did not affect the fatality rate as much as the decrease in fatalities overall.

The 1% decrease on the five year average trend for fatality rate was chosen for the state. To achieve the 2025 target, the fatality rate per 100 MVMT will have to be reduced by 2 percent from 1.591 (2019 to 2023 average) to 1.560 in 2025.

Serious Injury Rate:3.893

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate, serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2025. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average. 2023 showed another significant increase in serious injury crash rate compared to already elevated 2021 and 2022 values despite minimal changes to traffic volumes from 2021 to 2023. This is attributed to serious injuries increasing by over 100% from 2021 to 2023, while VMT increased by less than 1% during the same time period. To achieve the 2025 target, the serious injury rate per 100 MVMT will have to be reduced by 2 percent from 3.973 (2019 to 2023 average) to 3.893 in 2025.

Total Number of Non-Motorized Fatalities and Serious Injuries:492.0

Describe the basis for established target, including how it supports SHSP goals.

The overall goal is to reduce fatal and serious injury crashes on Louisiana roadways. This goal is especially critical for our most vulnerable non-motorized users, a population that has seen rapid growth in recent years. As mentioned previously, LHSC and the LA DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030 for all road users. The SHSP, which the LA DOTD oversees, reflects this overall goal as well. Despite an increase in fatalities and serious injuries over the last few years, it was decided to renew the commitment to saving lives and continue to set decreasing targets. LA DOTD reviewed the actual and linear trend of fatalities, fatality rate,

serious injuries, serious injury rate and the statewide non-motorized fatalities and serious injuries over 5 year moving periods dating back to 2005. Trends were evaluated to determine if a linear trend could be established and carried through 2025. In most cases, a linear trend-derived target was adopted. These targets are consistent with years past and represent a 1% annual decrease from the most current 5-year average.

Non-motorized user fatalities and serious injuries continued to increase in 2023 from 586 in 2022 to 693 in 2023. This includes 181 fatalities (146 pedestrians, 35 cyclists) and 512 (351 pedestrians, 161 cyclists) suspected serious injuries. However, as practical solutions are planned, initiated, prioritized, and implemented, and as awareness is heightened following the publication of the 2023 VRU Safety Assessment, the State continues to strive towards a 1% decrease annually. To achieve the 2025 target, the non-motorized users fatalities and serious injuries will have to be reduced by 2 percent from 502 (2019 to 2023 average) to 492.0 in 2025.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

With guidance from LA DOTD, LSU/CARTS has developed a web-based dashboard to support safety performance management and target setting at state and regional levels. This dashboard calculates the five year averages for the performance measures and provides estimated vehicle miles traveled (VMT) data, all of which can be broken down by state or MPO area. The dashboards can also be used to calculate a linear trend forecast.

Although, the Regional Safety Coalitions represent larger geographic areas than the MPOs, they are implementing consistent target setting for the entire region. As evidence, statewide emphasis area teams use the performance measures as outputs on their statewide emphasis area action plans. The teams track performance measure targets as output measures for fatalities and serious injuries by specific emphasis area and sub categories. These output measures are directly correlated to the State's overall performance measure targets (e.g. the output measure for impaired driving serious injuries is a 1% reduction, which aligns with the statewide serious injuries target). The Regional Safety Coalitions use the same output measures for their regional emphasis area action plans as the statewide plans. By having all emphasis area action plans, both state and regional, using the performance measure targets as output measures, specific areas of need by both problem and geographic area can be identified and addressed. Louisiana has chosen this methodology to reach their annual targets of reducing fatalities and serious injuries on Louisiana's highways, as well as, their overall goal of halving fatalities by 50% by 2030.

LA DOTD and LHSC have been working together for the past several years to obtain agreement on targets. They have reviewed trends using three and five-year averages and chosen targets based on the trend line that seems most reasonable based on the R-squared and the annual percentage reduction required to meet the target. Once LA DOTD and LHSC agree on targets, the targets are communicated to SHSP State and Regional Leaders.

According to the Planning Final Rule (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule issued May 27, 2016) Metropolitan Transportation Plans (MTPs) will need to discuss how the plan will achieve safety targets. The MPOs Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) also must discuss how they will achieve targets. Every MTP update will include development of a System Performance Report, which identifies targets and documents whether the region achieved its targets. Safety performance management happens annually. However, for other performance measures, it will not be reported annually. The review of MPO target achievement will be part of FHWA planning process reviews. Any needed changes will happen within the planning process review. There is no consequence for MPOs in the Federal legislation. MPOs will report their targets (either targets specific to the region or support of the five State safety targets, or a combination of the

two) to the LA DOTD in writing. A formal memo is issued to MPO Directors from LA DOTD each fall, with details on state targets, link to web-based dashboard and requirements for MPO target setting.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2023 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	797.0	848.2
Number of Serious Injuries	1396.0	2145.4
Fatality Rate	1.568	1.592
Serious Injury Rate	2.748	3.973
Non-Motorized Fatalities and Serious Injuries	390.0	502.0

Louisiana did not achieve the 2023 safety performance targets for number of fatalities, number of serious injuries, serious injury rate and non-motorized fatalities and serious injuries. The State did achieve a lower fatality rate than anticipated for 2023. The State attributes this decrease in the fatality rate to a higher decrease in fatalities and minimal change in traffic volumes between 2021 and 2023. This continues to be attributed to a normalization of travel patterns and activities following years of pandemic related stagnation and the sporadic increase of activity in 2021. It is also theorized that the increase in law enforcement presence across the state since 2021 may have a positive influence on driver behavior.

LA DOTD is continuing to focus its HSIP funds toward the SHSP Infrastructure and Operations subcategories of roadway departure, intersections, and non-motorized users as outlined in the State's HSIP Implementation Plan. Fortunately, in Louisiana, the LA DOTD Highway Section continues to have the executive level support to target and obligate HSIP dollars based on percentage breakdowns derived from the crash data. With this commitment, the LA DOTD continues to make progress towards its short term and long term goals and action items identified in the most recent HSIP Implementation Plan. As identified in the plan, LA DOTD also aims to program a balance of hot spot and systemic type projects. LA DOTD continues to look for opportunities to partner with other funding sources to address as many sites as possible within a given year. LA DOTD continues to split its funding between local and state routes with a goal of increasing the split for local routes to match the crash data if the support is there from local municipalities. Streamlining the application process and obtaining more interest from local entities is critical for achieving this goal.

It is noted that infrastructure and operations projects take 3-5 years on average to implement from time of programming so any modifications to programming can take multiple years to see the impacts. LA DOTD also is actively pursuing non-motorized focused safety projects on local and state routes with a goal of spending 20% of HSIP construction funds on these types of projects. Additionally, it is noted that driver behavior has a major impact on roadway departure, intersection related, and non-motorized crashes. Impairment, distractions, and occupant protection can have a major influence on the result of the injury.

LA DOTD continues to work with SHSP statewide leaders, LHSC, and LSP on SHSP strategies to reduce the potential for fatal/serious injury crashes related to the behavioral emphasis areas. LA DOTD continues to strive

towards influential policy/legislation to improve safe driving behaviors. Overall, the State has made steady progress with educating lawmakers on issues surrounding distracted driving. However, a statewide hands free bill has not gained enough support for full passage.

The MPO Safety Performance Target Setting web based portal continues to be updated for MPOs to use as part of the outreach at the regional level. Many of the MPOs are using this portal within their committee meetings to present and discuss safety data and targets at the state and regional level.

Although previous state Legislative sessions have supported untraditional enforcement strategies such as automated point to point speed enforcement, this most recent 2024 Louisiana Legislative Session removed the option for local and state agencies to use automated enforcement on public roads statewide. Another bill eliminated the first Highway Safety Corridor designation along an elevated 18 mile segment of interstate with segments of High Potential for Safety Improvement. With the shift towards more traditional education and enforcement, we plan to revive the statewide Highway Safety Corridor Program using active legislation still in place. Although automated speed enforcement is off the table, this is still an exciting opportunity to combine traditional enforcement, education, and engineering solutions on individual corridors and open opportunities for bringing more awareness to critical safety issues – both behavioral and infrastructure-focused.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	78	95	106	113	94	117	110
Number of Older Driver and Pedestrian Serious Injuries	99	82	110	122	137	205	252

Of the 110 fatalities in 2023, 20 were older pedestrians and 90 were older drivers.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Other-Change in fatals and serious injuries crashes at locations in the HSIP

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Based on 2023 statewide crash data, the State has observed an 11.7% decrease in total roadway fatalities and a 40% increase in total suspected serious injuries from the previous year. Since the adoption of the national definition for suspected serious injuries in 2019, suspected serious injuries have steadily increased each year. Between 2021 and 2023, suspected serious injuries increased by more than 100% which can be attributed to the deployment of the new state sponsored crash reporting software, eCrash, which has the newer injury definitions embedded in the software for easy access and reference for all law enforcement agencies investigating crashes. As a result, the State anticipates that this has created more consistency and accuracy across the state with reporting suspected serious injury crashes. Also, there were many outreach/training opportunities with the new software tool deployment which has brought more attention to the newer injury codes and definitions. Based on the first two quarters of 2024 injury data and comparing our suspected serious injury data with neighboring states, it is anticipated that our new baseline for suspected serious injuries may level out in 2024.

The State continues to see an increasing trend in non-motorized fatalities and suspected serious injuries. The LA DOTD Highway Safety Section has relied on the results of the 2021 Pedestrian Crash Assessment and 2023 VRU Safety Assessment to assist District offices and locals in gaining insight into potential causes and strategies to address this, and to program additional HSIP projects for this crash type. Based on the data analysis using models for state routes, a network screening list has been developed using LOSS and expected pedestrian crashes in the Pedestrian Crash Assessment. The VRU Safety Assessment used geospatial polygons across the state to develop models of predicted and expected crashes. This approach allows the state to consider local and state routes together within specific communities. Over-representation analysis of potential risk factors related to non-motorized user crashes was included in both planning documents. Data used included observed non-motorized user crashes, highway classification, AADT, population density, percentage of households below poverty line, percentage of households with no vehicle, percentage of unemployed, median income, proximity to park and school, etc.

Also, before/after fatal and serious injury crash rate evaluations were calculated for 23 completed HSIP Safety Projects with Final Inspection dates in 2020. The evaluated projects had available post-improvement traffic data and the area of focus was roadway departure and intersection related. The 23 projects were broken down into 592 sites: 41 intersections and 551 segments where crash data was pulled by injury level for 3 years before and 3 years after construction. This is one of the first years the State was able to review multiple completed Districtwide intersection and roadway departure systemic projects due to better tracking of location data.

Overall, the State saw a combined crash rate increase of 0.67% for fatal and serious injury crashes and crash rate reduction of 14.8% for all crashes

There are few items to consider based on this evaluation:

1) The pre-improvement evaluation period was entirely pre-pandemic when the state was experiencing decreasing fatal trends statewide;

2) The post-improvement evaluation period included 3 years post-pandemic when the state was experiencing a sha

4) The roadway departure systemic projects had the most sites with extremely short lengths of roadway which required the crash rates to be weighted to compensate for this;

5) The same ADTs were used for pre and post evaluations due to adoption of new ADT estimation methodology during the evaluation period and lack of consistent pre-improvement ADT; and

6) The state recently adopted the national definition for suspected serious injury crashes during the evaluation period and as a result, we are seeing an increase in reporting of suspected serious injury crashes statewide w -year shift to the national definition.

In addition, the five performance measures are tracked by SHSP emphasis area and documented on the annual statewide and regional SHSP action plans.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

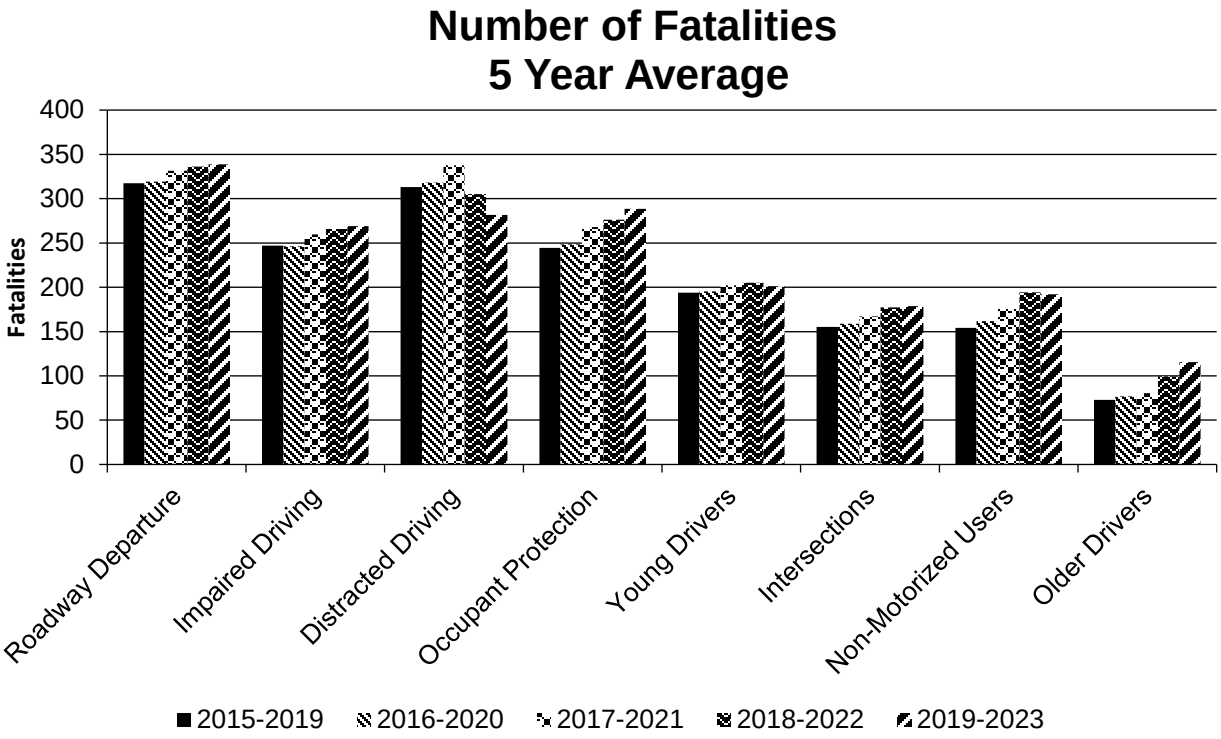
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Policy change

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

Year 2023

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure		338.8	622.6	0.64	1.15
Impaired Driving		269	324.2	0.5	0.6
Distracted Driving		281.8	802.4	0.54	1.51
Occupant Protection		288.6	406	0.54	0.75
Young Drivers		201	654.4	0.38	1.21
Intersections		178.8	806	0.33	1.49
Non-Motorized Users		192.2	318.6	0.36	0.59
Older Drivers		115.4	239.8	0.21	0.44


Number of Fatalities
5 Year Average
Fatalities
400
350
300
250
200
150
100
50
0
Roadway Departure
Impaired Driving
Distracted Driving
Occupant Protection
Young Drivers
Intersections
Non-Motorized Users
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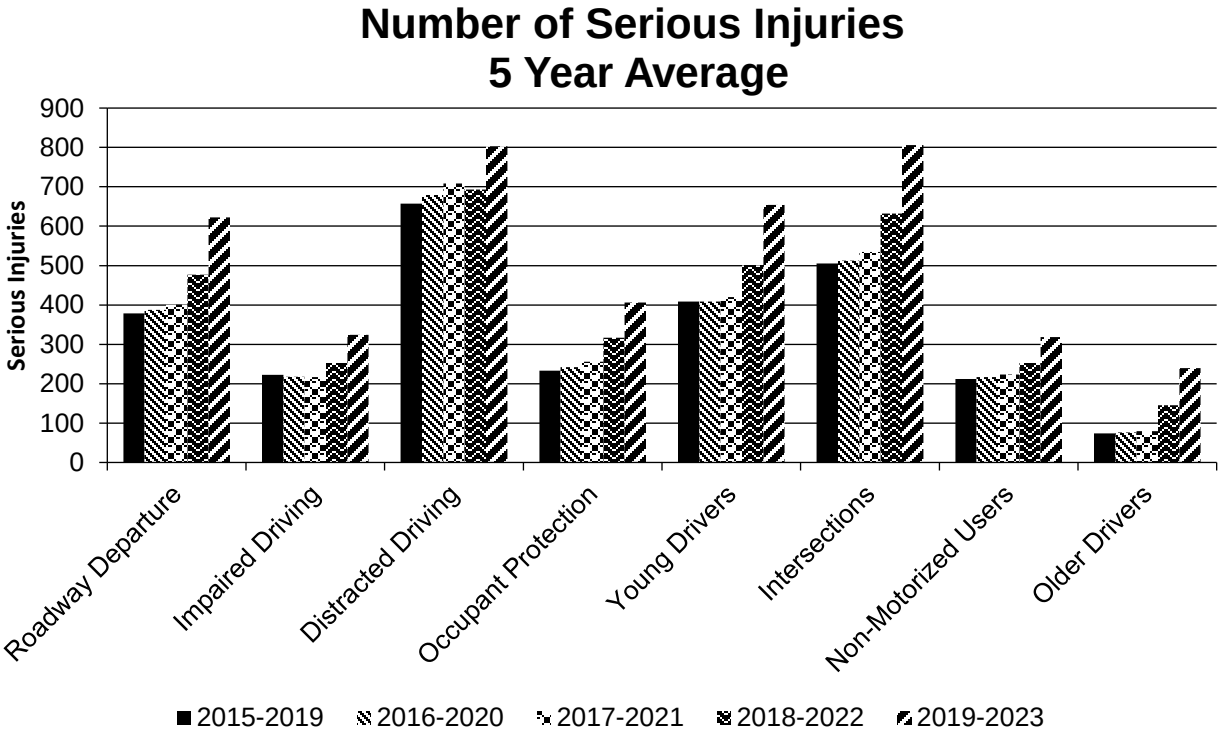
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
Roadway Departure
Impaired Driving
Distracted Driving
Occupant Protection
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Intersections
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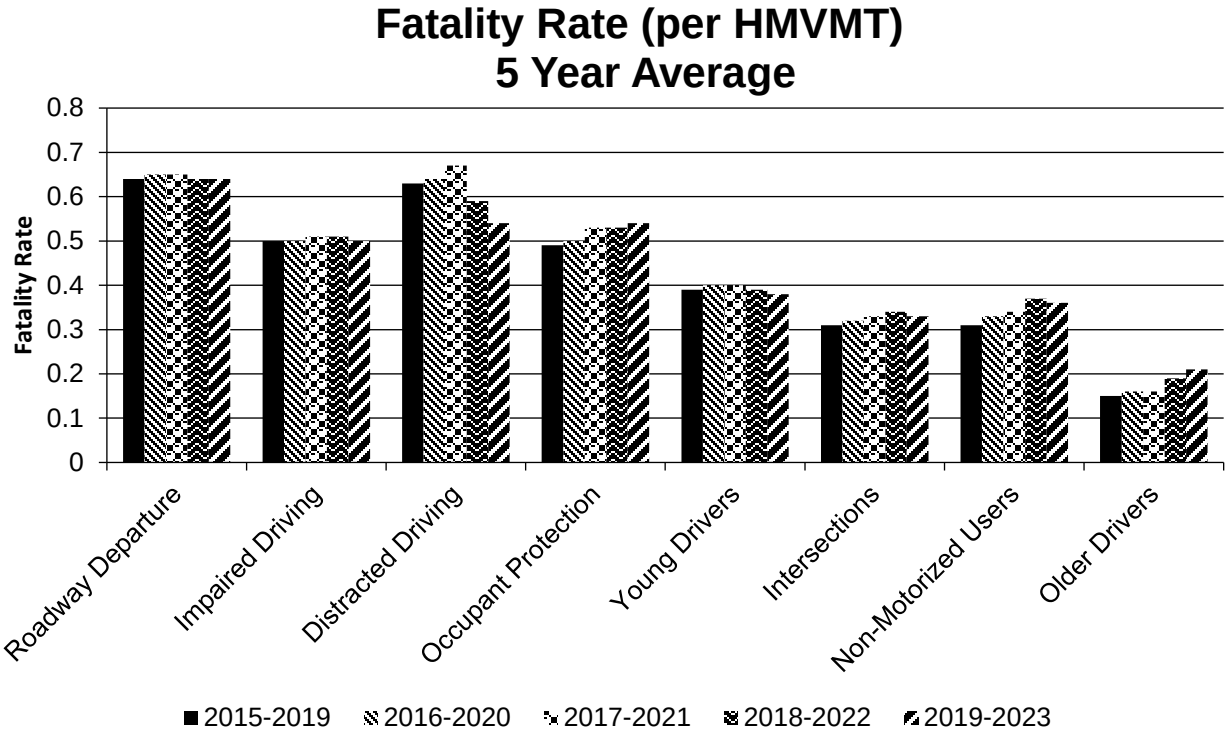
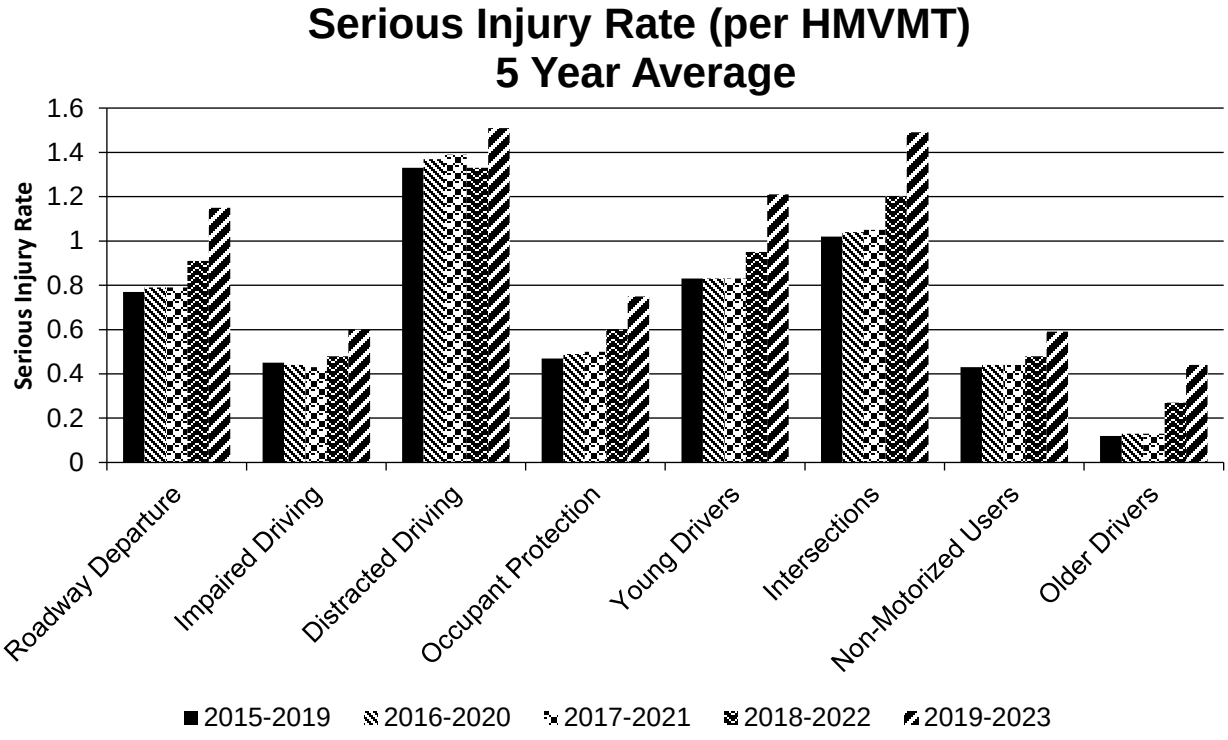
2016-2020
2017-2021
2018-2022
2019-2023





In 2024, data elements used to calculate roadway departure, lane departure, distracted driving and non-motorized users were updated, resulting in reporting changes for 2023.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

07/20/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2026

When does the State anticipate completing its next SHSP update?

2027

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	1	1					1	1	1	1
	Route Number (8) [8]	1	1								
	Route/Street Name (9) [9]	1	1								
	Federal Aid/Route Type (21) [21]	1	1								
	Rural/Urban Designation (20) [20]	1	1					1	1		
	Surface Type (23) [24]	1	1					1	1		
	Begin Point Segment Descriptor (10) [10]	1	1					1	1	1	1
	End Point Segment Descriptor (11) [11]	1	1					1	1	1	1
	Segment Length (13) [13]	1	1								
	Direction of Inventory (18) [18]	1	1								
	Functional Class (19) [19]	1	1					1	1	1	1

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	1	1								
	Access Control (22) [23]	1	1								
	One/Two Way Operations (91) [93]	1	1								
	Number of Through Lanes (31) [32]	1	1					1	1		
	Average Annual Daily Traffic (79) [81]	1	1					1	1		
	AADT Year (80) [82]	1	1								
	Type of Governmental Ownership (4) [4]	1	1					1	1	1	1
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]			1	1						
	Intersection/Junction Traffic Control (131) [131]			1	1						
	AADT for Each Intersecting Road (79) [81]			1	1						
	AADT Year (80) [82]			1	1						
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at					1	1				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					1	1				
	Ramp Length (187) [177]					1	1				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					1	1				
	Roadway Type at End Ramp Terminal (199) [189]					1	1				
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					0.7					
	Year of Ramp AADT (192) [182]					0.7					
	Functional Class (19) [19]					1	1				
	Type of Governmental Ownership (4) [4]					1	1				
Totals (Average Percent Complete):		**1.00**	**1.00**	**0.50**	**0.50**	**0.76**	**0.64**	**1.00**	**1.00**	**1.00**	**1.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Through possible future “Big Data” avenues, the expansion of field crews and expanding consultant contract activities, LA DOTD is moving towards a 100% completion of the MIRE FDE’s. LA DOTD is currently under contract with a consultant, who is building out an Intersection Program that will be fully MIRE 2.0 compliant. Through this endeavor, LA DOTD has piloted several Parishes with the expectation of processing intersections at a statewide level in the near future. LA DOTD has yet to begin an actual Interchange Program, but will likely continue this endeavor with the consultant upon completion of the Intersection Program. LA DOTD is also pursuing Artificial Intelligence (AI) technologies in hopes of obtaining more MIRE elements from its Statewide geo-referenced photo logs and for further use in obtaining and/or validating current FDE’s, where applicable. All current and future relevant MIRE data elements will likely be stored and maintained in the Departments current Enterprise GIS, Roads & Highways, for further use in safety analysis processes.

Optional Attachments

Program Structure:

2023 SRTPPP Application.docx
2023 Safe Routes to Public Places Program Guidelines Final.pdf
2023 Safe Routes to Public Places Program Evaluation and Selection Policy Final.docx
2024_Statewide Infrastructure and Operations Action Plan.pdf
FINAL_REVISED_HSIP Infrastructure State Routes Project Selection Guide v17_REV.pdf
2018_LRSP Guidelines & Policies.docx
2023_LRSP Application.docx
2023_LRSP Evaluation Form.xlsx
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.