



LOUISIANA HIGHWAY SAFETY PLAN

Federal Fiscal Year 2016



prepared for

National Highway Traffic Safety Administration

prepared by

Louisiana Highway Safety Commission

July 1, 2015

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List of Acronyms

BAC	Blood Alcohol Concentration
BRCA	Baton Rouge Collegiate Alliance
CDS	Crash Data System
CTW	Countermeasures That Work
CMV	Commercial Motor Vehicle
CPS	Child Passenger Safety
DOTD	Louisiana Department of Transportation and Development
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HSIP	Highway Safety Improvement Program
ISDS	Information Systems and Decision Sciences (at LSU)
JUDE	Juvenile Underage Drinking Enforcement
LaHEC	Louisiana Higher Education Coalition to Reduce Alcohol, Tobacco, and Other Drugs
LEL	Law Enforcement Liaison
LHSC	Louisiana Highway Safety Commission
LMSAC	Louisiana Motorcyclists' Safety and Awareness Committee
LSP	Louisiana State Police
LSU	Louisiana State University

MAC	Motorcycle Awareness Campaign
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organizations
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
NPSP	National Priority Safety Programs
OP	Occupant Protection
P&A	Planning and Administration
PDO	Property Damage Only
PI&E	Public Information and Education
PIO	Public Information Officer
PTS	Police Traffic Services
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users
SCPDC	South Central Planning and Development Commission
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TRCC	Traffic Records Coordinating Committee
VIP	Victim Impact Panels
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled

Executive Summary

The human and economic consequences of motor vehicle crashes are unacceptable. The Louisiana Highway Safety Commission (LHSC) recognizes that future improvements will be attained through the collaboration and partnership with multiple state and Federal agencies; municipal, parish, and state law enforcement; and nonprofit organizations throughout Louisiana.

Louisiana road safety partners and stakeholders recognize the need to coordinate activities and resources to achieve safer transportation conditions. The following Highway Safety Plan (HSP) is the result of a process involving detailed data analysis, consultation with stakeholders, a review of the literature on effective highway safety countermeasures, and a strategic approach to setting safety-related performance targets and measures relevant to the high-priority program areas.

The Louisiana HSP for Federal Fiscal Year (FFY) 2016 serves as the State of Louisiana's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Sections 402 and 405 of the Moving Ahead for Progress in the 21st Century Transportation Act (MAP-21). The plan also identifies all funding sources for the State's planned highway safety program for FFY 2016. The LHSC's goals, strategies, and performance measures are described in this plan.

In recent years, encouraging improvements have been seen in some safety areas, such as the observed seat belt usage rate and speeding-related fatalities. However, some areas, such as impaired driving, continue to be a safety concern on our roadways. Overall, in 2013 a total of 703 lives were lost on Louisiana roadways, a 15 percent decrease from 2009. Fatal crashes involving drivers under the age of 21 dropped from 99 in 2012 to 87 in 2013. While in 2013, the motor vehicle fatality crash rate per 100 million vehicle miles traveled (MVMT) was 1.47 as compared to 1.54 in 2012. Even with this decline, the MVMT fatality rate in 2013 was 0.38 higher in Louisiana versus the national average. In 2013, Louisiana saw 97 pedestrian fatalities, 86 motorcyclist fatalities, and 14 bicyclist and other cyclist fatalities among these vulnerable users. Lastly, unrestrained passenger vehicle occupant fatalities have gone down four of the last five years. In 2013 there were 248 unrestrained occupant fatalities compared to 2009 when there were 353 fatalities, a 30 percent reduction.

Based on these facts, and the data presented in Sections 2.0 and 3.0, the LHSC identified the following program areas to be addressed through this plan in FFY 2016: impaired driving (including alcohol-impaired young drivers), occupant protection, traffic records, motorcycle safety, police traffic services (including speeding), pedestrian and bicycle safety, paid media, additional programs (rail-highway safety), and planning and administration. In addition, the LHSC has programmed strategies that will potentially impact multiple problem areas, including law enforcement activities, public education and outreach, and traffic records strategies.

Legislative Summary

Legislation passed in the 2014 legislative session makes a number of administrative changes to Louisiana's impaired driving laws. The LHSC is confident these legislative changes will lead to safer roadways in the future.

1. Act 385, effective January 1, 2015, rewrote Louisiana's DWI law. Few substantive changes were made, but the statute was reorganized to make it easier to work with. Third-degree feticide now counts as a prior offense for enhancement purposes.
2. Act 299, effective August 1, 2014 requires that all DWI arrestees be fingerprinted. The arrested subject may still be released on summons and citation after having been fingerprinted.
3. Act 551, effective August 1, 2014 authorizes licensed practical nurses to do blood draws in connection with a post arrest DWI chemical test for blood alcohol, but only with a supporting subpoena or court order authorizing the seizure of blood.
4. Act 458, effective August 1, 2014, requires the suspension of driving privileges when one is arrested for DWI and pleads guilty under C.C.R.P. Art. 894. Only after the conviction is set aside may the driver license be reinstated. The law previous to this Act authorized immediate driver license reinstatement on the front ends of the 894, before probation terminated.
5. Act 58, effective August 1, 2014, extends the civil/administrative cleansing period under the implied consent law from 5 to 10 years, to match the criminal cleansing period of 10 years. After August 1, 2014, a refusal of or failure of a chemical test for intoxication will result in being treated as a second or subsequent offender for driver license suspension purposes if the prior offense(s) occurred within 10 years of the prior offense.
6. Act 810, effective August 1, 2014, provides authority to allow city courts to add an additional fine of \$100 and a lesser fine for other misdemeanor alcohol-related offenses to support DWI/Sobriety courts.
7. Act 175, effective August 1, 2014, repeals the 10-year cleansing period for the crimes of vehicular homicide, vehicular negligent injuring, and first degree vehicular negligent injuring.
8. Act 280, in effect as of May 28, 2014, adds vehicular homicide to the list of violent crimes when the driver had a B.A.C. of 20 percent or greater.

Act 372, effective May 30, 2014, requires consecutive sentences when multiple fatalities result in the crime of vehicular homicide and/or third-degree feticide. Concurrent sentences are prohibited in these situations.

1.0 Louisiana's Highway Safety Planning Process

1.1 Introduction

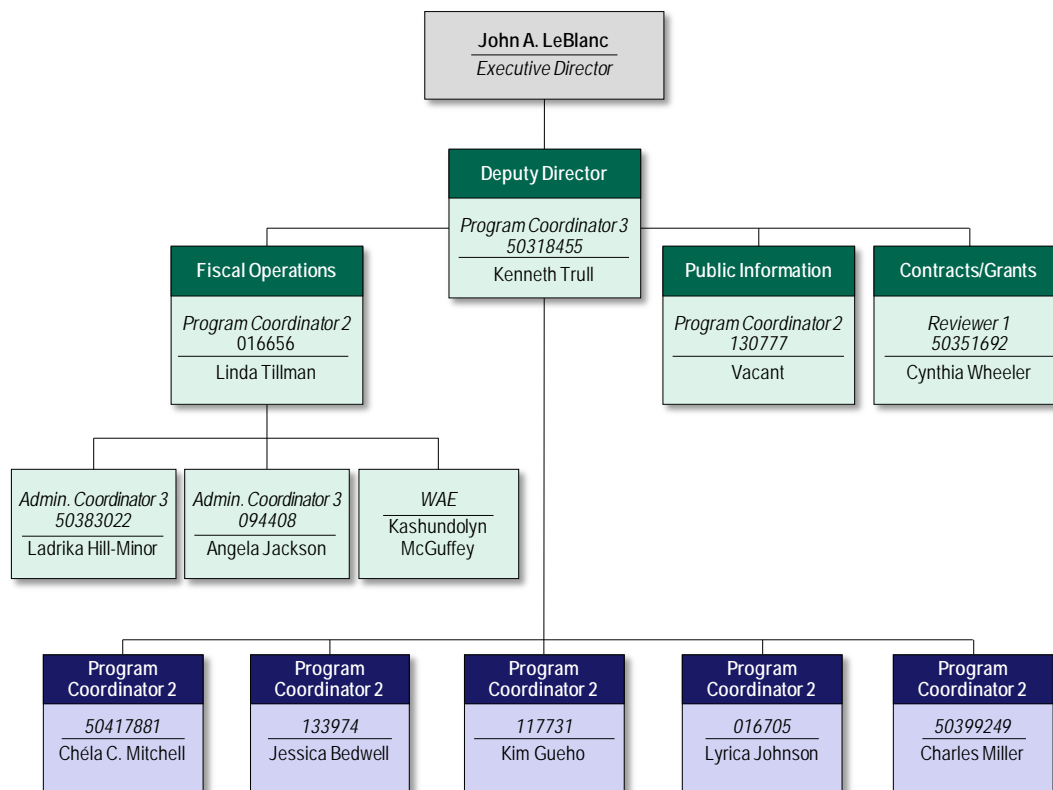
1.1.1 Mission Statement

The LHSC administers the State's highway safety grant program. Louisiana's highway safety program is designed to reduce traffic crashes and the resulting deaths, injuries, and property damage associated with them. Programs and projects are administered in accordance with uniform guidelines promulgated by the NHTSA and FHWA.

1.1.2 Organization

The following organizational chart provides the working title of each position in the LHSC and its placement within this organization.

Figure 1.1 Organizational Chart



Note: The hiring process is underway to fill vacancies.

Governor's Appointed Commission

The LHSC is supported by a 21-member Commission appointed by the Governor, which includes:

- **Sheriff Tony Mancuso, Chairman**, Calcasieu Parish, 3rd Congressional District;
- **James T. Dickerson**, Iberville Parish, 2nd Congressional District;
- **Chief Dwayne Munch**, Jefferson Parish, 2nd Congressional District;
- **John A. LeBlanc**, St. Martin Parish, 3rd Congressional District;
- **Chief Jim Craft**, Lafayette Parish, 3rd Congressional District;
- **Johnny Gaspard**, Vermilion Parish, 3rd Congressional District;
- **Russell Haman**, Calcasieu Parish, 3rd Congressional District;
- **Ray Morvant**, Vermilion Parish, 3rd Congressional District;
- **Lt. Col. Mark Oxley**, Calcasieu Parish, 3rd Congressional District;
- **Sheriff Rodney Arbuckle**, DeSoto Parish, 4th Congressional District;
- **Chief Randall Bryan**, Vernon Parish, 4th Congressional District;
- **Sheriff Ricky Moses**, Beauregard Parish, 4th Congressional District;
- **Carl Pendley**, Caddo Parish, 4th Congressional District;
- **Mayor Reggie Skains**, Union Parish, 4th Congressional District;
- **Bryan Bossier**, Rapides Parish, 5th Congressional District;
- **Stephen J. Gremillion**, Avoyelles Parish, 5th Congressional District;
- **Sheriff Steven McCain**, Grant Parish, 5th Congressional District;
- **Sheriff Lee Harrell**, Richland Parish, 5th Congressional District;
- **Russ McInnis**, Winn Parish, 5th Congressional District;
- **Jeffery P. Morvant**, Tangipahoa Parish, 5th Congressional District; and
- *Vacant*, 1st Congressional District.

The LHSC administers projects in accordance with the Highway Safety Act of 1966 (Public Law 89 564) and guidelines promulgated by the NHTSA and the Federal Highway Administration

(FHWA). Louisiana projects support the nine National Priority Safety Programs identified by NHTSA, and Railroad Safety.

The State of Louisiana operates under the provisions of the Highway Safety Act of 1966, (23 U.S.C. 402). TITLE 23 – HIGHWAYS. Additionally, the State of Louisiana has enacted R.S. 48:1351-1357 to provide guidance for administration, commission terms, meetings, expenses, Executive Director, Executive Committees, powers, and duties.

1.2 Overview of the Planning Process

This HSP contains the goals, performance measures, and strategies Louisiana has set for FFY 2016 and is provided as part of the Louisiana application for FFY 2016 Federal highway safety funds.

LHSC staff is integrally involved in Louisiana's Strategic Highway Safety Plan (SHSP) planning and implementation process. Staff serves on the Executive Committee, Implementation Team, Impaired Driving Emphasis Area Team, Young Driver Emphasis Area Team, and co-chairs the Occupant Protection Emphasis Area Team. The LHSC utilizes the various SHSP meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions.

1.2.1 Planning Partners

LHSC works with numerous partners throughout the development and implementation of its annual highway safety program.

These include, but are not limited to the following:

- Baton Rouge Alcohol and Drug Abuse Council;
- Baton Rouge Mayor's Office;
- Baton Rouge Safety Council;
- Capitol Regional Planning Commission;
- Department of Health and Hospitals, Office of Behavioral Health;
- Department of Insurance;
- East Baton Rouge Alcohol Beverage Control;
- East Baton Rouge Parish I CARE;
- Faith-Based Communities;

- Federal Highway Administration;
- Federal Motor Carrier Safety Administration;
- Federal Railroad Administration;
- Governor's DWI Taskforce;
- Governor's Highway Safety Association;
- Governor's Office of Safe and Drug-Free Schools;
- Legislators;
- Louisiana Association of Chiefs of Police;
- Louisiana Bayou Classic;
- Louisiana Department of Transportation and Development;
- Louisiana District Attorneys Association;
- Louisiana Highway Safety Research Group;
- Louisiana Mothers Against Drunk Driving;
- Louisiana Motor Transport Association;
- Louisiana Municipal Association;
- Louisiana Office of Alcohol and Tobacco Control;
- Louisiana Office of Motor Vehicles;
- Louisiana Police Jury Association;
- Louisiana Sheriffs Association;
- Louisiana State Police;
- Louisiana State University;
- Louisiana Supreme Court;
- Louisiana Traffic Records Coordinating Committee;
- Louisiana Transportation Assistance Program;
- Louisiana Transportation Research Center;

- New Orleans Planning Commission;
- New Orleans Safety Council;
- Nicholls State University;
- Northwestern University;
- Office of Risk Management;
- South Central Planning and Development Commission;
- South East Louisiana DWI Task Force;
- Southeastern Louisiana University;
- University of Louisiana – Lafayette; and
- University of Louisiana – Monroe.

1.2.2 Data Sources

Louisiana's program is based on a complete and detailed problem analysis that precedes the selection of projects. The LHSC's problem identification method is based on the most current reliable data available from 2014 that recognizes state, parish, and municipality needs. Motor vehicle crash data, survey data, and other data on traffic safety problems are analyzed. Analysis of problem identification is conducted to determine the priority problem areas. Projected funding allocations are planned to address identified problem areas.

Performance targets for the identified NHTSA Core Performance Measures are established by the LHSC utilizing the most recent available data from the FARS and the Highway Safety Research Group at Louisiana State University.

1.2.3 Steps in the Planning Process

Project selection begins with a request for proposals process inviting eligible state, parish, and local public and nonprofit agencies, along with organizations involved in traffic safety, to submit project and funding proposals to address the identified problems. The problem identification process is posted on the LHSC web site with the call for proposals, and each grant proposal must reference the appropriate problem identification data to support the proposed project. The LHSC program coordinators review the proposals and provide recommendations for funding to a review panel consisting of the Executive Director, Deputy Director, Accountant, and other program coordinators. All proposals for highway safety grants must be data driven, address critical safety needs, and utilize proven safety countermeasures to address the identified problems. NHTSA's Countermeasures that Work, DOT HS 811 444 is utilized by LHSC program coordinators to select projects. Projects are identified, approved by

the Commission, and will be awarded for FFY 2016 project activity following NHTSA's approval of the HSP.

The LHSC utilizes a cyclical planning process that is in constant review, assessment, and modification. The process is reflected in the annual planning calendar in Table 1.1.

Table 1.1 Annual HSP Planning Calendar

Activity	Completion Date	Responsible
Meet with stakeholders regularly and participate in local projects as possible. Participate in the SHSP planning and implementation process.	Continuous	Program Coordinators/ Planner
Assigned LHSC program coordinators meet to debrief previous year's programs strategies. Problem identification review. LHSC management set annual performance targets. Make project recommendations to Executive Director for next fiscal year funding.	January/February	LHSC Staff
Proposal solicitation outreach from identified agencies, organizations, etc. Proposals due to LHSC.	February/March	LHSC Staff
Assess previous year carry forward and reallocate funds where necessary.	March/April	Accountant/Planner
Determine Federal funding estimates and gain input from partner agencies and stakeholders on program direction to create specific plans and projects within each program area. Assigned LHSC program coordinators meet to discuss new program strategies for upcoming fiscal year HSP.	April/May	Accountant/Planner LHSC Staff
Executive Director meets with Executive Committee of the Commission if requested by Chairman. Meet with LHSC Commission for approval of recommended grant awards.	April/May	Executive Director
Draft the Highway Safety Plan.	May/June	Planner
Gain approval for programs and projects from the appropriate officials. Negotiate and approve contracts.	July/August/September	Assistant Director, Accountant, Executive Director
Submit the final HSP to NHTSA and FHWA.	July	Planner
Implement programs and projects. Begin work on Annual Report.	October	Program Coordinators/ Planner
Perform project closeout.	November/December	Program Coordinators/ Accountant
Process claims as stipulated by contract and	Continuous	Program Coordinators

conduct desk audits at time of claim processing.
Conduct additional project reviews throughout
grant period based on LHSC policy and procedure.

1.2.4 Coordination with the Strategic Highway Safety Plan

In 2009, LHSC and the DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the new AASHTO goal of halving fatalities by 2030. Louisiana's Strategic Highway Safety Plan (SHSP), which DOTD leads, reflects this overall goal where it states:

"One reason for updating the SHSP is to align agency safety goals. In 2009, the LHSC and the DOTD teamed up to identify consistent goals for both agencies. The two agencies agreed to adopt the new AASHTO goal to halve fatalities by 2030. The updated SHSP uses a baseline average of 2006-2008 data to calculate the rate of change to achieve a 50 percent reduction in fatalities by 2030. Figure 2.1 shows the benchmarks for achieving this goal. For example, the goal for 2020 is 702 fatalities. Although this goal will not change from year to year, the annual reduction rate needed to achieve the goal could vary based on each year's progress."

The 2011 SHSP can be found at <http://www.destinationzerodeaths.com/strategic/>, with the aforementioned found in Section 2-1. The LHSC and DOTD also have adopted common performance measures for fatalities, fatality rate, and serious injuries. LHSC met with DOTD staff to discuss alignment of the fatality, serious injury, and fatality rate performance targets in the HSP and HSIP. Since FHWA has yet to release the final rule for state DOTs to use as guidance, DOTD is waiting on the final rule before it can update its targets listed in the HSIP. However, targets were agreed upon for the three shared performance targets that are outlined in this HSP for FY 2016 between LHSC and DOTD.

Coordination between LHSC and DOTD is further enhanced by use of the same data sources in the development of the targets and performance measures from the Highway Safety Research Group (HSRG) when FARS data are not available or used. Additional information on HSRG, examples of the data it provides and the data users can be found on their web site: <http://datareports.lsu.edu/Default.aspx>.

Coordination is also enhanced by the Regional Traffic Safety Coalitions which includes local governments, local law enforcement, MPO's and other traffic safety advocates who work on achieving statewide targets at the regional level utilizing local solutions to improve safety. The Regional Traffic Safety Coalitions focus on the four SHSP emphasis areas, three of which are behavioral, occupant protection, impaired driving and young drivers. Depending upon the project, the coalitions may receive funding from the LHSC or DOTD. The Regional Traffic Safety Coalitions also share strategies for improving safety with LHSC such as No Refusal weekends and the Sudden Impact teen program.

1.3 Problem Identification Process

1.3.1 Participants

In addition to gathering input from the partners referenced in Section 2.1, the LHSC also conducts multiple assessments and surveys each year. The Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and the Highway Safety Research Group (HSRG) collect and analyze data, host a web-accessible database, and publish the annual Louisiana Traffic Records Data Report. All of these resources are used to determine Louisiana's most serious highway safety problems and develop the problem identification section of the Highway Safety Plan.

1.3.2 Data Sources

The Highway Safety Plan is based upon the most recent published data available at: <http://datareports.lsu.edu/>, in addition to the most recent FARS data, which is available at: <http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM>.

The number of fatalities in 2013 was 703 as reported on the NHTSA's State Traffic Safety Information (STSI) web site. The LHSC Planner utilizes the Louisiana Traffic Records Data Report and the STSI web site to analyze parish-level data on licensed driver populations and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services.

Excerpts from the Louisiana Traffic Records Data Report, available on-line at <http://datareports.lsu.edu/CrashReportIndex.aspx>, also are used in this plan. As an example, Table 1.2 provides an overview of Louisiana's vehicle miles traveled, licensed drivers, population, registered vehicles, and crash trends from 2004 to 2013. For each category one year and five year differences are also shown.

Table 1.2 Traffic Information Overview

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities	Driver Fatalities	Number of Vehicles Involved in Fatal Crashes	Property Damage-Only Crashes (1,000)
2004	445	2,868	4,552	3,823	50.1	85.1	826	927	587	1,306	113.4
2005	450	2,869	4,577	3,869	49.5	82.9	872	963	649	1,364	108.1
2006	454	2,856	4,303	4,638	48.8	80.1	890	987	688	1,350	112.5
2007	454	2,838	4,376	5,010	48.1	78.9	900	993	662	1,326	110.4
2008	450	2,851	4,436	4,358	46.5	76.0	821	916	597	1,202	110.3
2009	449	3,860	4,492	4,656	45.3	73.9	729	824	556	1,078	109.9
2010	455	2,869	4,544	4,920	42.5	68.8	644	721	469	962	104.6
2011	465	3,898	4,575	5,144	43.3	70.3	634	680	468	991	105.8
2012	468	2,927	4,602	5,496	44.1	72.5	652	723	458	965	107.9
2013	478	2,941	4,625	5,743	43.5	70.6	651	703	489	987	109.8
1-Year	2.1%	.5%	0.5%	4.5%	-1.3%	-2.5%	-.5%	-2.9%	6.7%	2.3%	2.0%
5-Year	6.2%	3.2%	7.6%	31.8%	-6.4%	-7.1%	-20.6%	-23.2%	-18.1%	-17.9%	-2.3%

Source: Fatality Analysis Reporting System, 2015.

Note: Injury and Property Damage Crash Statistics: <http://datareports.lsu.edu/Reports/TrafficReports/2013/A/A1.asp?p=ci&sec=A&yr=2013>.

<http://datareports.lsu.edu/Reports/TrafficReports/2006/A/A1.asp?p=ci&sec=A&yr=2006>.

The Traffic Records Data Report also provides data on trends, where, when, crash type, roadway elements, age, gender, roadway type, rural and urban data, Interstate, alcohol-related, safety belts, pedestrian, youth involvement, and senior involvement among Louisiana crashes.

The following web sites are additional resources utilized by the LHSC throughout the year to identify needs and develop programs:

- <http://www.lahighwaysafety.org/>;
- <http://hsrg.lsu.edu/>;
- <http://lacrash.lsu.edu/>;
- <http://www-fars.nhtsa.dot.gov/Main/index.aspx>;
- <http://www.nhtsa.gov/>;
- <http://www-nrd.nhtsa.dot.gov/CATS/listpublications.aspx?Id=A&ShowBy=DocType>; and
- http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nrsa/STSI/22_LA/2013/22_LA_2013.htm.

In addition to the specific data mentioned and these web sites, the LHSC utilizes the most current U.S. Census information, Crime Lab's toxicology data (for drugged driving), Computer On-Line Breath Records Archive (COBRA) data (for alcohol impaired driving), Office of Motor Vehicle's driver's license file data, and grantee performance data from previous years.

The LHSC also conducts multiple assessments and surveys each year. The LHSC has conducted an Observational Safety Belt Usage survey since 1986 and has conducted a Child Passenger Safety Usage survey since 1991. Both surveys provide additional data sources for the LHSC to utilize in reviewing progress and setting future objectives. In the fall of 2012 and 2013, the LHSC conducted a Nighttime Adult Seat Belt Observational Usage survey.

The LHSC conducts annual attitudinal surveys to assess self-reported behavior, campaign recognition, and judge effective messaging of various campaigns. These surveys assist the LHSC in determining appropriate messaging for our target demographics and judge effectiveness on the LHSC's ability to affect social marketing of traffic safety issues. These assessments and evaluations can be accessed at <http://www.lahighwaysafety.org>.

1.3.3 Steps in the Problem Identification Process

Data analysis is initially completed by the Louisiana State University's ISDS and the HSRG and provided to the LHSC in an annual publication. The 2013 Louisiana Traffic Records Data Report provided the basis for additional data analysis by the LHSC Planner. This published data report

is available on-line and is readily accessed by a variety of users. Data used by the LHSC staff are subsequently provided to subgrantees during the contract negotiating process.¹

The following steps were used in the problem identification process for the 2016 highway safety program:

- **Step 1** – The most recent available data (currently 2013 FARS and 2014 state data) were used to compare parishes using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related fatal and injury crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.
- **Step 2** – Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs concerning injury crashes, fatal crashes, and total fatalities. Data from the Louisiana Traffic Records Data Report are used to evaluate each parish within population groupings and evaluate a five-year trend in each identified category. A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC goal is to consistently reach 85 percent of the State's population and a minimum of 70 percent of the State problem in each category.
- **Step 3** – A five-year trend is used for an additional analysis of "hot topic" issues, i.e., motorcycle helmet usage, railroad, and pedestrian issues. Allocations to program areas are based on the magnitude of each problem based on the analysis. Survey results (belt use, helmet use, and public perception) also are analyzed.

1.3.4 Selection Process Steps

The following steps are used to develop evidence-based strategies and select projects for the highway safety program:

- **Step 1** – Assigned LHSC program coordinators discuss each of the expected NHTSA grant awards for the next fiscal year distribution and determine current contractors' feasibility (including program analysis and fiscal performance) and discuss potential new resources that will further assist the LHSC in attaining set goals. Analysis of anticipated funding amounts for the next fiscal year also are reviewed from sections 402, 405, 154AL, 164AL as well as HSIP funds to determine potential funding available.
- **Step 2** – The LHSC program coordinators, through consensus, then recommend performance targets, strategies, and specific projects/programs for funding approval to the Executive Director for consideration. Projects/programs are selected using criteria that

¹ With the exception of the available FARS data for the core performance measures all crash data used throughout this report reflects state data (provided by the Highway Safety Research Group at Louisiana State University), unless noted otherwise.

include response to identified problems, potential for impacting performance targets, innovation, evidence-based, adequate evaluation plans, and input provided by partners.

- **Step 3** – The LHSC Executive Director may present the recommendations to the Executive Committee, if requested, and subsequently presents the recommended projects to the LHSC Commission for approval.
- **Step 4** – Upon Commission approval, the LHSC staff creates contracts based on Commission approval and solicits participation from the agency identified in the plan.
- **Step 5** – All approved contract agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1, or immediately upon receipt if after the Federal Fiscal Year date of October 1, 2015, subject to the availability of Federal funds.

1.3.5 Statewide Demographics, Performance Trends, Measures, and Targets

Louisiana State Demographics

Louisiana covers 51,885 square miles (135,382 square kilometers); its capital is Baton Rouge. It can be divided physically into the Mississippi River flood plain and delta, and the low hills of the Gulf of Mexico coastal plain. It is the only U.S. state to be governed under the Napoleonic Code.

The 2014 population estimates identified Louisiana as having a population of 4,649,676 people. The population is distributed with approximately 66 percent in urbanized areas and 34 percent in rural areas. Most of the people live in the metropolitan areas of Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport-Bossier City.

The median household income is \$44,874 in Louisiana compared to \$53,046 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 19.1 percent compared to 15.4 percent nationally.

As shown in Table 1.3, Whites comprise 63.5 percent of Louisiana's population with African Americans comprising 32.4 percent, the second largest racial group. Asians, American Indians and Alaska Natives, and persons reporting two or more races comprise the remaining amount. The Hispanic ethnicity represents 4.7 percent of the population.

Table 1.3 Louisiana Population Demographics
2014

Group	Percentage
White	63.5%
Black or African American	32.4%
American Indian and Alaska Native	0.8%
Asian	1.7%
Native Hawaiian and Other Pacific Islander	0.1%
Persons Reporting Two or More Races	1.5%
Hispanic or Latino	4.7%

Source: U.S. Census Bureau, 2014.

Data for the Highway Safety and Performance Plan were extracted from the Louisiana Traffic Records Data Report for nonfatal injury and the Fatality Analysis Reporting System (FARS) for fatality data from 2013, and prior years where noted. The on-line data may change throughout the year as crash data are submitted by law enforcement.

In 2013² there were:

- 651 fatal crashes, three fewer than in 2012;
- 703 people killed, a 2.8 percent decrease from 723 in 2012;³
- 43,532 injury crashes, which represents a decrease of 1.3 percent from 2012;
- 70,656 injuries in motor vehicle crashes, a decrease of 2.5 percent from 2012; and
- 109,800 property damage only (PDO) crashes, an increase of 1.7 percent from 2012.

Of the fatal crashes in 2013:

- 57 percent of the passengers killed (five years and older) were not properly restrained, which represents a decrease of 2 percent from 2012 (59 percent);
- Alcohol impaired fatalities for 2013 and 2012 have remained steady at 33 percent of all fatalities;³

² State data provided throughout this document (obtained through the Highway Safety Research Group at Louisiana State University) are current as of June 12, 2015, and subject to change. All 2013 crash data provided reflects state data (provided by the Highway Safety Research Group at Louisiana State University) unless otherwise noted.

³ Fatality data obtained from FARS and current as of June 12, 2015.

- Fatal crashes involving drivers 18-20 year olds as a percent of all fatal crashes was 8.29 percent, a decrease of 2.6 percent from 10.89 percent in 2012;² and
- 12.3 percent of fatalities involved a motorcycle, an increase of 1.5 percentage points from 2012 (10.8 percent).

Table 1.4 FY 2014 Louisiana Core Performance Measures
2009 to 2013

CORE OUTCOME MEASURES			2009	2010	2011	2012	2013
C-1	Traffic Fatalities (FARS)	Annual	824	721	680	723	703
		5-Year Moving Average	937	888	827	773	730
	Reduce the number of fatalities by 9 percent from 702 (2011-2013 average) to 639 in 2016						
C-2	Serious Injuries ^a in Traffic Crashes (State Crash File)	Annual	14,796	13,397	13,474	13,554	13,443
		5-Year Moving Average	15,647	15,001	14,604	14,152	13,732
	Reduce the number of serious injuries by 8.8 percent from 13,732 (2009-2013 average) to 12,524 in 2016						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.84	1.59	1.46	1.54	1.47
		5-Year Moving Average	2.07	1.96	1.82	1.69	1.58
	Reduce the fatality rate per 100 MVMT by 21 percent from 1.58 (2009-2013 average) to 1.25 in 2016						
	Rural Fatalities/VMT	Annual	2.28	2.05	1.73	.70	N/A
	Urban Fatalities/VMT	Annual	1.50	1.25	1.26	1.41	N/A
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	353	284	270	240	248
		5-Year Moving Average	400	382	348	309	279
	Reduce unrestrained passenger fatalities by 28 percent from 279 (2009-2013 average) to 202 in 2016						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	290	226	219	235	234
		5-Year Moving Average	342	320	290	262	241
	Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 28 percent from 241 (2009-2013 average) to 174 in 2016						
C-6	Speeding-Related Fatalities (FARS)	Annual	290	239	214	211	193
		5-Year Moving Average	248	259	250	241	229
	Reduce speeding-related fatalities by 12 percent from 206 (2011-2013 average) to 181 in 2016						

CORE OUTCOME MEASURES			2009	2010	2011	2012	2013
C-7	Motorcyclist Fatalities (FARS)	Annual	103	74	80	78	86
	5-Year Moving Average		89	88	85	83	84
	Reduce motorcyclist fatalities by 4.9 percent from 81 (2011-2013 average) to 77 in 2016						
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	25	10	14	4	18
	5-Year Moving Average		22	20	20	17	14
	Reduce unhelmeted motorcyclist fatalities by 7 percent from 14 (2009-2013 average) to 12 in 2016						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	132	106	93	99	83
	5-Year Moving Average		156	146	129	113	104
	Reduce fatal crashes involving drivers age 20 or younger by 37.7 percent from 104 (2009-2013) to 65 in 2016						
C-10	Pedestrian Fatalities (FARS)	Annual	108	77	90	119	97
	5-Year Moving Average		107	100	99	100	98
	Reduce pedestrian fatalities by 6 percent from 98 (2009-2013 average) to 92 in 2016						
C-11	Bicyclist Fatalities (FARS)	Annual	13	11	18	24	14
	5-Year Moving Average		18	16	15	15	16
	Reduce bicycle fatalities by 18 percent from 16 (2009-2013 average) to 13 in 2015						
CORE BEHAVIOR MEASURE			2010	2011	2012	2013	2014
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	75.9%	77.7%	79.3%	82.5%	84.1%
	Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2 percentage points from 84.1 percent in 2014 to 86.1 percent in 2016.						

Source: NHTSA STSI/FARS; Highway Safety Research Group at Louisiana State University. Accessed June 12, 2015.

^a Serious injuries are comprised of "Code B" and "Code C" injuries, defined as follows:

Incapacitating Injury "Code B": Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

Nonincapacitating Evident Injury "Code C": Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

**Table 1.5 Seat Belts, Speeding, and Impaired Driving
Attitudinal Survey
Louisiana Drivers**

	2011	2012	2013	2014
How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle, or pick up? "Always" and "Nearly Always"	95.7%	92.6%	95.5%	95.4%
What do you think the chances are of getting a ticket if you do not wear your safety belt? "Very likely" and "Somewhat likely"	77.6%	75%	78.2%	77%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? "Yes"	47.3%	55.5%	45.1%	43.3%
What do you think the chances are of getting a ticket if you drive over the speed limit? "Very Likely" and "Somewhat Likely"	85.9%	86.1%	88.5%	87.6%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? "Yes"	37.4%	38.8%	43.8%	35.5%
On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour? "Always" and "Nearly Always"	11.7%	19.8%	20.2%	18.4%
On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour? "Always" and "Nearly Always"	10.9%	13.2%	11.1%	9.7%
What do you think the chances are of someone being arrested if they drive after drinking? "Very Likely" and "Somewhat Likely"	84.9%	87.4%	89.9%	84%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? "Yes"	59.6%	69.6%	62.9%	63.7%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? "None"	51.5%	84.5%	56.8%	57%

Note: Telephone surveys were of 800 licensed motorists statewide.

2014 Attitudinal Survey data provided in this table is from the Seat Belts, Speeding, and Impaired Driving Attitudinal Survey conducted for the LHSC by Applied Technology Research Corporation. There is a 95 percent certainty that the statistics presented for the results are not more than 3.5 percentage points above or below the figure that would have been obtained if all of the licensed motorists would have been interviewed.

The 2015 attitudinal data will not be available until after August 1, 2015.

Louisiana Highway Safety Problem ID Parishes

Like all states, Louisiana has a limited amount of available highway safety funding making it necessary to identify problem locations or parishes to dedicate limited resources to the areas of greatest need. Data from the Louisiana Traffic Records Data Report is used to evaluate each parish within population groupings and evaluate a five-year trend. The LHSC identified 16 parishes that account for the State's greatest portion of highway safety problems. These parishes also are the top 16 parishes in terms of population. Throughout this plan, these parishes will be referred to as the "problem ID (identification) parishes"; they include the following Parishes:

- Ascension;
- East Baton Rouge;
- Livingston;
- St. Landry;
- Bossier;
- Jefferson;
- Orleans;
- St. Tammany;
- Caddo;
- Lafayette;
- Ouachita;
- Tangipahoa;
- Calcasieu;
- Lafourche;
- Rapides; and
- Terrebonne.

In 2013, Louisiana's problem ID parishes accounted for:

- 71 percent of the State's total licensed driver population;
- 77 percent of total fatal and injury crashes; and
- 60 percent of motor vehicle crash-related fatalities.

Louisiana also identified the 16 parishes that account for the greatest portion of the State's alcohol-related fatal and injury crashes and they include the following Parishes:

1. Orleans;
2. East Baton Rouge;
3. Jefferson;
4. Lafayette;
5. Caddo;
6. Calcasieu;
7. St. Tammany;
8. Terrebonne;
9. Ascension;
10. Livingston;

- | | |
|----------------|---------------------|
| 11. Lafourche; | 14. Tangipahoa; |
| 12. Rapides; | 15. St. Landry; and |
| 13. Ouachita; | 16. Bossier. |

In 2013, these 16 parishes accounted for 69.4 percent of all alcohol-related fatal and injury crashes.

A copy of Louisiana's entire problem identification file can be accessed at the following link: <http://lahighwaysafety.org/pdf/2015%20Parish%20Tiers%20Chart%20and%20Data.pdf>.

Highest Priorities for FFY 2016

Based upon the problem identification conducted, the following program areas will be pursued in FFY 2016: impaired driving occupant protection, traffic records, motorcycle safety, police traffic services (speeding and aggressive driving), young drivers, community traffic safety programs, railroad/highway crossing safety, and hazard elimination (Highway Safety Improvement Program).

1.4 Performance Measures and Targets

1.4.1 Overview

The LHSC used the following process to identify realistic and measurable single-year performance targets, and identify performance measures for each program area. The LHSC reviewed actual fatalities and linear trends for three- and five-year periods unless otherwise noted (see Figures 1.2-1.16). The trends were evaluated as to whether a linear target for 2016 was realistic. In most cases, a linear trend-derived target was adopted. In a few cases, maintenance of the most recent low number is the target or another target is chosen. The rationale for the selected targets also is included in Table 2.6. The targets will be revised from year to year based on the previous year's accomplishments.

Performance Measures

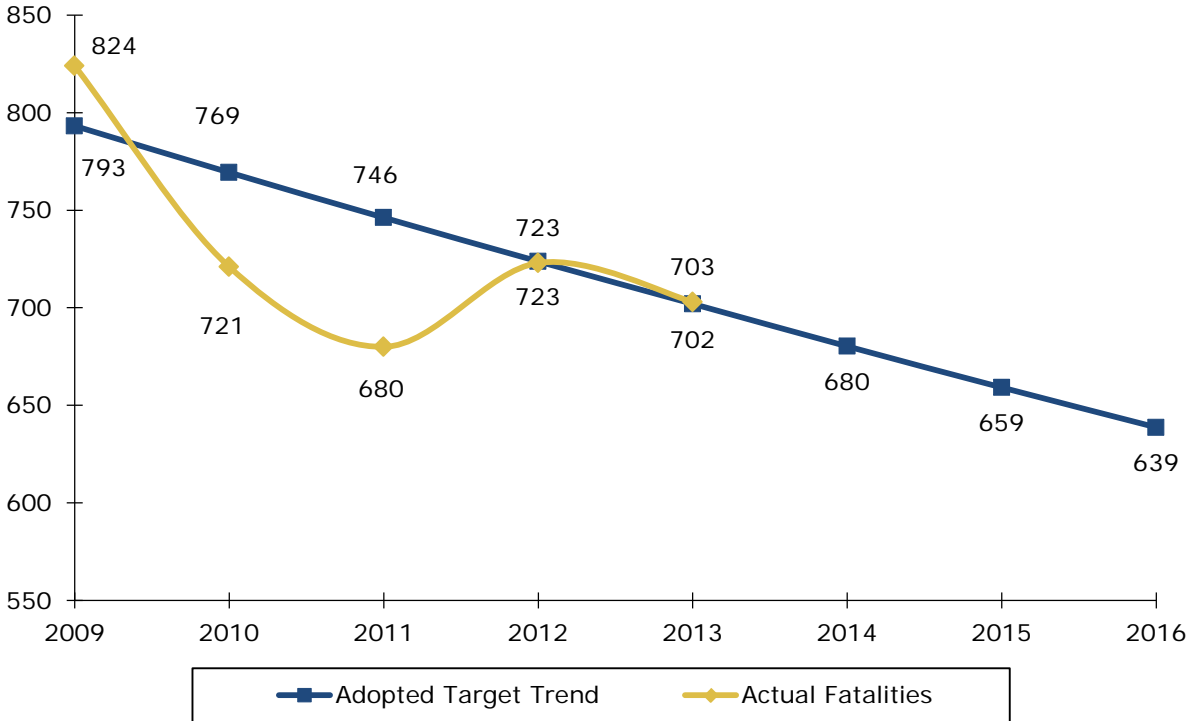
The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the new AASHTO goal of halving fatalities by 2030. Louisiana's Strategic Highway Safety Plan (SHSP), which the DOTD oversees, reflects this overall goal as well. The LHSC and DOTD have adopted common performance measures for fatalities, fatality rate, and serious injuries. Table 2.6 identifies the program areas that will be emphasized in Louisiana's highway safety program in FFY 2016, with related performance targets and measures.

Table 1.6 Program Area Targets and Performance Measures

Program Area	Performance Targets	Rationale	Performance Measures
Overall	Reduce the number of fatalities by 9 percent from 702 (2011-2013 average) to 639 in 2016. (C-1)	Used base of 2011-2013 average and decreased annually by 3.1 percent to align with SHSP approach.	Number of motor vehicle-related fatalities.
	Reduce the number of serious injuries by 8.8 percent from 13,744 (2009-2013 average) to 12,528 in 2016. (C-2)	Single-year target; linear reduction using 5-year moving average.	Number of motor vehicle-related serious injuries.
	Reduce the fatality rate per 100 MVMT by 21 percent from 1.58 (2009-2013 average) to 1.25 in 2016. (C-3)	Single-year target; linear reduction using 5-year moving average.	Fatality rate per 100 million VMT.
	Reduce the rural fatality rate per 100 MVMT by 27.2 percent from 1.9 (2009-2013 average) to 1.38 in 2016.	Single-year target; linear reduction using 5-year moving average.	Rural fatality rate per 100 million VMT.
	Reduce the urban fatality rate per 100 MVMT by 12.9 percent from 1.34 (2009-2013 average) to 1.17 in 2016.	Single-year target; linear reduction using 5-year moving average.	Urban fatality rate per 100 million VMT.
Occupant Protection	Reduce unrestrained passenger fatalities by 28 percent from 279 (2009-2013 average) to 202 in 2016. (C-4)	Single-year target; linear reduction using 5-year moving average.	Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
	Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2 percentage points from 84.1 percent in 2014 to 86.1 percent in 2016. (B-1)	Single-year target; linear reduction using 3-year moving average.	Observed seat belt use of front seat outboard occupants.

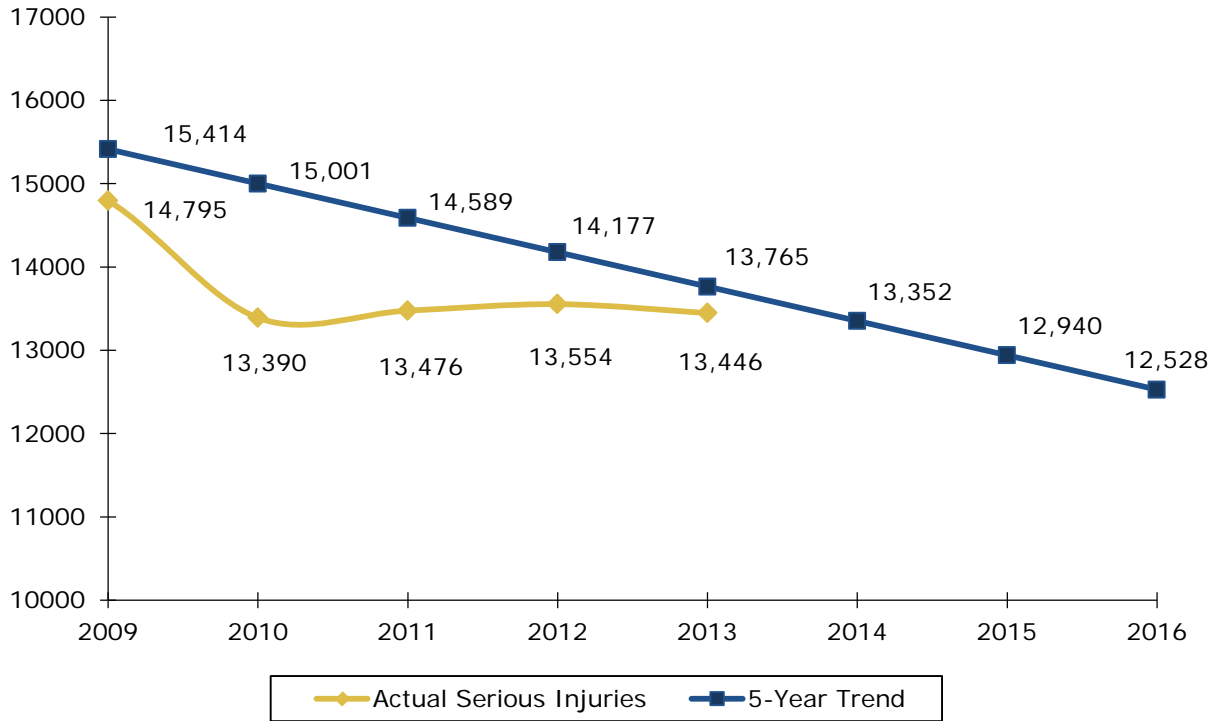
Program Area	Performance Targets	Rationale	Performance Measures
Alcohol Impaired Driving	Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 28 percent from 241 (2009-2013 average) to 174 in 2016. (C-5)	Single-year target; linear reduction using 5-year moving average.	Number of fatalities involving a driver or motorcycle operator with BAC at 0.08 and greater.
Police Traffic Services	Reduce speeding-related fatalities by 12 percent from 206 (2011-2013 average) to 181 in 2016. (C-6)	Single-year target; linear reduction using 3-year moving average.	Number of speeding-related fatalities.
Motorcycles	Reduce motorcyclist fatalities by 4.9 percent from 81 (2011-2013 average) to 77 in 2016. (C-7)	Single-year target; linear reduction using 3-year moving average.	Number of motorcyclist fatalities.
	Reduce unhelmeted motorcyclist fatalities by 7 percent from 14 (2009-2013 average) to 12 in 2016. (C-8)	Single-year target; linear reduction using 5-year moving average.	Number of unhelmeted motorcyclist fatalities.
Young Drivers	Reduce fatal crashes involving drivers age 20 or younger by 37.7 percent from 104 (2009-2013) to 65 in 2016. (C-9)	Single-year target; linear reduction using 5-year moving average.	Number of drivers age 20 or younger involved in fatal crashes.
Bicycle and Pedestrian	Reduce pedestrian fatalities by 6 percent from 98 (2009-2013 average) to 92 in 2016. (C-10)	Single-year target; linear reduction using 5-year moving average.	Number of pedestrian fatalities.
	Reduce bicycle fatalities by 18 percent from 16 (2009-2013 average) to 13 in 2016. (C-11)	Single-year target; linear reduction using 5-year moving average.	Number of bicycle fatalities.
Rail-Highway	Reduce rail-highway fatalities by 57 percent from 7 (2009-2013 average) to 3 in 2016.	Single-year target; linear reduction using 5-year moving average.	Number of rail-highway fatalities.

Figure 1.2 Fatalities Trend Line Analysis

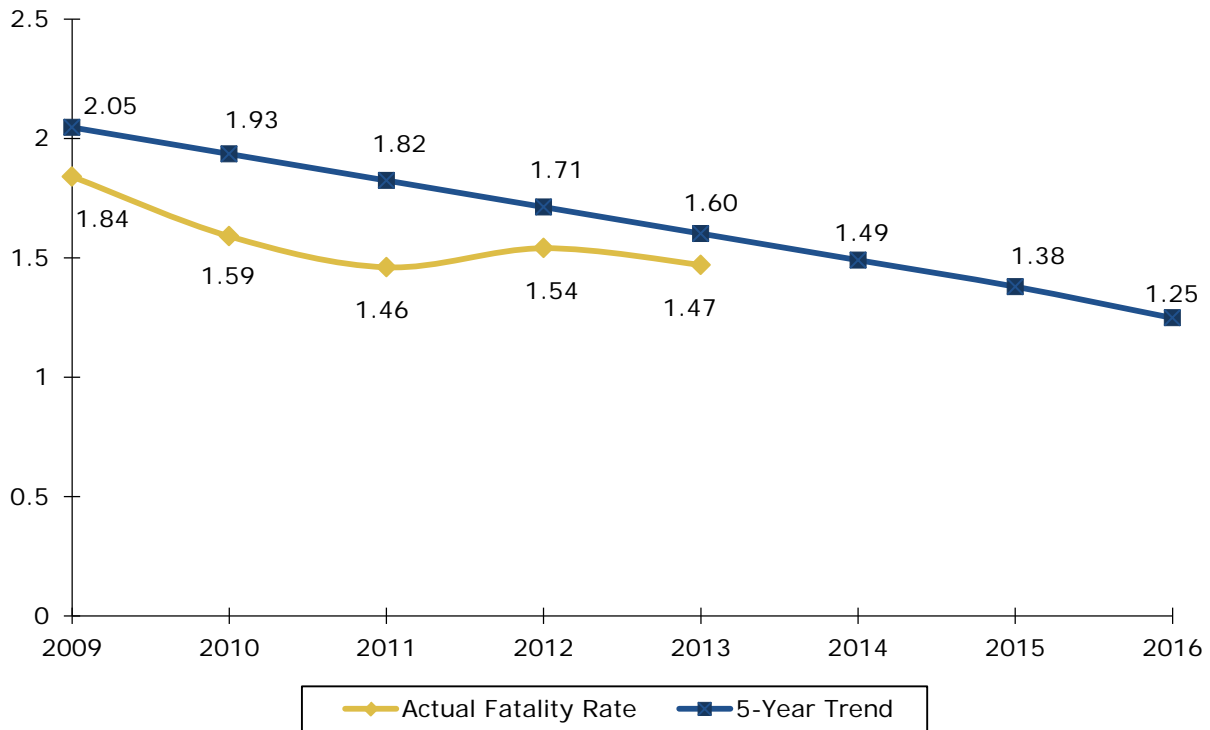


Note: Based on historical data, the number of fatalities has fluctuated over the last five years but overall has trended downward, reaching 703 in 2013. The tremendous decrease in fatalities from 2009 to 2010 was substantial. Thus, a three-year average trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address the overall fatalities. To achieve the 2016 target, fatalities will have to reduce by 9.3 percent from 702 (2011-2013 average) to 639 in 2016.

Figure 1.3 Serious Injuries Trend Line Analysis

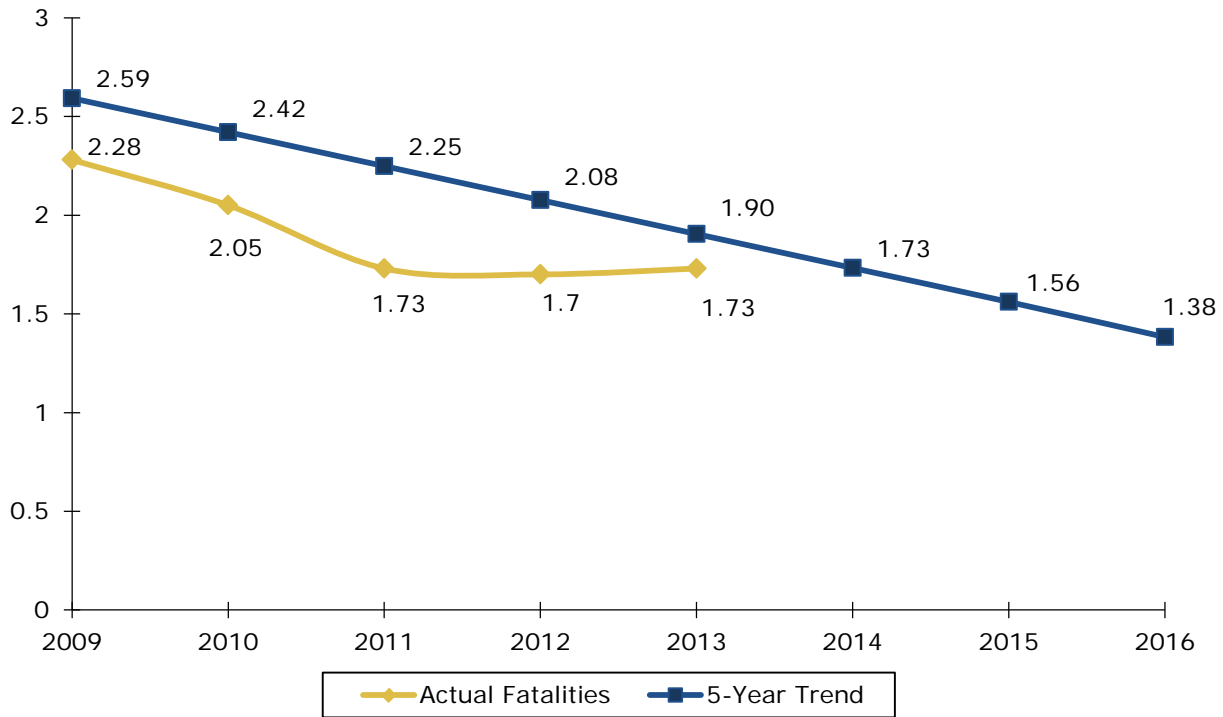


Note: Based on historical data, the number of serious injuries has fluctuated over the last five years but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address the overall injuries. To achieve the 2016 target, injuries will have to reduce by 8.8 percent from 13,744 (2009-2013 average) to 12,528 in 2016.

Figure 1.4 Fatality Rate per 100 MVMT Trend Line Analysis

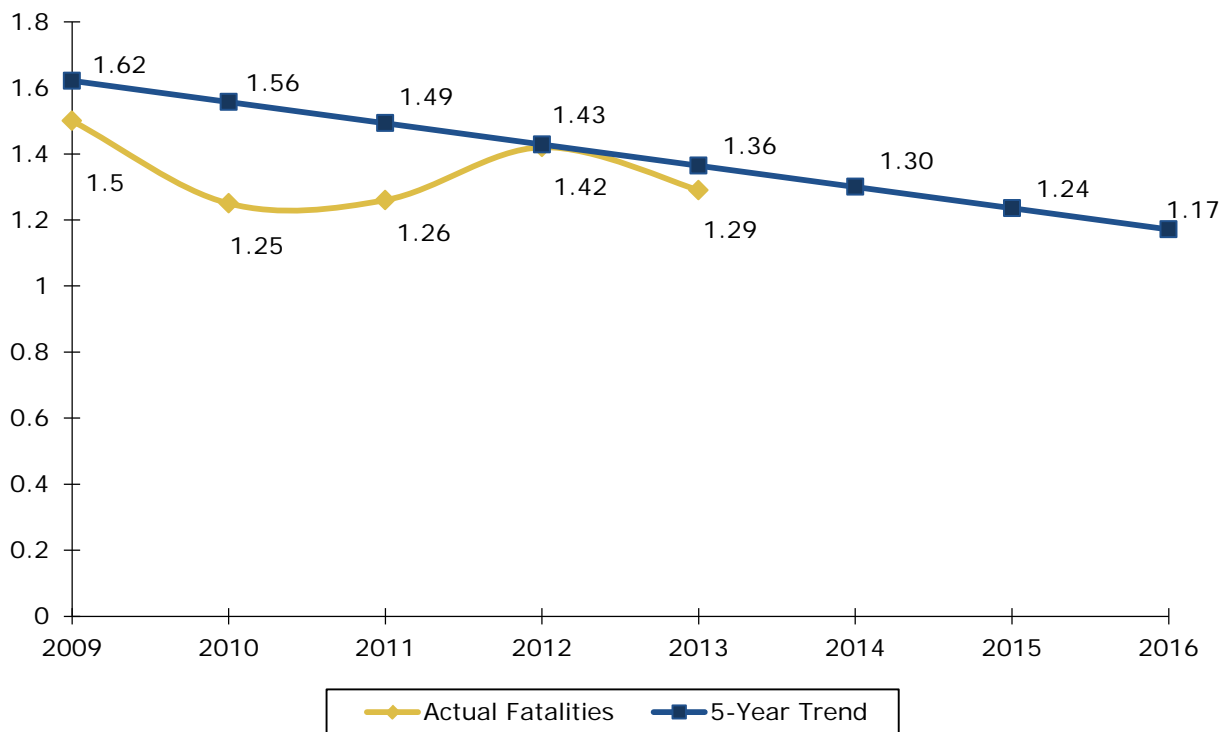
Note: Based on historical data, the fatality rate per 100 MVMT has fluctuated over the last five years but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address the overall fatality rate. To achieve the 2016 target, fatalities will have to reduce by 21 percent from 1.58 (2009-2013 average) to 1.25 in 2016.

Figure 1.5 Rural Fatality Rate per 100 MVMT Trend Line Analysis



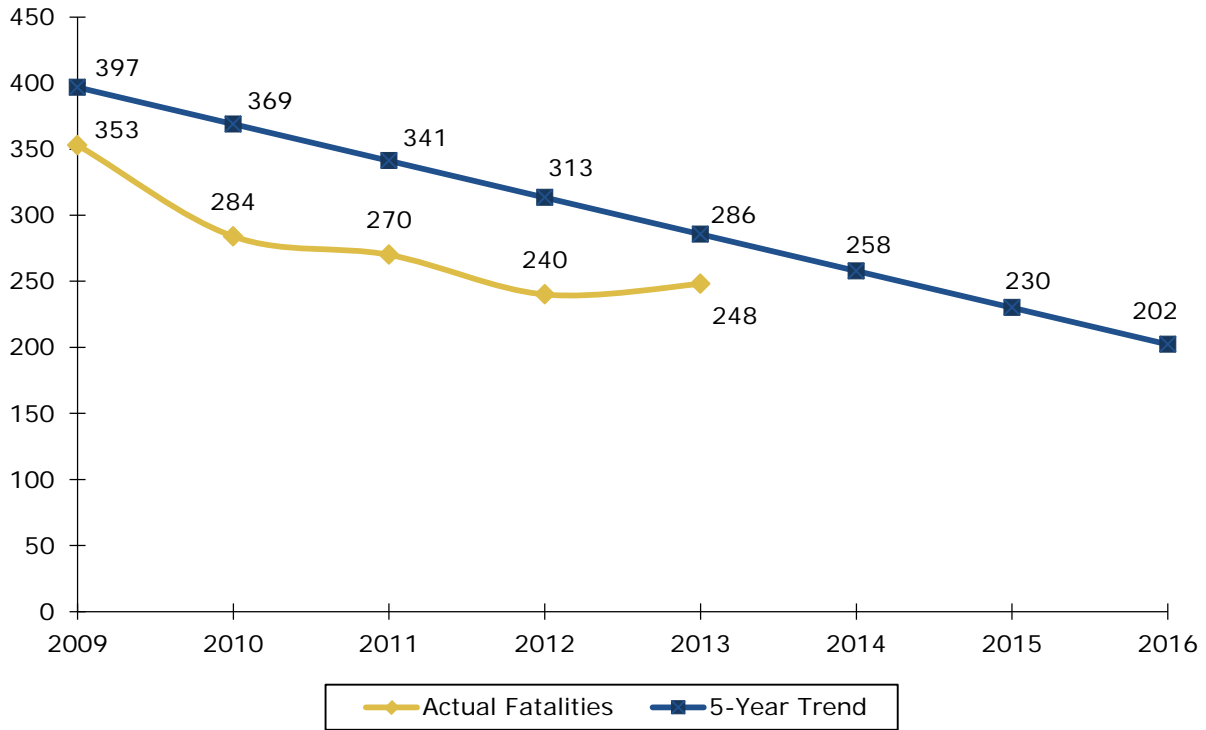
Note: Based on historical data, the rural fatality rate per 100 MVMT has flattened over the last five years but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current counter-measure programs enacted to address rural fatalities. To achieve the 2016 target, rural fatalities will have to reduce by 27.2 percent from 1.9 (2009-2013 average) to 1.38 in 2016.

Figure 1.6 Urban Fatality Rate per 100 MVMT Trend Line Analysis



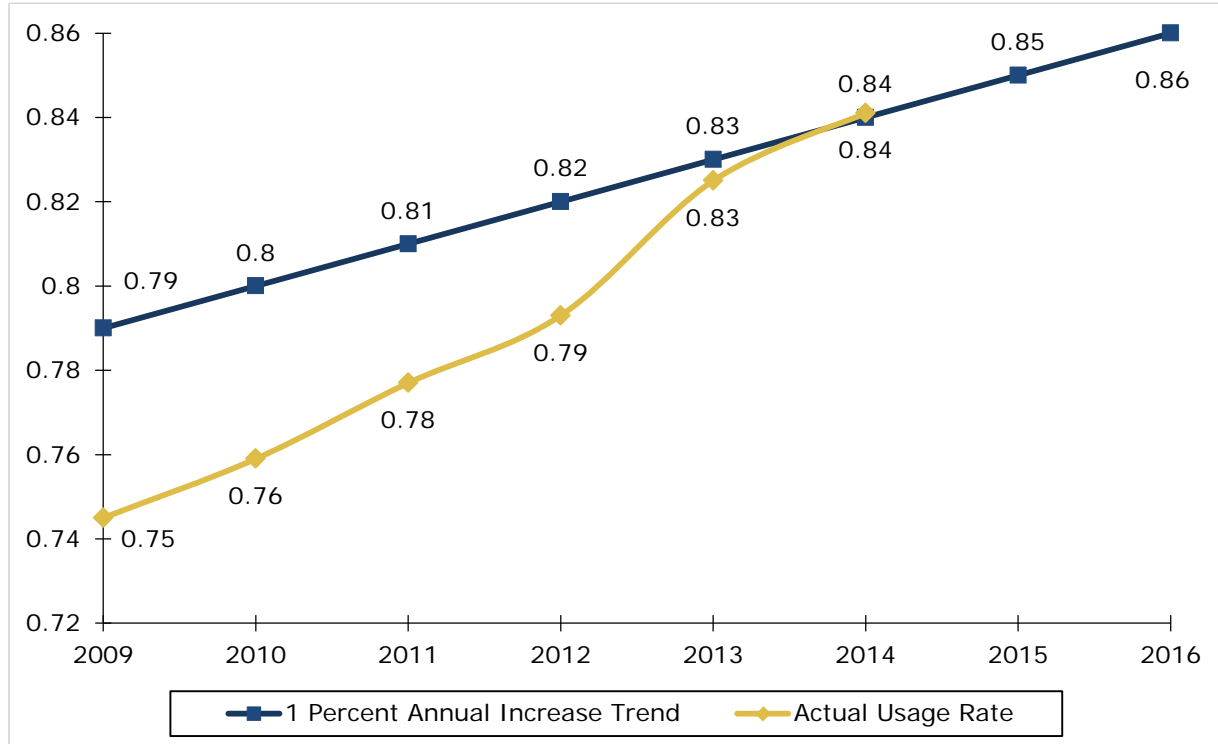
Note: Based on historical data, the urban fatality rate per 100 MVMT has fluctuated over the last five years but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current counter-measure programs enacted to address urban fatalities. To achieve the 2016 target, urban fatalities will have to reduce by 12.9 percent from 1.34 (2009-2013 average) to 1.17 in 2016.

Figure 1.7 Unrestrained Fatalities Trend Line Analysis



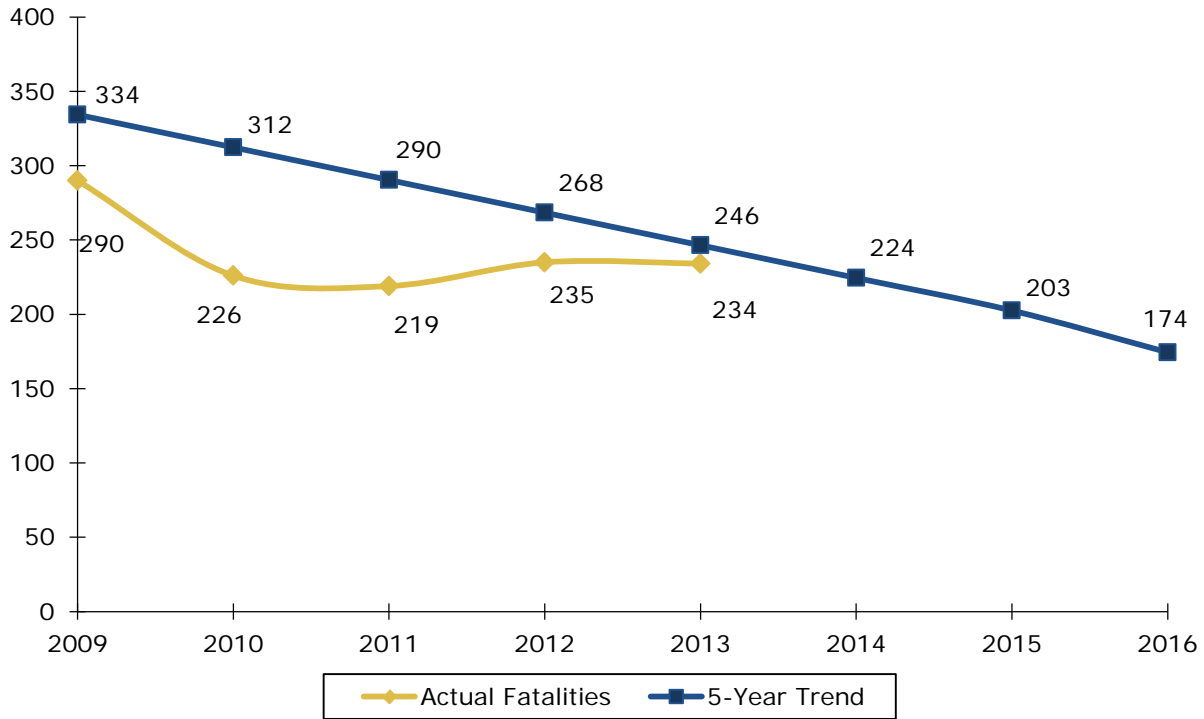
Note: Based on historical data, the unrestrained fatalities have fallen over the last five years. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address unrestrained fatalities. To achieve the 2016 target, unrestrained fatalities will have to reduce by 28 percent from 279 (2009-2013 average) to 202 in 2016.

Figure 1.8 Observed Usage Rate Trend Line Analysis

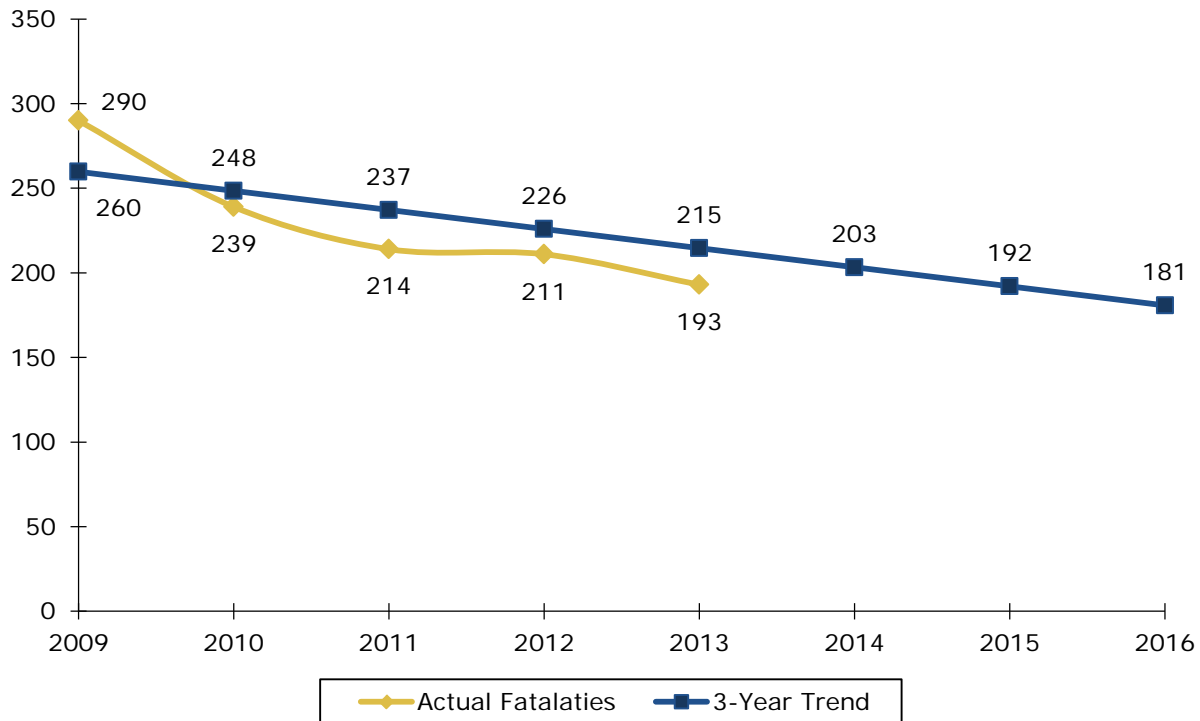


Note: Based on historical data, the observed seat belt usage rate has increased over the last several years to 84.1 percent in 2014. With no new occupant protection legislation enacted, it is expected that the observed seat belt usage rate will level off as we begin to address the hard-core nonbelt use population. With only a \$25 seat belt fine it will become progressively difficult to increase the usage rate year over year. A modest 1 percentage point annual increase to 86.1 percent is considered a realistic performance target for 2016.

Figure 1.9 Alcohol Impaired Fatalities Trend Line Analysis

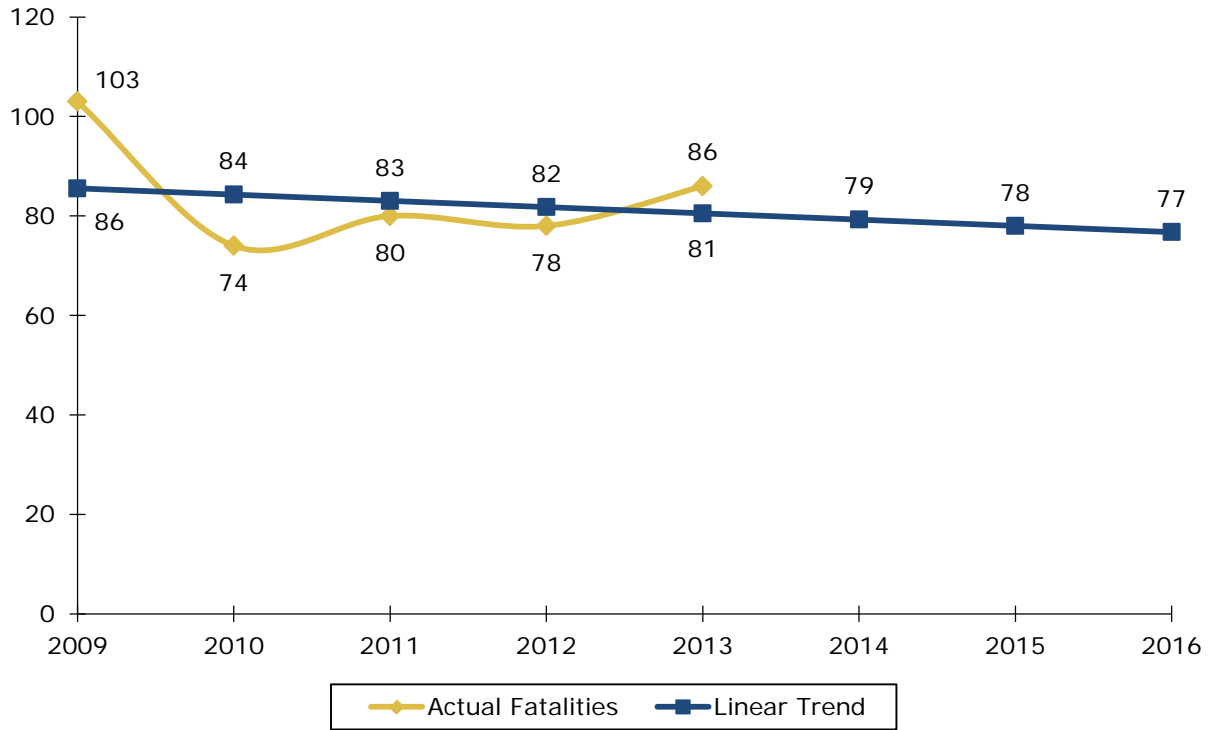


Note: Based on historical data, the alcohol-impaired fatalities have fallen over the last five years, however, over the last three years the number has crept up. A five-year trend line was chosen as the most practical justification for determining the 2016 target. To achieve the 2016 target, alcohol impaired fatalities will have to reduce by 28 percent from 241 (2009-2013 average) to 174 in 2016.

Figure 1.10 Speeding-Related Fatalities Trend Line Analysis

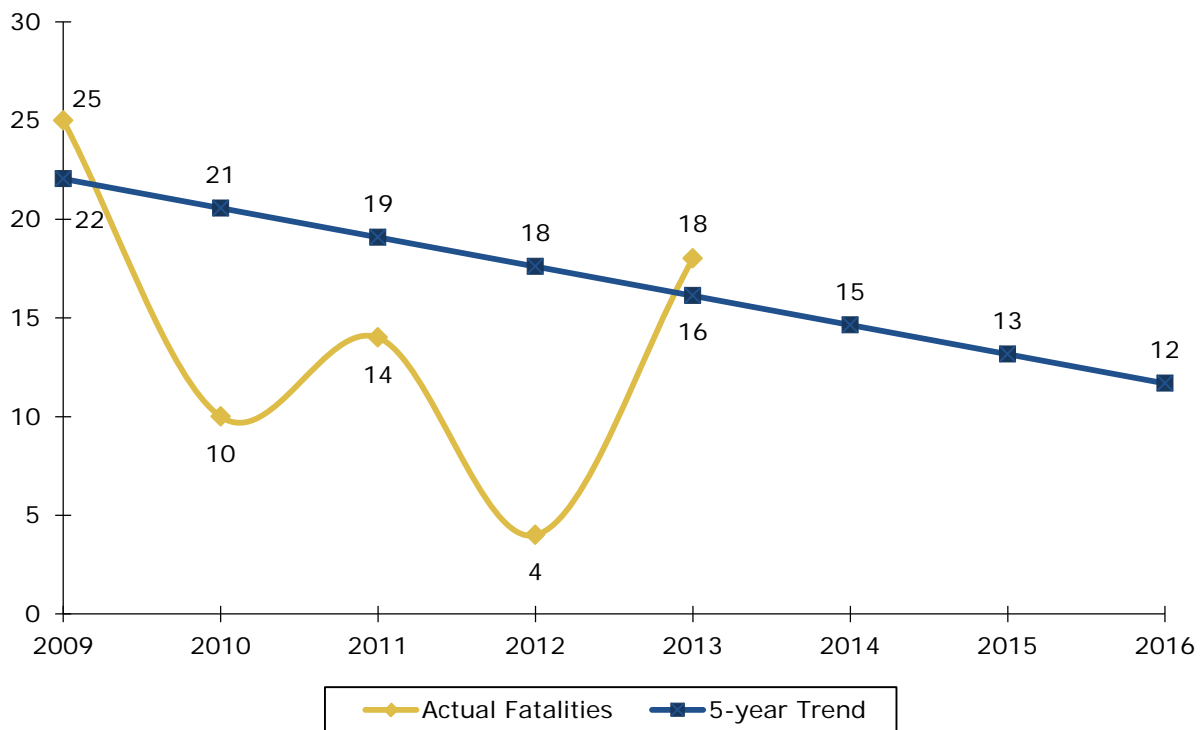
Note: Based on historical data, the linear trend line shows that the speeding-related fatalities are trending downward. LHSC funds speed enforcement on a limited basis due to other overtime sources available to law enforcement from the local district attorneys. However, programs to address unbelted occupants and impaired drivers may have a correlation in affecting speeding-related fatalities. A three-year moving average was chosen over a five-year average as it continues to achieve a reduction in speed-related fatalities but at a more reasonable pace. To achieve the 2016 target, speed fatalities will have to reduce by 12 percent from 206 (2011-2013 average) to 181 in 2016.

Figure 1.11 Motorcyclist Fatalities Trend Line Analysis



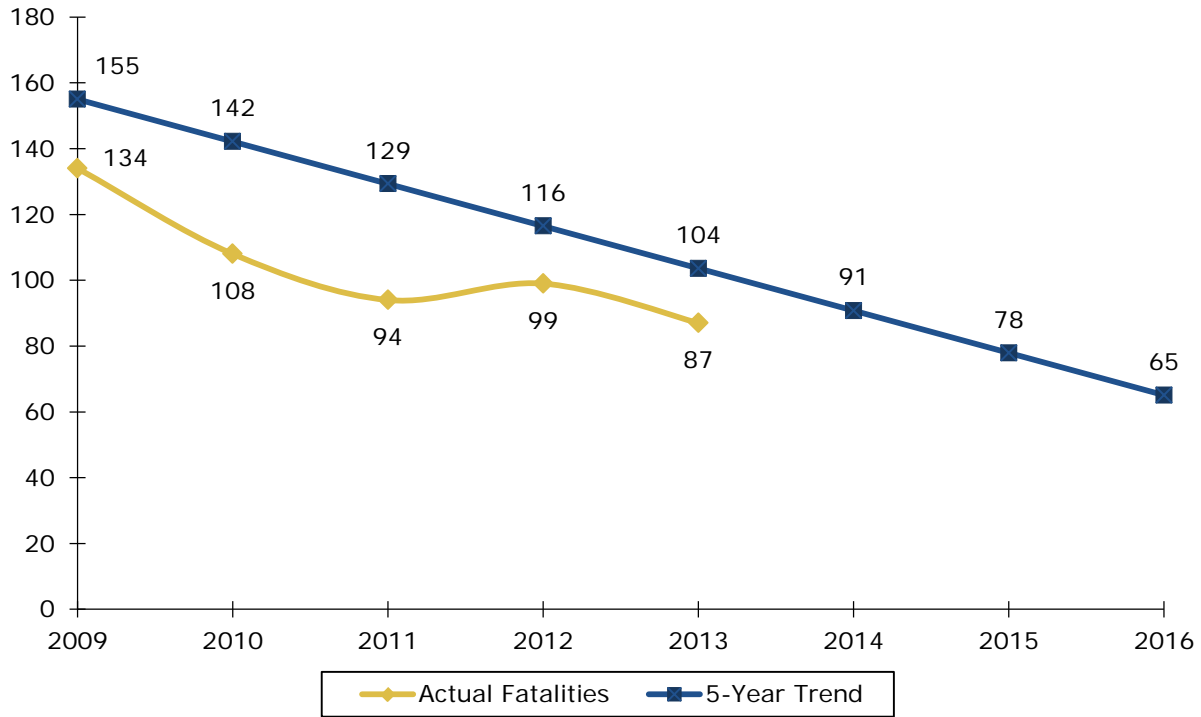
Note: There was an average of 81 motorcycle fatalities for the three-year average between 2011-2013. With the fluctuations in motorcycle fatalities over the last five years, the three-year average of reducing fatalities by an average of 4.9 percent was chosen. To achieve the 2016 target, motorcyclist fatalities will have to reduce by 4.9 percent from 81 (2011-2013 average) to 77 in 2016.

Figure 1.12 Unhelmeted Motorcyclist Fatalities Trend Line Analysis



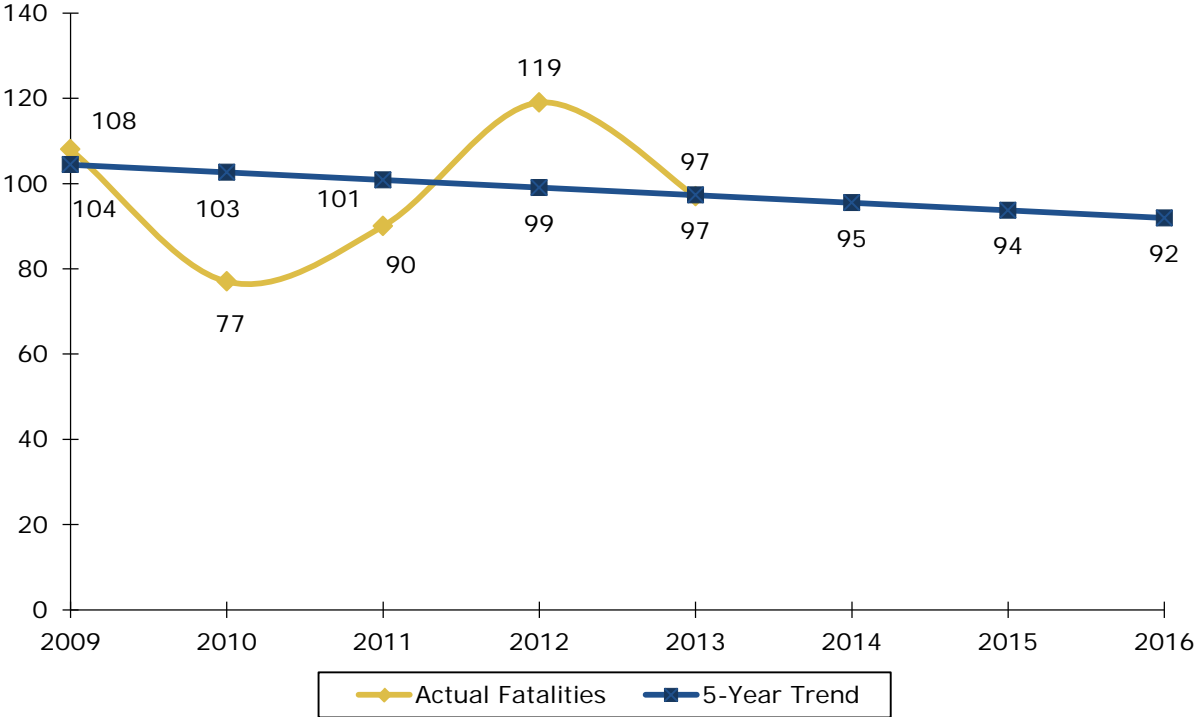
Note: With low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. Because of this, a single-year target linear reduction using a five-year moving average (2009-2013) was selected. To achieve the 2016 target, unhelmeted motorcyclist fatalities will have to reduce by 7 percent from 14 (2009-2013 average) to 12 in 2016. Single-year target, linear reduction using five-year moving average (2009-2013).

Figure 1.13 Young Drivers Fatalities Trend Line Analysis



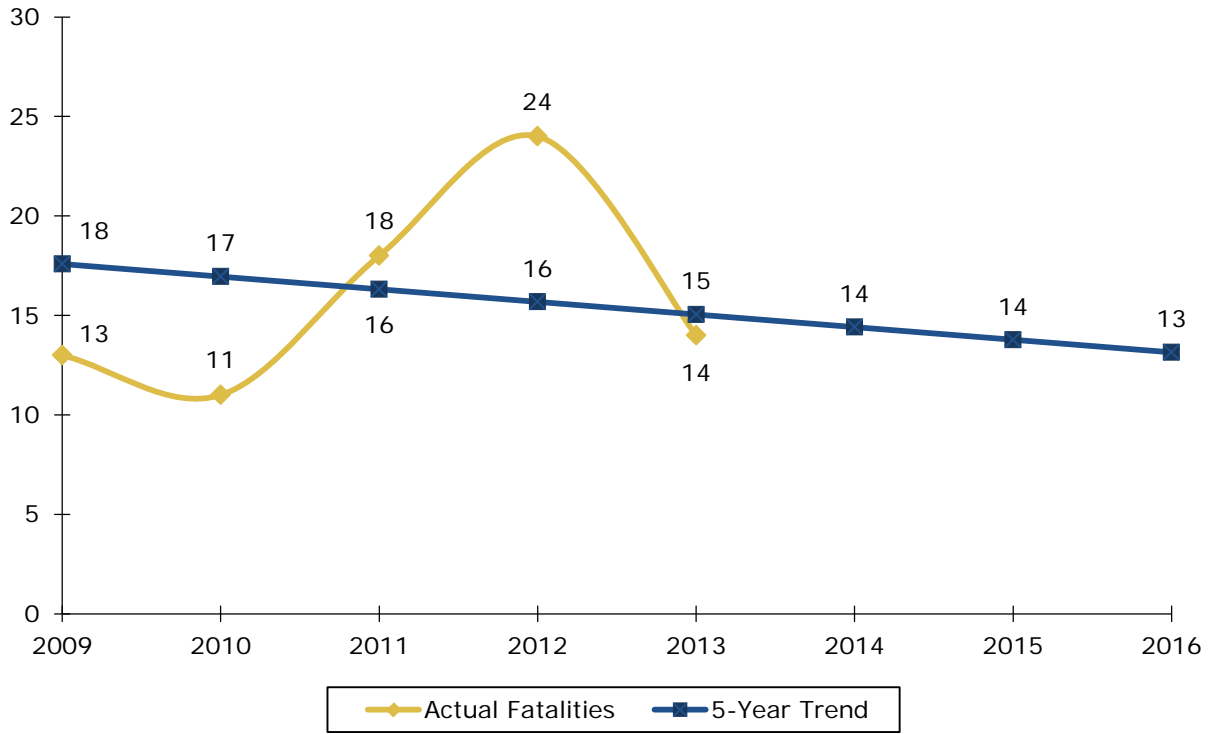
Note: Based on historical data, the linear trend line shows that fatalities have largely fallen over the five-year moving average. On average, between 2009 and 2013 there were 104 fatalities. Based on the five-year moving average it was determined that a 2016 target of 65 fatalities could be achieved with a decrease of 37.7 percent from the five-year moving average.

Figure 1.14 Pedestrian Fatalities Trend Line Analysis

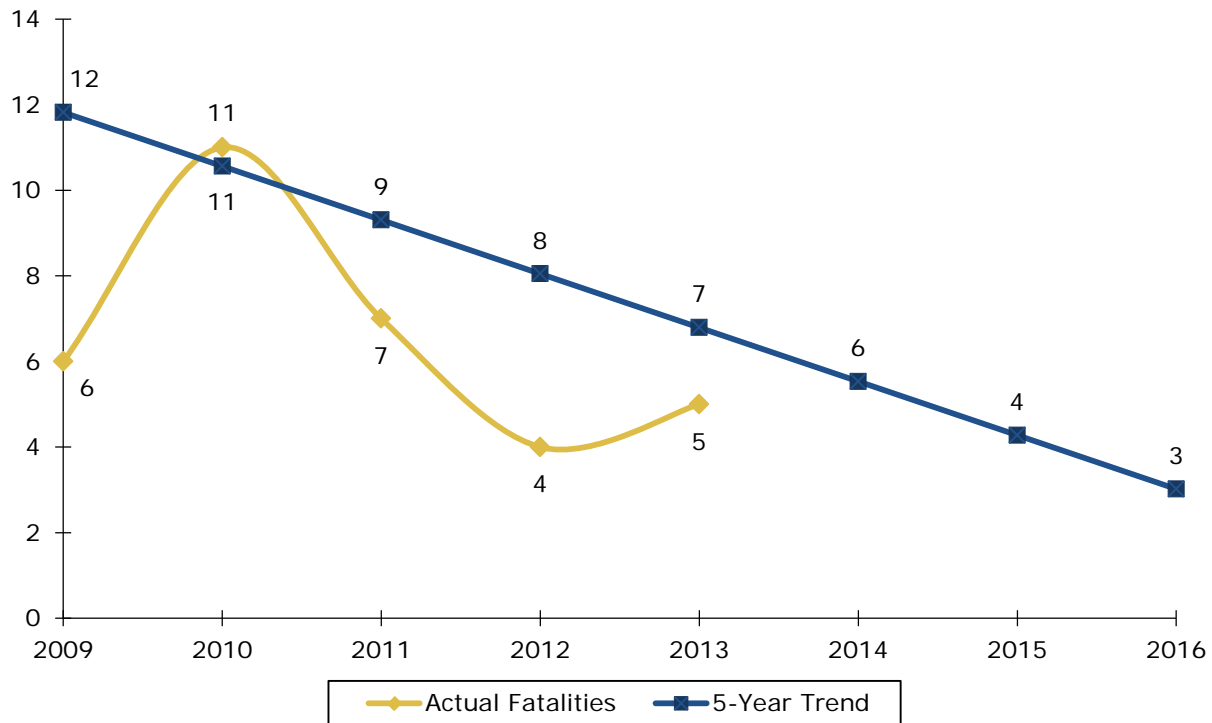


Note: Based on historical fluctuations in the data, the linear trend line shows that this estimated target could be challenging. On average, between 2009-2013 there were 98 pedestrian fatalities. To achieve the 2016 target, fatalities will need to decrease by 6 percent from the five-year moving average to reach the target of 92.

Figure 1.15 Bicyclist Fatalities Trend Line Analysis



Note: With low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. Because of this, a single-year target linear reduction using a five-year moving average (2009-2013) was selected. To achieve the 2016 target, bicycle fatalities will have to be reduced by 18 percent from 16 (2009-2013 average) to 13 in 2016.

Figure 1.16 Rail-Highway Fatalities Trend Line Analysis

Note: With low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. Because of this, a single-year target linear reduction using a five-year moving average (2009-2013) was selected. To achieve the 2016 target, rail-highway fatalities will have to be reduced by 57 percent from 7 (2009-2013 average) to 3 percent in 2016.

1.5 Evidence-Based Enforcement Plan and Project Selection Process

The Louisiana Highway Safety Commission (LHSC) has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State's highway safety program. Louisiana incorporates an evidence-based data driven approach in its statewide enforcement program through the following components.

1.5.1 Participants Involved

Section 1.2 provides substantial detail regarding the participants involved in the selection process for evidence-based traffic safety countermeasures. The comprehensive and diverse list of participants involved covers a large array of disciplines. The participants involved are further enhanced by the program staff at LHSC.

1.5.2 Data Sources

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier; the data analyses are designed to identify who is overrepresented in crashes as well as when, where, and why crashes are occurring. Section 1.4 noted how the LHSC identified 16 parishes that account for the State's greatest portion of highway safety problems. These parishes also are the top 16 parishes in terms of population and special emphasis is given to law enforcement agencies in these identified Top Tier parishes to implement proven countermeasures to enhance traffic safety. Data analyses also are conducted to identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding also must use a data-driven approach to identify the enforcement issues in their jurisdictions. Data is provided to local law enforcement agencies as part of a statewide problem identification. Furthermore, local crash information is available through the HSRG website to law enforcement continuously. The HSRG website provides specific and detailed data such as location, time of day, and day of week crash information that law enforcement use to identify strategies to improve traffic safety in their communities. Agencies use local data for resource allocation and evidence based enforcement to address their specific problem(s).

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies. The LHSC uses the NHTSA publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Louisiana's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data, or utilize the data provided by HSRG (<http://datareports.lsu.edu/CrashReportIndex.aspx>), to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, failure to wear seatbelts, and speeding. Additional strategies deployed include enforcement during specific times of day when more crashes occur, nighttime impaired driving checkpoints, and enforcement of high-risk occupant protection populations, such as at night with additional focus on occupant protection of pickup truck occupants. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, also is required. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

1.5.3 Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are

continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by LHSC. The law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

The LHSC has three Program Coordinators who oversee and manage law enforcement grants. In addition, the LHSC has a staff of eight Law Enforcement Liaisons (LEL) who maintain constant field coordination with their assigned agencies. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

2.0 Highway Safety Plan

The following sections describe the LHSC's program areas for FFY 2016 and provide details on the program areas, performance targets and measures, strategies, programs, and projects planned for the upcoming year. A comprehensive table of all projects is provided at Table 5.3.

The project descriptions at the end of each program area include citations referencing the performance targets and evidence of effectiveness. The LHSC used the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 HSP program areas. Evidence of effectiveness citations, which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, and Section 2.1), are identified in the project descriptions, and denote the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for projects such as LHSC administrative functions and activities. The 2013 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>.

2.1 Impaired Driving

2.1.1 Problem Identification and Analysis

Louisiana's alcohol-related fatal crash percentage remained at 42 percent in 2013, while the percentage of alcohol-impaired fatal crashes has stayed consistent with national trends. The 2013 FARS data for alcohol-impaired driving fatalities with a BAC .08+ indicates 234 fatalities and the HSRG data indicates that there were 271 alcohol-related crashes in total. According to HSRG from 2009 to 2013, there were 650 predicted alcohol fatalities between 6 p.m. and 12 a.m., followed by 632 from 12 a.m. to 6 a.m., 77 from 12 p.m. to 6 p.m., and 188 from 6 a.m. to 12 p.m. Friday, Saturday, and Sunday also were shown to be the top three days when alcohol fatalities occurred. While impaired driving continues to be a concern, Louisiana now ranks as a Section 405d midrange state. Driving after drinking continues to be taken too lightly in Louisiana. A cultural shift toward understanding the realities and consequences of drinking and driving must take place.

Louisiana has a Zero Tolerance law (0.02 blood alcohol concentration (BAC)) for drivers less than 21 years of age. However, 18- to 20-year-olds are allowed to enter bars in Louisiana. Among the drivers age 18 to 20 there were 339 alcohol-involved fatal and injury crashes in Louisiana in 2013. In FFY 2014, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and found when asked "What do you think the chances are of someone getting arrested if they drive after drinking", 89.9 percent of respondents noted 'Very Likely' and 'Somewhat Likely.' However, when asked, "In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages" 56.8 percent of respondents indicated 'None.'

Impaired driving is not solely limited to alcohol impairment. In Louisiana, drugs also are prominent in the toxicology reports provided by the State Crime Laboratory. Of the traffic impairment reports identified in Table 3.1, over two-thirds of drivers tested had drugs or drug metabolites in their system and, perhaps more alarming, the drivers had an average of three drugs in their system. The State will consider a drug impaired driving performance target for FFY 2017. Dr. Schneider, LSU Highway Safety Research Group, is completing a research project on drugged driving. This research project will inform our drugged driving activities in FFY 2017.

Table 2.1 General Statistics

	2012	2013	2014	First Quarter 2015
Total traffic impairment TOX/ BAC reports released ^a	4,316	4,327	4,486	1,105
BAC reports (BAC >0.08%)	1,927 (44.6%)	1,843 (42.6%)	2,103 (46.9%)	421 (38.1%)
TOX reports (BAC <0.08%)	2,389 (55.4%)	2,484 (57.4%)	2,383 (53.1%)	684 (61.9%)
Traffic/Impairment Only				
Toxicology reports released	2,389	2,484	2,216*	664
Reports that had no drugs of toxicological significance	619 (25.9%)	695 (27.9%)	624 (28.2%)	184 (27.7%)
Reports that had insufficient sample to process	70 (2.9%)	112 (4.5%)	158 (7.1%)	29 (4.4%)
Remaining reports that yielded drugs or drug metabolites	1,784 (74.7%)	1,677 (67.5%)	1,434 (64.7%)	451 (67.9%)
Drugs or drug metabolites identified	5,549	4,903	4,076	1,167
Average drugs per case	3.1	2.9	2.8	2.6

Source: Louisiana State Police Crime Lab.

^a Total released (coroner, etc.).

Cases don't always fall in one of the above three categories, insufficient, no drugs detected and/or drugs detected. Case overlap- some cases can be either both no drugs and insufficient OR identify one or more drugs and be insufficient.

Table 3.2 details the percentages of all traffic impairment cases in 2012, 2013, and 2014, in which the driver was at or above the legal limit for alcohol and had at least one drug of impairment in their system. Only 15 to 18 percent of the drivers in the cases reported had no drugs or an insufficient sample in their system.

Table 2.2 Traffic Impairment Cases

What percentage of all traffic impairment cases reported?	2012	2013	2014
...at or above the legal limit for alcohol?	44.6%	42.6%	46.8%
...at least one drug of impairment?	39.5%	38.8%	35.8%
...no drugs and/or insufficient sample?	15.9%	18.6%	17.4%

Source: Louisiana State Police Crime Lab.

Table 3.3 provides a breakdown of the types of drugs detected in the traffic impairment cases and the percent of times sufficient amounts of each specific drug was detected.

Table 2.3 Drugs Detected in Traffic Impairment Cases

Toxicology/Drug	2012		2013		2014		Trend
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
Hydrocodone (Lortab)	906	16.35%	490	9.99%	356	8.69%	Down
Carisoprodol (Soma)	871	15.72%	743	15.15%	464	11.35%	Down
Cocaine	567	10.23%	416	8.48%	346	8.48%	Steady
Diazepam (Valium)	438	7.90%	473	9.65%	336	8.23%	Steady
Prescription Antidepressants (except Alprazolam and Diazepam)	407	7.35%	411	8.38%	410	10.02%	Up
Over-the-Counter (OTC) Drugs (except Benedryl)	358	6.46%	387	7.89%	251	6.18%	Steady
THC (Marijuana)	293	5.29%	443	9.04%	435	10.65%	Up
Oxycodone (Oxycotin)	257	4.64%	245	5.00%	200	4.90%	Steady
Prescription Pain Reliever (other than Hydrocodone and Oxycodone)	228	4.11%	156	3.18%	140	3.45%	Down
Other Pharmaceuticals (each less than 15)	173	3.12%	67	1.37%	40	1.00%	Down
Methadone	163	2.94%	176	3.59%	149	3.66%	Up
Prescription Sleep Aids (except Ambien)	160	2.89%	83	1.69%	38	0.93%	Down
Amphetamine (Adderall)	154	2.78%	163	3.32%	214	5.27%	Up
Alprazolam (Xanax)	120	2.17%	38	0.78%	83	2.05%	No

Toxicology/Drug	2012		2013		2014		Trend Pattern
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
Barbiturates	110	1.99%	117	2.39%	81	2.00%	Down
Methamphetamine	92	1.66%	165	3.37%	209	5.15%	Up
Codeine (Prescription Cough Syrup)	77	1.39%	83	1.69%	69	1.70%	Steady
Prescription Muscle Relaxer (other than Carisoprodol)	47	0.85%	56	1.14%	51	1.26%	Up
Phencyclidine (PCP)	32	0.58%	44	0.90%	43	1.07%	Up
Heroin and/or Morphine	30	0.54%	104	2.12%	100	2.45%	Up
Prescription Epilepsy	21	0.38%	9	0.18%	14	0.35%	No Pattern
Schedule I Hallucinogens and/or Cathinones	20	0.36%	23	0.47%	34	0.84%	Up
Prescription Stimulants (other than Amphetamine)	17	0.31%	11	0.22%	13	0.30%	No Pattern
Total	5,541	100.00%	4,903	100.00%	4,076	100.00%	

Source: Louisiana State Police Crime Lab.

Louisiana has a comprehensive impaired driving program that incorporates broad-ranging strategies and actions designed to reduce impaired driving fatalities and injuries. The LHSC utilizes data analysis and strategic planning to guide all funding decisions outlined in the HSP with the intention that the comprehensive nature of the impaired driving program will achieve the overall impaired driving goal. Although several of these impaired driving projects address prevention programs for young adults and for underage drinking, they are coordinated by LHSC assigned program coordinators to ensure the projects contribute to our overall highway safety impaired driving program.

In addition, the Governor's Task Force on DWI-Vehicular Homicide (Governor's Task Force) has been instrumental in shaping impaired driving countermeasure strategies since its inception in 1996 and is recognized by NHTSA as an appropriate venue for the new MAP-21 required Statewide Impaired Driving Plan (SIDP). The Impaired Driving Task Force considers the latest problem identification conducted by the LHSC when tracking progress and updating the SIDP. The strategies and actions included in the plan are data-driven, evidence-based, and considered best practices by NHTSA. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 impaired driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection

strategies for impaired driving countermeasures, the likelihood of our strategies reaching our goals are enhanced. The SIDP includes strategies and projects from the FFY 2016 HSP and is coordinated with the State's Strategic Highway Safety Plan (SHSP).

Performance Target

- Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 28 percent from 241 (2009-2013 average) to 174 in 2016.

Performance Measures

- Number of fatalities involving a driver or motorcycle operator with BAC 0.08+ and greater.

Strategies

1. Provide sustained enforcement of statutes addressing impaired driving/riding.
2. Support the National "Drive Sober or Get Pulled Over" campaign with specific overtime enforcement and paid media based on data-driven demographic and geographic locations. LHSC will measure the Gross Rating Point average for the impaired driving campaign network buys and evaluate the paid media via attitudinal surveys.
3. Promote Juvenile Underage Drinking Enforcement (JUDE) enforcement with local law enforcement agencies.
4. Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15- to 23-year olds.
5. Produce and distribute public information and educational materials to combat impaired driving/riding and underage drinking and provide paid media outreach for state-planned impaired driving education.
6. Develop new, and strengthen existing, impaired driving prevention networks and associations.
7. Address repeat offenders through legislation, education, public information, and support of eight DWI Courts.
8. Streamline the electronic DWI processing system to reduce the time needed to process a DWI arrest.
9. Provide Drug Recognition Expert (DRE) training to revitalize the DRE program, and conduct SFST Instructor, SFST Training Field Courses.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP. Other impaired driving projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and Young Driver Traffic Safety Program.

Project Number: 2016-10-10

Project Title: TRACC Coalition

Project Description: This regional impaired driving program is designed to support 'No Refusal' sobriety enforcement efforts through the use of certified medical technicians who will provide evidence collection (blood draws) when warrants are issued. (CTW, Chapter 1, Section 2.3 [supports activity])

Project Budget/Source: \$54,450.00/Section 405d Mid

Project Number: 2016-10-11

Project Title: Impaired Driving Policy Specialist

Project Description: The Impaired Driving Policy Specialist will assist LHSC with the implementation of research-based impaired driving policies, programs, and practices aimed at reducing impaired driving and the number of related fatalities. The Impaired Driving Policy Specialist also is responsible for assisting in the management of three of the LHSC-funded DWI courts and assisting with the proper operation of their courts, and ensuring that new and existing DWI courts receive the training needed to operate successfully. The Specialist also collaborates with the Louisiana Supreme Court regarding the DWI courts under their management. (CTW, Chapter 1: Section 1.5 and 3.1)

Project Budget/Source: \$49,000.00/Section 405d Mid

Project Number: 2016-10-12

Project Title: DWI Awards Program Coordinator

Project Description: The awards* program offers an opportunity to recognize law enforcement officials, court officials, and others who are a vital part of the arrest and proper prosecution of DWI cases. LHSC will fund a coordinator to oversee the program. The FY 2016 program is the seventh Annual LHSC DWI Awards Program. (CTW, Chapter 1: 2.1, 2.2)

Project Budget/Source: \$11,000/Section 164AL

* Prior to any purchasing of awards the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If awards are not allowed per federal regulations the LHSC will utilize state funds to purchase awards.

Project Number: 2016-10-13

Project Title: Prosecutor/Law Enforcement Training Program

Project Description: Through the Louisiana District Attorneys Association (LDAA), the LHSC provides funding for a Traffic Safety Resource Prosecutor (TSRP) to help law enforcement, prosecutors, and judges align their efforts to prosecute DWI cases. The grant funds will be used to host the class and facilitate the training; funding for participants to attend is not included. The LDAA plans to facilitate and present impaired driving courses to a minimum of 225 prosecutors and 75 law enforcement officers during FFY 2016. This training is offered statewide. (CTW, Chapter 1: Section 1.1, 1.3, 1.4, 1.5; Chapter 3: 3.2, 3.4)

Project Budget/Source: \$238,776.45/Section 405d Mid

Project Number: 2016-10-14

Project Title: DPS Legal Consultant

Project Description: This project will provide funds for a DPS legal consultant to assist with DWI efforts and implied consent issues. This work will comprise 25 percent of the legal consultant's work time. (CTW, Chapter 1, Section 1.1, 1.5)

Project Budget/Source: \$25,000.00/Section 154AL

Project Number: 2016-10-15

Project Title: Louisiana Impaired Driving Assessment Coordinator

Project Description: The Alcohol Assessment Implementation Coordinator is responsible for implementing the priority recommendations of the 2009 and 2013 Impaired Driving Assessment Report and includes activities to address the enforcement and adjudication of laws regarding driving while impaired. This contractor works in conjunction with the many agencies throughout Louisiana who share a similar mission. (CTW, Chapter 1: Section 1.5)

Project Budget/Source: \$49,900/Section 405d Mid

Project Number: 2016-10-16

Project Title: No Refusal Blood Draw Program

Project Description: Acadian Ambulance will provide trained medical personnel to provide blood draw capability at DWI checkpoints and call outs. Having trained personnel on station at checkpoints will significantly decrease the time needed to draw blood once a search warrant is

issued. This will be a pilot project in the Troop I area with the intent to export to other parts of the Acadian Ambulance response area. (CTW, Chapter 1: Section 2.1)

Project Budget/Source: \$25,000.00/Section 154AL

Project Number: 2016-10-17

Project Title: Mothers Against Drunk Driving – Court Monitoring

Project Description: This program monitors courts in East Baton Rouge Parish on a regular weekly basis, including Baton Rouge City and 19th Judicial District Courts, and randomly monitors in courts in St. Tammany, Orleans, Jefferson, and Lafayette parishes. The Court Monitors attend assigned court(s), observe DWI cases, collect pertinent data, enter case information into the court monitoring database, train and supervise program volunteers, manage monitor (“watchdog”) calls and cases, compile reports, and complete monthly progress reports. (CTW, Chapter 1: Section 3.3)

Project Budget/Source: \$198,214.50/Section 164AL

Project Number: 2016-10-18

Project Title: Judicial Outreach Liaison

Project Description: Will serve as a liaison between courts and policy-makers, provide training and continued education to judges within throughout the State, share information, and coordinate with other justice professionals; promote evidence-based and promising practices; and publish newsletters on highway safety issues. (CTW, Chapter 1: Section 3.1)

Project Budget/Source: \$100,000/Section 154AL

Project Number: 2016-10-19

Project Title: North Louisiana Criminalistics Laboratory Commission

Project Description: This project provides salary and related benefits for one full-time Forensic Analyst in North Louisiana to perform forensic analysis of DWI cases. (CTW, Chapter 1, Section 2.3 [supports activity])

Project Budget/Source: \$69,072.74/Section 405d Mid

Project Number: 2016-10-20

Project Title: DWI Court Management Program

Project Description: The Supreme Court Drug Court Office (SCDCO) will provide oversight, administration, and monitoring to six Louisiana DWI Courts currently as provided to the 47 Louisiana Drug Courts (these DWI Courts are listed separately and not managed by the

SCDCO). All courts are required to adhere to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. The grant funds pay for 10 percent FTE for Supreme Court oversight of DWI courts, and contractual costs with the six DWI courts for program management, and training programs and supplies. (CTW, Chapter 1: Section 3.1)

Project Budget/Source: \$746,804.27/405d Mid

Project Number: 2016-10-21

Project Title: 14th Judicial District DWI Court

Project Description: The 14th Judicial District DWI Court serves Calcasieu Parish and accepts DWI offenders into a minimum 12-month, or maximum 3-year, treatment program. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. (CTW, Chapter 1: Section 3.1)

Project Budget/Source: \$55,000.00/Section 405d Mid

Project Number: 2016-10-22

Project Title: 4th Judicial District DWI Court

Project Description: The 4th Judicial District DWI Court serves Ouachita and Morehouse Parishes and accepts third-offense DWI offenders into a minimum 12-month, or maximum 3-year, treatment program. Other DWI offenders may be accepted if it is deemed beneficial to public safety. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. (CTW, Chapter 1: Section 3.1)

Project Budget/Source: \$55,000.00/Section 405d Mid

Project Number: 2016-10-23

Project Title: Terrebonne Parish DWI Court

Project Description: The 32nd Judicial District DWI Court serves Terrebonne Parish and accepts first offenders and second offenders into a minimum 12-month treatment program. DWI offenders receiving a first DWI are placed into a probation program and the charge is dismissed, but if a second first offense is committed, the offender is then accepted into the DWI court. Other DWI offenders may be accepted if it is deemed beneficial to public safety. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. (CTW, Chapter 1: Section 3.1)

Project Budget/Source: \$55,000.00/Section 405d Mid

Project Number: 2016-10-30

Project Title: Alcohol Beverage Control Juvenile Underage Drinking Enforcement (J.U.D.E.) Task Force

Project Description: The J.U.D.E. Task Force attacks underage drinking and impaired driving in East Baton Rouge Parish. The Task Force will work to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages. This project will also work to reduce serving juveniles alcohol, reduce the underage purchase of alcohol, and improve compliance checks. (CTW, Chapter 1: Section 6.1, 6.3)

Project Budget/Source: \$136,258.14/Section 405d Mid

Project Number: 2016-10-31

Project Title: Louisiana Cops in Shops Program

Project Description: The Louisiana Office of Alcohol Tobacco Control (ATC) Cops in Shops Project utilizes ATC enforcement agents to conduct additional extensive underage alcohol enforcement efforts statewide on an overtime basis. (CTW, Chapter 1: Section 6.1, 6.3)

Project Budget/Source: \$165,023.76/Section 405d Mid

Project Number: 2016-10-32

Project Title: "We've Got Your BAC"

Project Description: The Capital Region Transportation Safety Coalition (CRTSC) will offer the "We've Got Your BAC" program which began in April 2015 to survey and educate area drinkers on BAC by inviting drinkers to take part in a PBT demonstration. This local project uses law enforcement volunteers and CRTSC members to test drinkers in the Baton Rouge area and educate them on the consequences of impaired driving and what their BAC actually means. This alcohol awareness education project, which originally was conducted using other funds, was well received by the local press. The State plans to expand this program to other Tier 1 alcohol parishes as a pilot program in FFY 2016 and use pre- and post-surveys of participants to measure effectiveness. (CTW, Chapter 1: Section 5, 5.2, 5.4)

Project Budget/Source: \$2,104.30/Section 164AL

Project Number: 2016-10-33

Project Title: DWI Courts Continuation Funds

Project Description: Funds will be set aside to ensure continuation of current DWI courts and establishment of new courts in the future. Project coordinators manage the DWI Court

program. The grant funding provides local courts additional startup costs for the first three years at a minimum level of funding which is reduced on an annual basis down to a minimum level of \$50,000 (the courts are not self-sufficient). (CTW, Chapter 1: Sections 3.1)

Project Budget/Source: \$1,349,789.99 Section 405d Mid

Project Number: 2016-10-34

Project Title: DWI Enforcement Training Specialist

Project Description: This specialist will assist LHSC in FY 2016 with additional law enforcement training including LADRIVING, court room testimony, and other impaired driving issues. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

Project Budget/Source: \$49,900.00/Section 154AL

Project Number: 2016-10-35

Project Title: Travel/Training Funds for Impaired Driving

Project Description: Funds set aside to send law enforcement and other partners to training and conferences related to impaired driving. Each request will be submitted to the LHSC and must be approved by the Director/Deputy Director.

Project Budget/Source: \$15,100.00/Section 154AL

Project Number: 2016-10-42

Project Title: LADRIVING DWI Automation Project

Project Description: Intradepartmental agreement with DPS Information Technology Section to provide implementation, oversight, and supervision of the Electronic DWI Arrest Report Project (known as LADRIVING). (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

Project Budget/Source: \$500,000.00/Section 154AL, \$1,931,898.50/Section 164AL

Project Number: 2016-30-80

Project Title: Louisiana State Police (LSP) Crash Reduction Grant

Project Description: The LSP will work DWI, overtime enforcement and PIO overtime activities. High fatal and injury crash locations, days, times, and vehicle type will be a priority for enforcement activities and adjustments will be made throughout the year based on resources and crash analysis.

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Courses, four SFST Training Field Courses, and five ARIDE Field

Courses. Officers working the Public Information Officer (PIO) overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The two LSP Rollovers will be used at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month, per Rollover.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$120,120.00/Section 402; \$653,794.90/Section 405d Mid and \$776,820.00/HSIP

Project Number: 2016-30-10 *through* 2016-30-52 listed in Table 2.4

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of impaired driving/riding which will be coordinated with the annual "Drive Sober or Get Pulled Over" campaign, in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas, and vehicle types (e.g., pickup trucks, motorcycles), of critical need. The local agencies conduct impaired driving checkpoints and/or patrols based on their EB plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.4 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$2,105,642.66/Section 402; \$2,243,101.50/Section 164AL; \$1,011,844.90/Section 405d Mid; and \$1,305,053.75 HSIP

Project Number: 2016-35-## (Projects will be numbered sequentially)

Project Title: Special Waves Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of occupant protection and impaired driving/riding to be coordinated with the NHTSA/LHSC annual "Click It or Ticket," and "Drive Sober or Get Pulled Over" campaigns. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations. Impaired driving activities will include enforcement of impaired motorcycle operators. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$250,000.00/154AL and \$250,000.00/HSIP

Project Number: 2016-55-10

Project Title: Sudden Impact Comprehensive Statewide Project

Project Description: This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes, and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multitiered approach. The program is a partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$82,993.68/Section 164AL; and \$154,131.12/HSIP

Project Number: 2016-55-11

Project Title: Ready, Set, DRIVE!

Project Description: The project will fund the "Ready, Set, DRIVE!" Teen Driver Safety Program in East Baton Rouge Parish, Livingston Parish, Ascension Parish, and West Baton Rouge Parish. "Ready, Set, DRIVE!" is an educational program that is focused on traffic laws, driver education, and other strategies to teach participants how to recognize, assess and change their risky driving behaviors in an effort to decrease the number of motor vehicle crashes teen drivers experience on our roads. The program measures effectiveness through pre- and post-tests. CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)

Project Budget/Source: \$172,920.005/Section 402

Project Number: 2016-55-12

Project Title: Think First for Teens Program

Project Description: Coordinate and implement a minimum of 50 Think First programs (one to two hours) on underage drinking and impaired driving for youth and young adults to reduce the overall number of alcohol-related fatalities. These programs will be conducted through schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc., in Northwest Louisiana. A social media component will reinforce the message of the program. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$54,670.00 Section 164AL; and \$54,670.00/HSIP

Project Number: 2016-55-15

Project Title: Social Norms and Marketing Project (SNAP)

Project Description: Social Norms and Marketing Project will combine social norms and social marketing theory to reduce alcohol-impaired fatal traffic fatalities at five high schools in alcohol-impaired Tier 1 parishes in southwest Louisiana. A unique social norms campaign focused on impaired driving will be implemented within each school. The project evaluation will consist of both process and outcome measures. (CTW, Chapter 1: Section 6.5 and http://www.alanberkowitz.com/articles/social_norms.pdf)

Project Budget/Source: \$133,094.44/Section 402

Project Number: 2016-70-00

Project Title: Regional Coalition Programmatic Grants

Project Description: Funds will support data-driven and evidence-based projects proposed by the Regional Traffic Safety Coalitions in the LSP Troop regions to address impaired driving initiatives identified in their SHSP regional action plan. Projects selected will support implementation of the regional coalition's action plan. All project costs will be programmatic and will not include administrative costs. Specific projects to be determined. . LHSC will submit one or more HSP modifications to NHTSA of proposed projects for prior approval. Individual projects would be added sequentially to the project list i.e. 2016-70-01, 02 etc., each with a unique project number. (CTW, Chapters 1 and 2)

Project Budget/Source: \$60,000.00/Section 154AL and \$60,000.00Section 402

Project Number: 2016-80-01

Project Title: Paid Media for Impaired Driving

Project Description: The paid media campaign directly supports the enforcement activities and informs the public about impaired driving laws. Paid media outreach (television, radio, print, billboards, and sporting events) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. A media contractor will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

Project Budget/Source: \$522,621.10/405B Low, \$1,515,250.00/154AL, and \$1,234,140./HSIP

Project Number: 2016-80-02

Project Title: Paid Media Support for Impaired Driving

Project Description: This project provides for duplication and distribution services to support the LHSC paid media for impaired driving enforcement program. (CTW, Chapter 1: Section 5.2)

Project Budget/Source: \$20,000.00/Section 405d Mid and \$20,000 Section 405b Low

Project Number: 2016-80-03

Project Title: LHSC Public Relations

Project Description: LHSC will contract with a public relations firm to provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media for state and national mobilizations on impaired driving, occupant protection, and the topics of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

Project Budget/Source: \$24,750/Section 164AL and \$24,750/Section 402

Table 2.4 Impaired Driving Budget Summary

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2016-10-10	No Refusal Support Program	\$54,450.00	Section 405d Mid
2016-10-11	Impaired Driving Policy Specialist	\$49,000.00	Section 405d Mid
2016-10-12	DWI Awards Program Coordinator	\$11,000.00	Section 164AL
2016-10-13	Prosecutor/Law Enforcement Training Program	\$238,776.45	Section 405d Mid
2016-10-14	Legal Assistant for DWI Cases	\$25,000.00	Section 154AL
2016-10-15	La. Impaired Driving Assessment Coordinator	\$49,900.00	Section 405d Mid
2016-10-16	No Refusal Blood Draw Program	\$25,000.00	Section 154AL
2016-10-17	MADD- Court Monitoring	\$198,214.50	Section 164AL
2016-10-18	Judicial Outreach Project	\$100,000.00	Section 154AL
2016-10-19	Forensic Toxicology for the NL Crime Lab	\$69,072.74	Section 405d Mid
2016-10-20	DWI Court Programs	\$746,804.27	Section 405d Mid

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2016-10-21	14th Judicial District DWI Court Program	\$55,000.00	Section 405d Mid
2016-10-22	4th Judicial District DWI Court Program	\$55,000.00	Section 405d Mid
2016-10-23	Terrebonne Parish DWI Court Program	\$55,000.00	Section 405d Mid
2016-10-30	Alcoholic Beverage Control JUDE Task Force	\$136,258.14	Section 405d Mid
2016-10-31	La. Cops in Shops Program	\$165,023.76	Section 405d Mid
2016-10-32	"We've Got Your BAC"	\$2,104.30	Section 164AL
2016-10-33	DWI Court Continuation Funds	\$1,349,789.99	Section 405d Mid
2016-10-34	DWI Enforcement Training Specialist	\$49,900.00	Section 154AL
2016-10-35	Travel/Training for Impaired Driving	\$15,100.00	Section 154AL
2016-10-42	DWI Automation Project	\$500,000.00	Section 154AL
2016-10-42	DWI Automation Project	\$1,931,898.50	Section 164AL
2016-30-80	Overtime Traffic Safety Enforcement	\$653,794.90	Section 405d Mid
2016-30-10	Abbeville Police Department	\$6,600.00	Section 164AL
2016-30-11	Alexandria Police Department	\$11,000.00	Section 164AL
2016-30-12	Baton Rouge Police Department	\$542,850.00	Section 405d Mid
2016-30-13	Bogalusa Police Department	\$38,870.92	Section 164AL
2016-30-14	Bossier City Police Department	\$26,444.00	Section 164AL
2016-30-15	Caddo Parish Sheriff Office	\$44,000.00	Section 164AL
2016-30-16	Calcasieu Parish Sheriff Office	\$44,825.00	Section 164AL
2016-30-17	Denham Springs Police Department	\$11,000.00	Section 164AL
2016-30-18	East Baton Rouge Parish Sheriff's Office	\$209,000.00	Section 164AL
2016-30-19	Gonzales Police Department	\$23,265.00	Section 164AL
2016-30-20	Greenwood Police Department	\$16,720.00	Section 164AL
2016-30-21	Hammond Police Department	\$20,592.00	Section 164AL
2016-30-21	Hammond Police Department	\$5,148.00	Section 402
2016-30-21	Hammond Police Department	\$13,728.00	Section 164AL
2016-30-22	Houma Police Department	\$72,490.00	Section 164AL

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2016-30-23	Iberia Parish Sheriff's Office	\$29,700.00	Section 164AL
2016-30-24	Jefferson Parish Sheriff's Office	\$165,038.50	Section 164AL
2016-30-25	Kenner Police Department	\$11,000.00	Section 164AL
2016-30-26	Kentwood Police Department	\$5,574.80	Section 164AL
2016-30-27	Killian Police Department	\$10,210.64	Section 164AL
2016-30-28	Lafayette Police Department	\$93,500.09	Section 164AL
2016-30-29	Lafourche Parish Sheriff's Office	\$129,184.00	Section 164AL
2016-30-30	Lake Charles Police Department	\$22,000.00	Section 164AL
2016-30-31	Livingston Parish Sheriff Office	\$79,200.00	Section 164AL
2016-30-33	Mandeville Police Department	\$38,929.00	Section 164AL
2016-30-34	Monroe Police Department	\$55,000.00	Section 164AL
2016-30-35	Natchitoches Police Department	\$22,334.40	Section 164AL
2016-30-36	New Orleans Police Department	\$148,500.00	Section 164AL
2016-30-37	Opelousas Police Department	\$23,100.00	Section 164AL
2016-30-38	Patterson Police Department	\$12,650.00	Section 164AL
2016-30-39	Ponchatoula Police Department	\$5,945.50	Section 154AL
2016-30-40	Rapides Parish Sheriff's Office	\$22,000.00	Section 164AL
2016-30-41	Shreveport Police Department	\$42,900.00	Section 164AL
2016-30-42	St. Charles Parish SO	\$18,150.00	Section 164AL
2016-30-43	St. Tammany Parish Sheriff's Office	\$146,730.65	Section 164AL
2016-30-44	Slidell Police Department	\$79,618.00	Section 164AL
2016-30-45	Southeastern Louisiana University	\$5,500.00	Section 164AL
2016-30-46	Tangipahoa Parish Sheriff's Office	\$36,850.00	Section 164AL
2016-30-47	Terrebonne Parish Sheriff's Office	\$17,490.00	Section 164AL
2016-30-48	Thibodaux Police Department	\$77,880.00	Section 164AL
2016-30-49	Washington Parish Sheriff's Office	\$23,496.00	Section 164AL
2016-30-50	West Baton Rouge Sheriff's Office	\$25,410.00	Section 164AL

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2016-30-51	West Monroe Police Department	\$160,875.00	Section 164AL
2016-30-52	Westwego Police Department	\$11,000.00	Section 164AL
2016-30-80	Louisiana State Police	\$653,794.90	Section 405d Mid
2016-35-00	DSGPO Special Wave	\$250,000.00	Section 154AL
2016-55-10	Sudden Impact Program	\$82,993.68	Section 164AL
2016-55-11	Ready, Set, Drive	\$8,646.00	Section 402
2016-55-12	Think First Program	\$54,670.00	Section 164AL
2016-55-15	Social Norms and Marketing Project (SNAP)	\$133,094.44	Section 402
2016-70-00	Regional Coalition Programmatic Grants-AL	\$60,000.00	Section 154AL
2016-80-01	Paid Media for Impaired Driving Campaigns	\$1,515,250.00	Section 154AL
2016-80-02	LHSC Paid Media Support	\$20,000.00	Section 405d Mid
2016-80-03	LHSC Earned Media Campaign	\$24,750.00	Section 164AL
Total Impaired Driving Projects		\$11,272,608.69	

2.2 Occupant Protection

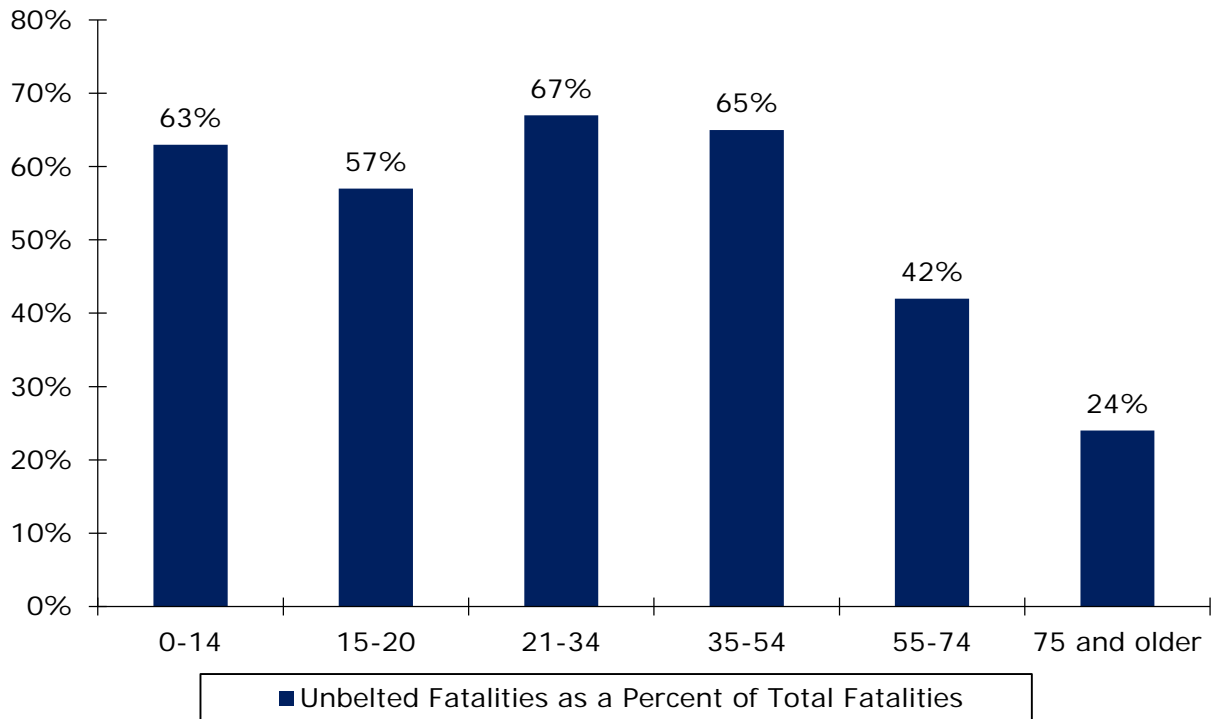
2.2.1 Problem Identification and Analysis

Louisiana falls below the national average for seat belt use. As shown in Figure 2.1, in 2013, the 21-34 age group had the largest percentage of unbelted fatalities of any age group, while those 55 and older tended to have a higher belt use rate. From 2009 to 2013, there were 484 unrestrained fatalities between 6 p.m. and 12 a.m., followed by 430 from 12 a.m. to 6 a.m., 292 from 12 p.m. to 6 p.m., and 209 unrestrained fatalities from 6 a.m. to 12 p.m. Friday, Saturday, and Sunday also were shown to be the top three days when unrestrained fatalities occurred. In FFY 2014, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of occupant protection enforcement and communication activities. When asked: "How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle, or pick up?," 95.5 percent of respondents said either 'Always' or 'Nearly Always'. However, when respondents were asked: "What do you think the chances are of getting a ticket if you don't wear your safety belt?," 78.2 percent noted either 'Very Likely' or 'Somewhat likely'.

To provide the maximum impact and likelihood for increasing restraint use, the LHSC provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The LHSC conducts problem identification

to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. Louisiana’s occupant protection program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 occupant protection program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection strategies for occupant protection countermeasures, the likelihood of our strategies reaching our goals increase in reducing unrestrained fatalities. Furthermore, Louisiana had an occupant protection assessment conducted in 2014 and utilizes the recommendations and guidance provided in that report to address occupant protection in the State. The State considers the recommendations from this assessment and all other assessments when planning legislative and programmatic strategies, based on the State’s priorities, staffing, and other factors.

Figure 2.1 Unbelted Fatalities as a Percentage of Total Fatalities, by Age Group
2013



Source: Highway Safety Research Group at Louisiana State University (State data).

Performance Targets

- Reduce unrestrained passenger fatalities by 28 percent from 279 (2009-2013 average) to 201 in 2016.
- Increase the statewide-observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points, from 84.1 percent in 2014 to 86.1 percent in 2016.

Performance Measures

- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2016 seat belt observation survey.

Strategies

1. Provide sustained enforcement of statutes addressing occupant protection by contracting with law enforcement agencies for occupant protection enforcement overtime.
2. Support the National seat belt mobilization, "Click It or Ticket," with specific overtime enforcement, and paid and earned media outreach based on data-driven demographic and geographic locations. LHSC will measure the Gross Rating Point average for the occupant protection campaign network buys and evaluate the paid media via attitudinal surveys.
3. Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
4. Conduct a comprehensive high-risk countermeasures program to reduce unrestrained fatalities during nighttime hours and to increase occupant protection usage rates in pickup trucks.
5. Conduct a "Buckle Up In Your Truck" campaign with specific overtime enforcement, and paid and earned media outreach based on data-driven demographic and geographic locations.
6. Provide safety belt restraints, child safety seat restraints, safety enforcement information, and educational materials to the public.
7. Provide training opportunities to potential and existing child passenger safety (CPS) technicians and instructors.
8. Provide training opportunity on providing safe travel for children with special needs.
9. Maintain a CPS seat distribution program for low-income families.
10. Conduct annual observational surveys on occupant protection usage, including a nighttime survey.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP. Other occupant protection projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and Young Driver Traffic Safety Program.

Project Number: 2016-15-10

Project Title: LHSC Program Surveys

Project Description: Statewide observational surveys to determine adult seat belt usage, including a nighttime observational survey, and motorcycle helmet usage and attitudinal surveys on impaired driving, occupant protection, and speed will be conducted. Funds will provide for the personnel, materials, administrative and logistical support to complete these surveys. Upon completion of the data collection, the selected vendor will enter, tabulate, and process the data to develop a final report of the surveys. The vendor for this project will be selected through a competitive Request for Proposal process.

Project Budget/Source: \$40,000.00/Section 402 and \$175,000/Section 405b Low

Project Number: 2016-20-11

Project Title: Louisiana Passenger Safety Task Force

Project Description: the Interim LSU Hospital maintains the Louisiana Passenger Safety Task Force (LPSTF), which will provide a centralized resource for all OP/CPS activities and education, maintain a database of all Louisiana CPS technicians, promote recertification of technicians, conduct quarterly regional meetings, provide five Standardized CPS Instructor/Technician Courses, and support certified fitting stations in each region. (CTW, Chapter 2: Section 7.2, 7.3)

Project Budget/Source: \$249,900.00/Section 405b Low

Project Number: 2016-20-12

Project Title: Hispanic Outreach Occupant Protection

Project Description: The Hispanic Committee of the South (HSC) will conduct monthly occupant protection educational campaigns in churches, community centers, and the HSC office to inform parents about child passenger safety laws, distribute Spanish educational materials to Hispanic families, conduct child safety seat clinics every other month, continue to promote a "Buckle Up Latino" Campaign using PSAs to increase seat belt usage, distribute approximately 125 child safety seats at clinics. The HSC plans to conduct at least 12 main events for FFY 2016 to promote and distribute occupant protection educational materials in Spanish to the Hispanic community. (CTW, Chapter 2: Sectio 7.2, 7.3)

Project Budget/Source: \$62,700.00/Section 405b Low

Project Number: 2016-20-13

Project Title: YMCA Highway Safety Initiative: Hispanic Outreach Occupant Protection Program (New Orleans area)

Project Description: Funds will be used to educate the Hispanic population in the Greater New Orleans area to raise awareness of the importance of wearing a seat belt and using child passenger safety restraints. The YMCA will accomplish the following: raise awareness through community outreach, partner with the Louisiana Passenger Safety Task Force (LPSTF) and the New Orleans Police Department (NOPD) to host two car seat events, participate in at least six community events to promote occupant protection, and distribute language appropriate materials targeting specific populations (such as young adults, pregnant moms, churches, and clinics), etc. This project will build upon their existing services to reach additional clients throughout the year. (CTW, Chapter 2: Sections 3.2, 7.2)

Project Budget/Source: \$51,698.90/Section 405b Low

Project Number: 2016-20-14

Project Title: Seat Belt Center

Project Description: Although seat belt usage is increasing in Louisiana, the unrestrained population remains at high risk for injury and fatality. The Seat Belt Center allows EMS personnel responding to moderate to severe crashes to identify and target the unrestrained population, primarily African American in Orleans Parish. A team of African American EMS personnel will be trained in the Louisiana Passenger Safety Task Force Child Passenger Safety Technician Program in November 2015 and provide follow-up seatbelt education and assistance. (CTW, Chapter 2: Section 3.2)

Project Budget/Source: \$36,080.00/Section 405b Low

Project Number: 2016-20-16

Project Title: Rock the Belt

Project Description: Three Livingston Parish high schools compete to get more students to wear seat belts. Students will be exposed to occupant protection PSAs, posters, flyers, participate in occupant safety contests, and contribute to occupant safety social media campaigns. The State has funds and will consider expanding this local project into other areas of the state through the regional safety coalitions if schools want to offer the program. The project and any expansion is coordinated through LHSC's youth project coordinator to ensure consistency across the program area. (CTW, Chapter 2: Sections 3.2, 7.1)

Project Budget/Source: \$3,373.70/HSIP

Project Number: 2016-20-17

Project Title: Travel/Training Funds for Occupant Protection

Project Description: Funds set aside to send law enforcement and other partners to training and conferences related to occupant protection. Each request will be submitted to the LHSC and must be approved by the Director/Deputy director.

Project Budget/Source: \$15,000.00/HSIP

Project Number: 2016-30-80

Project Title: Louisiana State Police (LSP) Crash Reduction Grant

Project Description: The LSP will work DWI, speed, and OP overtime enforcement and Public Information Officer (PIO) overtime activities. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis.

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Courses, four SFST Training Field Courses, and five ARIDE Field Courses. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The two LSP Rollovers will be used at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month per Rollover.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$120,120.00/Section 402; \$653,794.90/Section 405d Mid and \$776,820.00/HSIP

Project Number: 2016-30-10 through 2016-30-52 and 2016-30-80 (*note: 2016-30-80 listed above*)

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety, which will be coordinated with the annual "Click It or Ticket" campaign in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies

conduct patrols based on their EB plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.5 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$2,105,642.66/Section 402; \$2,243,101.50/Section 164AL; \$1,011,844.90/Section 405d Mid; and \$1,305,053.75 HSIP

Project Number: 2016-35-XX** (Projects will be numbered sequentially)

Project Title: Special Waves Enforcement (CIOT/Buckle Up in Your Truck)

Project Description: LHSC will provide approximately 30 subgrants to local police departments and sheriff's offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of occupant protection and impaired driving to be coordinated with the NHTSA/LHSC annual "Click It or Ticket" and "Drive Sober or Get Pulled Over." campaigns. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations. The subgrants are approximately \$3,500 each. Section 154AL funds will be used for Drive Sober Get Pulled Over Campaign only. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$250,000.00/154AL and \$250,000.00/HSIP

Project Number: 2016-55-10

Project Title: Sudden Impact Comprehensive Statewide Project

Project Description: This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multitiered approach. The program is a partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$82,993.68 Section 164AL; \$154,131.00 (HSIP)

Project Number: 2016-55-11

Project Title: Ready, Set, DRIVE!

Project Description: The project will fund the "Ready, Set, DRIVE!" Teen Driver Safety Program in East Baton Rouge Parish, Livingston Parish, Ascension Parish, and West Baton Rouge Parish. "Ready, Set, DRIVE!" is an educational program that is focused on traffic laws,

driver education, and other strategies to teach participants how to recognize, assess and change their risky driving behaviors in an effort to decrease the number of motor vehicle crashes teen drivers experience on our roads. Program effectiveness will be measured through pre- and post-tests. (CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)

Project Budget/Source: \$172,920.00/Section 402

Project Number: 2016-55-12

Project Title: Think First for Teens Program

Project Description: Coordinate and implement a minimum of 65 Think First programs (one to two hours) on underage drinking and impaired driving for youth and young adults to reduce the overall number of alcohol-related fatalities and includes information on distracted driving and occupant protection. These programs will be conducted through schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc., in Northwest Louisiana. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$54,670/Section 164AL and \$54,670/HSIP

Project Number: 2016-55-13

Project Title: Sheriff's Safety Town – Caddo Parish

Project Description: Project will fund activities to increase occupant protection awareness and usage among children and adults in seven parishes in Northwest Louisiana. Materials* will be purchased and distributed to participants at the Sheriff's Safety Town (certificates, brochures, crayons, pencils, magnets, bags, cups, and note pads). The program will measure effectiveness with pre- and post-tests. (CTW, Chapter 2: Section 7.1)

Project Budget/Source: \$7,788/Section 402

* Prior to purchasing any materials the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If materials are not allowed per federal regulations the LHSC will utilize state funds to purchase awards.

Project Number: 2016-70-00

Project Title: Regional Coalition Programmatic Grants

Project Description: Funds will support Regional Traffic Safety Coalition projects to address impaired driving and occupant protection initiatives identified in their SHSP regional action plan. Specific projects to be determined. LHSC will submit one or more HSP modifications to NHTSA of proposed projects for prior approval. Individual projects would be added sequentially to the project list i.e. 2016-70-01, 02 etc., each with a unique project number.(CTW, Chapters 1 and 2)

Project Budget/Source: \$60,000.00/Section 154AL and \$60,000.00/Section 402

Project Number: 2016-80-01

Project Title: Paid Media for Occupant Protection

Project Description: The paid media campaign directly supports the enforcement activities and informs the public about occupant protection laws. Paid media outreach (television, radio, print, billboards, and sporting events) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. A media contractor will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

Project Budget/Source: \$522,621.10/Section 405b Low; \$1,515,250.00/154AL, and \$1,234,140.60/HSIP

Project Number: 2016-80-02

Project Title: Paid Media Support for Occupant Protection

Project Description: This project provides for duplication and distribution services to support the LHSC paid media program for occupant protection enforcement. (CTW, Chapter 1: Section 5.2)

Project Budget/Source: \$20,000.00/Section 405d Mid and \$20,000.00 Section 405b Low

Project Number: 2016-80-03

Project Title: LHSC Public Relations

Project Description: LHSC will contract with a Public Relations firm to provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on Impaired Driving, Occupant Protection, and the topics of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

Project Budget/Source: \$24,750.00/Section 164AL and \$24,750.00/Section 402

Table 2.5 Occupant Protection Budget Summary

Project Number	Project Title	Occupant Protection	
		Budget	Source of Funding
2016-15-10	Occupant Protection Survey	\$175,000.00	Section 405b Low
2016-20-11	La. Passenger Safety Task Force	\$249,900.00	Section 405b Low

Project Number	Project Title	Occupant Protection	
		Budget	Source of Funding
2016-20-12	Hispanic Outreach Occupant Protection Program	\$62,700.00	Section 405b Low
2016-20-13	YMCA Highway Safety Initiative	\$51,698.90	Section 405b Low
2016-20-14	Seat Belt Center	\$36,080.00	Section 405b Low
2016-20-16	Rock the Belt	\$3,373.70	HSIP
2016-20-17	Travel/Training for Occupant Protection	\$15,000.00	HSIP
2016-30-10	Abbeville Police Department	\$11,550.00	Section 402
2016-30-11	Alexandria Police Department	\$19,250.00	Section 402
2016-30-12	Baton Rouge Police Department	\$240,240.00	Section 402
2016-30-13	Bogalusa Police Department	\$22,247.28	HSIP
2016-30-14	Bossier City Police Department	\$16,077.82	HSIP
2016-30-15	Caddo Parish Sheriff Office	\$35,200.00	HSIP
2016-30-16	Calcasieu Parish Sheriff Office	\$63,112.50	Section 402
2016-30-17	Denham Springs Police Department	\$11,000.00	Section 402
2016-30-18	East Baton Rouge Parish Sheriff's Office	\$110,000.00	Section 402
2016-30-19	Gonzales Police Department	\$32,917.50	HSIP
2016-30-20	Greenwood Police Department	\$14,080.00	Section 402
2016-30-21	Hammond Police Department	\$17,160.00	HSIP
2016-30-22	Houma Police Department	\$29,792.40	HSIP
2016-30-23	Iberia Parish Sheriff's Office	\$25,025.00	HSIP
2016-30-24	Jefferson Parish Sheriff's Office	\$61,050.00	Section 402
2016-30-25	Kenner Police Department	\$24,750.00	HSIP
2016-30-26	Kentwood Police Department	\$5,574.80	HSIP
2016-30-27	Killian Police Department	\$7,700.00	HSIP
2016-30-28	Lafayette Police Department	\$90,140.60	Section 402
2016-30-29	Lafourche Parish Sheriff's Office	\$49,280.00	HSIP
2016-30-30	Lake Charles Police Department	\$22,000.00	HSIP
2016-30-31	Livingston Parish Sheriff Office	\$49,500.00	Section 402
2016-30-33	Mandeville Police Department	\$27,500.00	HSIP
2016-30-34	Monroe Police Department	\$44,000.00	Section 402
2016-30-35	Natchitoches Police Department	\$9,095.90	HSIP
2016-30-36	New Orleans Police Department	\$137,500.00	Section 402
2016-30-37	Opelousas Police Department	\$15,400.00	HSIP
2016-30-38	Patterson Police Department	\$11,000.00	HSIP

Project Number	Project Title	Occupant Protection	
		Budget	Source of Funding
2016-30-39	Ponchatoula Police Department	\$5,945.50	HSIP
2016-30-40	Rapides Parish Sheriff's Office	\$16,500.00	HSIP
2016-30-41	Shreveport Police Department	\$51,480.00	Section 402
2016-30-42	St. Charles Parish SO	\$11,616.00	Section 402
2016-30-43	St. Tammany Parish Sheriff's Office	\$46,433.75	HSIP
2016-30-44	Slidell Police Department	\$27,079.80	HSIP
2016-30-45	Southeastern Louisiana University	\$5,500.00	HSIP
2016-30-46	Tangipahoa Parish Sheriff's Office	\$20,350.00	HSIP
2016-30-47	Terrebonne Parish Sheriff's Office	\$22,000.00	HSIP
2016-30-48	Thibodaux Police Department	\$17,160.00	HSIP
2016-30-49	Washington Parish Sheriff's Office	\$12,672.00	HSIP
2016-30-50	West Baton Rouge Sheriff's Office	\$3,872.00	HSIP
2016-30-51	West Monroe Police Department	\$50,050.00	Section 402
2016-30-52	Westwego Police Department	\$16,500.00	Section 402
2016-30-80	Louisiana State Police	\$776,820.00	HSIP
2016-35-00	CIOT/Buckle Up in Your Truck Special Waves	\$250,000.00	HSIP
2016-55-10	Sudden Impact Program	\$154,131.12	HSIP
2016-55-12	Think First Program	\$43,736.00	HSIP
2016-70-00	Regional Coalition Programmatic Grants - OP	\$60,000.00	Section 402
2016-55-13	Friends of Safety Town	\$7,788.00	Section 402
2016-80-01	Paid Media for Occupant Protection	\$522,621.10.10	Section 405b Low
2016-80-01	Paid Media for Occupant Protection	\$1,234,140.60	HSIP
2016-80-02	LHSC Paid Media Support	\$20,000.00	Section 405b Low
2016-80-03	LHSC Earned Media Campaign	\$24,750.00	Section 402
TOTAL OCCUPANT PROTECTION		\$5,232,292.21	

2.3 Traffic Records

The Department of Public Safety (DPS) is responsible under state statute to receive all crash reports from investigating agencies. The DPS, via the LHSC, has entered into an interagency agreement with the Louisiana Department of Transportation and Development (DOTD) to capture traffic crash data. The DOTD is the repository of all Motor Vehicle Crash data in the

State of Louisiana. LSU, via a contract with the DOTD, administers the crash database. The LHSC is a partner and user of this data.

Section 405c funds provide guidance for traffic records projects planned, implemented, and managed by the Traffic Records Coordinating Committee (TRCC). In practice, a Traffic Safety Information System Strategic Plan is the guiding document for a statewide TRCC, a body composed of members from the different stakeholders involved in collecting and using data related to highway safety. The Traffic Safety Information System Strategic Plan is based on expert recommendations from the last traffic records assessment conducted in Louisiana. By following the assessment recommendations many of the planned strategies will help achieve our goals. The plan is the committee's charter, and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section.

The LHSC will continue to partner with the TRCC. The performance targets and performance measures noted below support the State's 2015 Section 405c grant application. The projects identified below were chosen to support the Traffic Safety Information System Strategic Plan strategies, strengthen Louisiana traffic records information systems, and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements. In turn, these strategies and projects will combine to improve the quality and accessibility of traffic records throughout Louisiana. All proposed strategies will aid in the identification of traffic safety problem areas in the state and help in the development of countermeasures to address them.

Performance Targets

- Increase the percentage of EMS patient care reports submitted electronically to the Louisiana Emergency Response Network which contains all critical data elements from 47 percent on March 31, 2015 to 55 percent by March 31, 2016.
- Increase the number of EMS providers submitting injury surveillance data electronically to the Louisiana Emergency Response Network from 17 on March 15, 2015 to 25 agencies by March 31, 2016.
- Decrease the median days from the violation date on the citation⁴ to the date the violation is adjudicated by the court from 80 days in calendar year 2013 to 73 days in calendar year 2015.
- Decrease the median days from the CDL violation⁵ date on the citation to the date the CDL violation is adjudicated by the court from 82 days in 2013 to 75 days in calendar year 2015.

⁴ Traffic ticket violations are defined as D and E Class violations and do not include DWI or CDL violations

- Decrease the median days from the date a DWI is adjudicated with final disposition by the court to the date the disposition is loaded into the Louisiana Supreme Court's traffic repository from 32 days in calendar year 2013 to 30 days in calendar year 2015.
- Increase the percentage of DWI traffic conviction records with no errors in critical data elements for reportable violations as determined by the OMV from 71 percent in calendar year 2013 to 75 percent in calendar year 2015.
- Increase the number of courts submitting traffic citation adjudication data electronically from 38 courts in 2014 to 42 courts in calendar year 2015.

Performance Measures

- Completeness of the Injury Surveillance/EMS system.
- Timeliness of the citation/adjudication system.
- Accuracy of the citation/adjudication system.

Strategies

- Maintain membership in the Louisiana TRCC.
- Support the TRCC as they implement projects which support the identified performance measures.
- Recommend legislative changes as needed to support an improved traffic records information system.
- Continue to support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.

Programs and Initiatives

Note: LHSC will submit one or more HSP modifications to NHTSA for prior approval when projects are selected by the TRCC under project number 2016-40-12. Individual projects would be added sequentially to the project number, each with a unique project number.

Project Number: 2016-40-01

Project Title: DPS Data Processing Technical Support

Project Description: This intra-agency agreement provides technical support, salary position (1 FTE) at DPS IT for data programming needs at DPS that link to traffic records or other allowable project uses, for LHSC Traffic Records Projects.

⁵ Traffic ticket violations are defined as A, B or C Class violations and do not include DWI violations

Project Budget/Source: \$125,000/Section 402

Project Number: 2016-40-11

Project Title: Improve Data Accessibility

Project Description: The Highway Safety Research Group will conduct projects which will help the State measure and improve the dissemination of crash data to decision-makers. (Highway Safety Program Guidelines No. 10)

Project Budget/Source: \$310,000.00/Section 405c

Project Number: 2016-40-12

Project Title: Traffic Records Initiatives Fund

Project Description: Traffic Records Initiatives – Louisiana Traffic Records Coordinating Committee (TRCC) All planned projects will be submitted to NHTSA for review prior to awarding.

The TRCC will approve the expenditure of traffic records funds (Sections 408 and 405c) as they relate to the f TRCC Strategic Plan Initiatives:

- Improve Data Accessibility
- Electronic Citations
- Meeting and Conference Support for TRCC-related Initiatives
- Traffic Crash Report Revision
- Court Management
- EMS/Injury Surveillance Data Needs and System Integration

Proposed projects will be reviewed by the TRCC and LHSC. With approval of both entities the proposals will be contracted and managed by the LTRC Center for Transportation Safety at LSU.

Project Budget/Source: \$2,173,500.00/Section 405c

Project Number: 2016-40-13

Project Title: Travel/Training for Traffic Records

Project Description: Funds set aside for law enforcement and other partners to attend Traffic records conferences and training. Travel requests are submitted to and approved by the Director/Deputy Director of LHSC.

Project Budget/Source: \$15,000.00/Section 402

Table 2.6 Traffic Records Budget Summary

Project Number	Project Title	Traffic Records Budget	Source of Funding
2016-40-01	Data Processing Technical Support	\$125,000.00	Section 402
2016-40-11	Improve Data Accessibility	\$310,000.00	Section 405c
2016-40-12	Traffic Records Initiatives - LSU Administration of TRCC Contracts	\$2,173,500.00	Section 405c
2016-40-13	Travel/Training for Traffic Records	\$15,000.00	Section 402
Total Traffic Records Budget		\$2,778,605.47	

Table 2.7 Other Traffic Records Projects by Funding Source

October 2015 through September 2016 - Anticipated	Amount	Source of Funds	Traffic Records Project(s) Funded
Crash 10/1/2015-09/30/2016	\$2,569,973.00	Louisiana Department of Transportation and Development (LA DOTD) from Federal Sections 154 and 164 Highway Safety Transfer Funds	Improve Timeliness, Accuracy and Accessibility for Crash Data; Traffic Crash Report Revision; Meeting Support
SADIP 10/1/2013 - 8/31/2015	\$166,953.00	Louisiana State Police from Federal MCSAP	Improve Timeliness, Accuracy & Accessibility for Crash Data; Traffic Crash Report Revision
CMV 10/1/2015-9/30/2016	\$95,000.00	State	Improve Timeliness, Accuracy & Accessibility for Crash Data
Hazmat 10/1/2014-9/30/2015	\$43,000.00	State	Data Accessibility
Carfax 3/1/2015-01/31/2016	\$33,600.00	Self-Generated	Improve Timeliness, Accuracy & Accessibility for Crash Data; Traffic Crash Report Revision; Electronic Citation
Experian 3/1/2015-1/31/2016	\$33,600.00	Self-Generated	Improve Timeliness,

October 2015 through September 2016 - Anticipated	Amount	Source of Funds	Traffic Records Project(s) Funded
			Accuracy & Accessibility for Crash Data; Traffic Crash Report Revision; Electronic Citation
Salary Savings	\$82,137.00	State	All Programs
Total Traffic Records Funds from Other Sources	\$3,024,263.00		

2.4 Motorcycle Safety

2.4.1 Problem Identification and Analysis

Louisiana maintained its universal motorcycle helmet law in 2014. Safety practitioners will likely need to sustain the same vigorous educational and informational efforts in FFY 2016. There were 86 motorcyclist fatalities in 2013, a 9 percent increase from 78 in 2012. Unhelmeted motorcycle fatalities increased from 4 in 2012 to 18 in 2013. Approximately one-third of motorcyclist fatalities involved alcohol impairment in 2013. Overall, motorcycle crashes decreased from 2,140 in 2012 to 2,022 in 2013. Motorcycle injuries decreased by 5.7 percent from 2012 to 2013. Between 2005 and 2014, 35 percent of motorcycle fatalities occurred during the afternoon hours between 12 p.m. and 6 p.m., while 36 percent occurred during the evening hours between 6 p.m. and 12 a.m. Fourteen percent of fatalities occurred during the morning hours between 6 a.m. to 12 p.m., and 15 percent occurred during the early morning hours between 12 a.m. and 6 a.m. Because of its temperate climate, Louisiana has a longer riding season than many states and will need to monitor potential increases in motorcycle registrations and crashes.

The LHSC continues to support strategies, which are cornerstones for improving motorcyclist safety and reducing crashes, including support of the motorcycle helmet law, rider training, educating motorists about sharing the roadway with motorcycles, and reducing impaired riding. The LHSC assesses motorcycle crash data to identify Parishes with a high number of motorcycle crashes by crash type in problem identification and focuses resources to those Parishes to address the particular motorcyclist or motorist population. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 motorcycle safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection strategies for motorcycle safety countermeasures, the likelihood of our strategies reaching our goals increase. All proposed strategies are evidence based and have been shown to be effective measures for impacting and reducing the number of motorcycle crashes.

Performance Targets

- Reduce motorcycle fatalities by 10.3 percent from 81 (2011-2013 average) to 73 in 2016.
- Reduce unhelmeted motorcyclist fatalities by 44 percent from 14 (2009-2013 average) to 8 in 2016.
- Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 28 percent from 241 (2009-2013 average) to 174 in 2016.

Performance Measures

- Number of motorcyclist fatalities.
- Number of unhelmeted motorcyclist fatalities.
- Number of fatalities involving a motorcycle operator with BAC at 0.08 and greater.

Strategies

- Maintain membership and participation in the Louisiana Motorcyclists' Safety and Awareness Committee (LMSAC).
- Support the Department of Public Safety, Louisiana State Police in administration of the motorcycle operator training program.
- Support and defend the existing motorcycle helmet law.
- Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired riding by motorcyclists.
- Provide sustained enforcement of statutes addressing impaired driving/riding.
- Support the National "Drive Sober or Get Pulled Over" campaign with specific overtime enforcement and paid media based on data-driven demographic and geographic locations.

Programs and Projects

Note: Although not replicated here in their entirety, the following impaired driving subgrants also will address impaired riding: 2016-30-80, Louisiana State Police (LSP) Crash Reduction Grant; 2016-30-10 through 2016-30-52 Local Law Enforcement; and 2016-35-##, Special Waves Enforcement.

Project Number: 2016-50-10

Project Title: Louisiana State Police Motorcycle Safety and Operator Training

Project Description: The Department of Public Safety provides basic training courses and advanced rider courses at locations throughout the State. The LHSC will provide funds to assist the training program in expanding from 10 to 11 sites across the State. (CTW, Chapter 5: Sections 3.1, 3.2, 4.1, 4.2)

Project Budget/Source: \$22,500.00/Section 405f; \$40,000 Section 402

Project Number: 2016-50-11

Project Title: Motorcycle Awareness Campaign

Project Description: The Motorcycle Awareness Committee (MAC) will expand its reach by increasing from 7 to 8 chapters in FY 2016. MAC will continue to produce informational materials that promote a “Share the Road” message focused on raising the awareness of all motorists to be watch for motorcyclists. (CTW, Chapter 5: Sections 2.2, 4.1, 4.2)

Project Budget/Source: \$44,000.00/Section 405f

Table 2.8 Motorcycle Safety Budget Summary

Project Number	Project Title	Motorcycle Safety Budget	Source of Funds
2016-50-10	Louisiana Department of Public Safety	\$22,500.00/ \$40,000.00	Section 405f/ 402
2016-50-11	Motorcycle Awareness Campaign	\$44,000.00	Section 402
Motorcycle Safety Budget		\$106,500.00	

2.5 Police Traffic Services

2.5.1 Problem Identification and Analysis

In FFY 2016, Police Traffic Services (PTS) will be funded under Sections 402, 405, Section 154/164, and DOTD Highway Safety Improvement Program funds for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. In 2013, 35 percent of occupants killed in crashes were not wearing seat belts, and 57 percent of passengers five years of age and older killed in crashes were not properly restrained. In 2013, 42 percent of all fatal crashes were alcohol-related. In 2013, there were 193 speeding-related fatal crashes. Between 2005 and 2014, 35 percent of speeding fatalities occurred during the evening hours between 6 p.m. and 12 a.m., while 27 percent occurred in each of the early morning hours between 12 a.m. to 6 a.m., and the afternoon hours between 12 p.m. to 6 p.m.

shows 25 percent. The remaining 12 percent occurred during the morning hours between 6 a.m. to 12 p.m.

Data from the Highway Safety Research Group at LSU reveal very few fatal or injury crashes include a violation for “over safe speed limit” or “over stated speed limit”. The majority of violations reported in injury (18 percent) and fatal (22 percent) crashes in 2013, however, are for “careless driving”. “Careless driving” is defined by LRS 32:58 as: “Any person operating a motor vehicle on the public roads of this State shall drive in a careful and prudent manner, so as not to endanger the life, limb, or property of any person. Failure to drive in such a manner shall constitute careless operation.” This may be interpreted by law enforcement to include speeding. Outreach to law enforcement, possibly through the State’s TRCC or Strategic Highway Safety Plan Management Team, of which LHSC is a member, should be conducted to determine how better to identify and/or report speed involvement in Louisiana crashes. According to the FARS, Louisiana continues to fall below the U.S. average for fatalities involving speed, however, due to the information above, improvements to data collection regarding speed may result in significant changes to these statistics. In FY 2014, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of enforcement and communication activities. When asked: “What do you think the chances are of getting a ticket if you drive over the speed limit”, 88.5 percent of respondents indicated that it was ‘Very Likely’ or ‘Somewhat Likely’. When respondents were asked: “On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour,” 20.2 percent of respondents indicated that it was ‘Always’ or ‘Nearly Always’.

The Police Traffic Services Program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 Police Traffic Services program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection strategies for Police Traffic Services countermeasures, the likelihood of our strategies reaching our goals increase. Enforcement efforts for impaired driving, nonrestraint use, and speeding are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement’s effectiveness and enhance future campaigns.

Performance Targets

- Reduce speeding-related fatalities by 12 percent from 206 (2011-2013 average) to 181 in 2016.
- Reduce alcohol impaired (BAC or 0.08 or above for drivers and motorcyclists) fatalities by 28 percent from 241 (2009-2013 average) to 174 in 2016.

- Reduce unrestrained passenger fatalities by 28 percent from 279 (2009-2013 average) to 201 in 2016.

Performance Measures

- Number of speeding-related fatalities.
- Number of fatalities involving a driver or motorcycle operator with BAC of 0.08+ or greater.
- Number of unrestrained fatalities all seating positions.

Strategies

- Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
- Support NHTSA campaigns: “Drive Sober or Get Pulled Over” and “Click it or Ticket” with specific overtime enforcement and paid media outreach based on data-driven demographic and geographic locations. The enforcement contracts will include impaired driving, occupant protection, and speed overtime hours.
- The LHSC will contract with the expectation that each participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year.
- Encourage nighttime occupant protection enforcement for both contracted (15 percent minimum required by LHSC) and noncontracted law enforcement agencies.
- Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drive Sober or Get Pulled Over” and “Click it or Ticket” campaigns.
- Contract with the Louisiana State Police and other law enforcement agencies to conduct speed enforcement.
- Conduct enforcement operations to prevent underage drinking.
- Contract with Louisiana State Police to conduct traffic safety law enforcement training for local, parish and state law enforcement offices.
- Conduct two SFST Instructor, four SFST Training Field Courses, and two DRE course in 2016.
- Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP.

Project Number: 2016-30-09

Project Title: Traffic Safety Consultant

Project Description: This individual is responsible for providing expert opinions of traffic safety issues, as well as maintaining a database of traffic enforcement activities used in completing the NHTSA required tracking system. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

Project Budget/Source: \$41,150.00/Section 402

Project Number: 2016-30-10 *through* 2016-30-52 and 2016-30-80 (*note: 2016-30-80 listed above*)

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide speed-related enforcement which will be coordinated with the annual campaigns as appropriate in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their EB plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.9 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$2,105,642.66/Section 402; \$2,243,101.50/Section 164AL; \$1,011,844.90/Section 405d Mid; and \$1,305,053.75/HSIP

Project Number: 2016-30-80

Project Title: Louisiana State Police (LSP) Crash Reduction Grant

Project Description: The LSP will work DWI, speed, and OP overtime enforcement and Public Information Officer (PIO) overtime activities. High fatal and injury crash locations, days, and times will be a priority for enforcement activities and adjustments will be made throughout the year based on resources and crash analysis.

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Courses, four SFST Training Field Courses, and five ARIDE Field Courses

Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues.

Pre- and post- enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The two LSP Rollovers will be used at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month per Rollover.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$120,120.00/Section 402; \$653,794.90/Section 405d Mid and \$776,820.00/HSIP

Project Number: 2016-30-90 and 2016-30-91

Project Title: Police Traffic Safety Contractors – Troops D and I and Troops C and L

Project Description: The Police Traffic Safety Contractors will oversee and manage PTS grants in the Troop D, Troop I, and Troops C and L areas. Duties will include the following, oversight of LELs in those assigned areas, and ensure they perform all LHSC assigned duties; manage law enforcement agency contracts and encourage them to fulfill requirements of their contracts; process monthly claims; work with other agencies in their enforcement efforts; attend and participate in required traffic safety programs, conferences, and meetings; and provide technical assistance to law enforcement agencies to so they can effectively participate in all NHTSA/LHSC sponsored traffic safety enforcement mobilization periods and provide required data and documentation. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

Project Budget/Source: \$49,900 per Contractor/Section 402 (total funding is \$99,900)

Project Number: 2016-30-92 through 2016-30-99

Project Title: Law Enforcement Liaison (LEL)

Project Description: LELs will assist all law enforcement agencies in the Troop A, B, C, D, E, F, G, I, and L areas with top priority given to LHSC law enforcement agency subgrantees. The LELs will attend national, State, and regional LEL and traffic safety program meetings, as well as monthly SHSP coalition meetings in the relevant geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; conduct at least two site visits to assigned law enforcement agencies each month to educate the agency on the impaired driving and occupant protection

mobilizations and campaigns and other NHTSA/LHSC traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote *No Refusal* weekends. (Highway Safety Program Guidelines No. 20)

Project Budget/Source: \$49,900.00 per LEL/Section 402 (total funding is \$399,200)

Project Number: 2016-35-##

Project Title: Special Waves Overtime Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of occupant protection and impaired driving to be coordinated with the NHTSA/LHSC annual "Click It or Ticket" and "Drive Sober or Get Pulled Over." campaigns. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations. Section 154AL funds will be used for Drive Sober Get Pulled Over Campaign only. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$250,000.00/Section 154 AL and \$250,000.00/HSIP

Table 2.9 Police Traffic Service Budget Summary

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2016-30-09	Traffic Safety Consultant	\$41,150.00	Section 402
2016-30-10	Abbeville Police Department	\$6,600.00	Section 164AL
2016-30-10	Abbeville Police Department	\$11,550.00	Section 402
2016-30-11	Alexandria Police Department	\$11,000.00	Section 164AL
2016-30-11	Alexandria Police Department	\$24,750.00	Section 402
2016-30-12	Baton Rouge Police Department	\$542,850.00	Section 405d Mid
2016-30-12	Baton Rouge Police Department	\$184,800.00	Section 164AL
2016-30-12	Baton Rouge Police Department	\$295,680.00	Section 402
2016-30-13	Bogalusa Police Department	\$38,870.92	Section 164AL
2016-30-13	Bogalusa Police Department	\$22,247.28	HSIP
2016-30-14	Bossier City Police Department	\$26,444.00	Section 164AL
2016-30-14	Bossier City Police Department	\$16,077.82	HSIP
2016-30-15	Caddo Parish Sheriff Office	\$44,000.00	Section 164AL
2016-30-15	Caddo Parish Sheriff Office	\$35,200.00	HSIP
2016-30-16	Calcasieu Parish Sheriff Office	\$44,825.00	Section 164AL

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2016-30-16	Calcasieu Parish Sheriff Office	\$65,862.50	Section 402
2016-30-17	Denham Springs Police Department	\$11,000.00	Section 164AL
2016-30-17	Denham Springs Police Department	\$11,000.00	Section 402
2016-30-18	East Baton Rouge Parish Sheriff's Office	\$209,000.00	Section 164AL
2016-30-18	East Baton Rouge Parish Sheriff's Office	\$110,000.00	Section 402
2016-30-18	East Baton Rouge Parish Sheriff's Office	\$55,000.00	Section 402
2016-30-19	Gonzales Police Department	\$23,265.00	Section 164AL
2016-30-19	Gonzales Police Department	\$32,917.50	HSIP
2016-30-20	Greenwood Police Department	\$16,720.00	Section 164AL
2016-30-20	Greenwood Police Department	\$31,680.00	Section 402
2016-30-21	Hammond Police Department	\$20,592.00	Section 164AL
2016-30-21	Hammond Police Department	\$5,148.00	Section 402
2016-30-21	Hammond Police Department	\$13,728.00	Section 164AL
2016-30-21	Hammond Police Department	\$17,160.00	HSIP
2016-30-22	Houma Police Department	\$72,490.00	Section 164AL
2016-30-22	Houma Police Department	\$29,792.40	HSIP
2016-30-23	Iberia Parish Sheriff's Office	\$29,700.00	Section 164AL
2016-30-23	Iberia Parish Sheriff's Office	\$25,025.00	HSIP
2016-30-24	Jefferson Parish Sheriff's Office	\$165,038.50	Section 164AL
2016-30-24	Jefferson Parish Sheriff's Office	\$101,750.00	Section 402
2016-30-25	Kenner Police Department	\$11,000.00	Section 164AL
2016-30-25	Kenner Police Department	\$24,750.00	HSIP
2016-30-26	Kentwood Police Department	\$5,574.80	Section 164AL
2016-30-26	Kentwood Police Department	\$5,574.80	HSIP
2016-30-26	Kentwood Police Department	\$2,750.00	Section 402
2016-30-27	Killian Police Department	\$10,210.64	Section 164AL
2016-30-27	Killian Police Department	\$7,700.00	HSIP
2016-30-28	Lafayette Police Department	\$93,500.09	Section 164AL
2016-30-28	Lafayette Police Department	\$90,140.60	Section 402
2016-30-29	Lafourche Parish Sheriff's Office	\$129,184.00	Section 164AL
2016-30-29	Lafourche Parish Sheriff's Office	\$49,280.00	HSIP
2016-30-30	Lake Charles Police Department	\$22,000.00	Section 164AL

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2016-30-30	Lake Charles Police Department	\$22,000.00	HSIP
2016-30-31	Livingston Parish Sheriff Office	\$79,200.00	Section 164AL
2016-30-31	Livingston Parish Sheriff Office	\$74,250.00	Section 402
2016-30-33	Mandeville Police Department	\$38,929.00	Section 164AL
2016-30-33	Mandeville Police Department	\$27,500.00	HSIP
2016-30-34	Monroe Police Department	\$55,000.00	Section 164AL
2016-30-34	Monroe Police Department	\$44,000.00	Section 402
2016-30-35	Natchitoches Police Department	\$22,334.40	Section 164AL
2016-30-35	Natchitoches Police Department	\$9,095.90	HSIP
2016-30-36	New Orleans Police Department	\$148,500.00	Section 164AL
2016-30-36	New Orleans Police Department	\$165,000.00	Section 402
2016-30-37	Opelousas Police Department	\$23,100.00	Section 164AL
2016-30-37	Opelousas Police Department	\$15,400.00	HSIP
2016-30-38	Patterson Police Department	\$12,650.00	Section 164AL
2016-30-38	Patterson Police Department	\$11,000.00	HSIP
2016-30-39	Ponchatoula Police Department	\$5,945.50	Section 154AL
2016-30-39	Ponchatoula Police Department	\$5,945.50	HSIP
2016-30-40	Rapides Parish Sheriff's Office	\$22,000.00	Section 164AL
2016-30-40	Rapides Parish Sheriff's Office	\$16,500.00	HSIP
2016-30-41	Shreveport Police Department	\$42,900.00	Section 164AL
2016-30-41	Shreveport Police Department	\$62,480.00	Section 402
2016-30-42	St. Charles Parish SO	\$18,150.00	Section 164AL
2016-30-42	St. Charles Parish SO	\$17,116.00	Section 402
2016-30-43	St. Tammany Parish Sheriff's Office	\$146,730.65	Section 164AL
2016-30-43	St. Tammany Parish Sheriff's Office	\$46,433.75	HSIP
2016-30-44	Slidell Police Department	\$79,618.00	Section 164AL
2016-30-44	Slidell Police Department	\$27,079.80	HSIP
2016-30-45	Southeastern Louisiana University	\$5,500.00	Section 164AL
2016-30-45	Southeastern Louisiana University	\$5,500.00	HSIP
2016-30-46	Tangipahoa Parish Sheriff's Office	\$36,850.00	Section 164AL
2016-30-46	Tangipahoa Parish Sheriff's Office	\$20,350.00	HSIP
2016-30-47	Terrebonne Parish Sheriff's Office	\$17,490.00	Section 164AL
2016-30-47	Terrebonne Parish Sheriff's Office	\$22,000.00	HSIP
2016-30-48	Thibodaux Police Department	\$77,880.00	Section 164AL

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2016-30-48	Thibodaux Police Department	\$17,160.00	HSIP
2016-30-49	Washington Parish Sheriff's Office	\$23,496.00	Section 164AL
2016-30-49	Washington Parish Sheriff's Office	\$12,672.00	HSIP
2016-30-50	West Baton Rouge Sheriff's Office	\$25,410.00	Section 164AL
2016-30-50	West Baton Rouge Sheriff's Office	\$3,872.00	HSIP
2016-30-51	West Monroe Police Department	\$160,875.00	Section 164AL
2016-30-51	West Monroe Police Department	\$66,550.00	Section 402
2016-30-52	Westwego Police Department	\$11,000.00	Section 164AL
2016-30-52	Westwego Police Department	\$16,500.00	Section 402
2016-30-80	Louisiana State Police	\$653,794.90	Section 405d Mid
2016-30-80	Louisiana State Police	\$776,820.00	HSIP
2016-30-80	Louisiana State Police	\$120,120.00	Section 402
2016-30-90	PTS Coordinator (Vacant)	\$49,900.00	Section 402
2016-30-91	Kenneth Williams	\$49,900.00	Section 402
2016-30-92	Aaron B. Chabaud	\$49,900.00	Section 402
2016-30-93	Brad McGlothren	\$49,900.00	Section 402
2016-30-94	Donald R. Campbell	\$44,900.00	Section 402
2016-30-96	Larkin T. "Ted" Riser	\$49,900.00	Section 402
2016-30-97	Morris Beverly	\$49,900.00	Section 402
2016-30-98	Wayne McElveen	\$49,900.00	Section 402
2016-30-99	William Brad Stewart	\$49,900.00	Section 402
2016-35-00	DSGPO Special Wave	\$250,000.00	154AL
2016-35-00	CIOT/Buckle Up in Your Truck Special Waves	\$250,000.00	HSIP
Total Police Traffic Services Budget		\$6,916,577.25	

2.6 Railroad/Highway Crossings

2.6.1 Problem Identification and Analysis

Between 2009 and 2013 there were a total of 25 railroad/highway crossing fatalities and 144 injuries reported involving a train in Louisiana. Although on average, the number of railroad traffic fatalities equate less than one percent of all traffic fatalities they still must be addressed if Louisiana is to reach Destination Zero Deaths. Between 2005 and 2014 most rail-highway fatalities occurred between 12 p.m. and 6 p.m., 44 percent. Twenty-six percent occurred

between 6 p.m. and 12 p.m., 20 percent between 6 a.m. and 12 p.m. and 11 percent occurred between 12 a.m. and 6 a.m. Even with the combined number of incidents, injuries, and fatalities related to highway rail crossings have declined since 1981, due in large part to the effective education and awareness programs led by Louisiana Operation Lifesaver (LOL). The LOL team tracks railroad/highway crossing deaths and injuries each year and targets education efforts by Parish based upon the problem identification analysis.

The Railroad/Highway Crossings program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 Railroad/Highway Crossings program area. LHSC also works closely with Louisiana Operation Lifesaver to implement new evidence based strategies. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection strategies for Railroad/Highway Crossing countermeasures, the likelihood of our strategies reaching our goals increase. Enforcement efforts are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future campaigns. All proposed strategies are evidence based and have been shown to be effective measures for impacting and reducing the number of Railroad/Highway Crossing crashes.

Performance Target

- Reduce rail-highway fatalities by 57 percent, from seven (2009-2013 average) to three in 2016.

Performance Measures

- Number of railroad/highway-crossing fatalities.

Strategies

- Support Louisiana Operation Lifesaver.
- Establish a legislative framework for the LHSC program throughout 2016.
- Conduct highway-rail at-grade crossing public education programs.
- Conduct highway-rail at-grade crossing officer training programs.
- Support Officer on a Train educational program.
- Encourage strict enforcement of rail crossing violations.

Programs and Projects

Project Number: 2016-60-10

Project Title: Operation Lifesaver Coordinator – Railroad Crossings

Project Description: The Louisiana Operation Lifesaver (LOL) Coordinator will update the Operation Lifesaver Action Plan for FY 2016; update existing LOL plans in first quarter of FFY; plan, organize, and conduct meetings, workshops, and presentations to support rail-grade safety; maintain, and utilize the LOL “presenters” database; coordinate the maintenance of the LOL web site; train volunteers; and promote LOL and Operation Lifesaver programs in parishes with high railroad-grade collision rates. (<http://www.oli.org>, CTW, Section 1: 6.5)

Project Budget/Source: \$40,398.60/Section 402

Table 2.10 Railroad/Highway Budget Summary

Project Number	Project Title	Railroad/Highway Crossing Budget	Budget Source
2016-60-10	Louisiana Operation Lifesaver	\$40,398.60	Section 402
Total Railroad/Highway Crossing Budget		\$40,398.60	

2.7 Community Traffic Safety Program

2.7.1 Problem Identification and Analysis

Louisiana has a robust Strategic Highway Safety Plan (SHSP) infrastructure comprised of leadership committees, state-level emphasis areas teams, and regional coalitions, which provide local support to the plan’s implementation. In FFY 2016, the LHSC will provide funding through a mini grant program to the multidisciplinary SHSP regional coalitions that have reviewed their local data, determined their priorities, and developed regional action plans, which focus on addressing their region’s most serious traffic safety problems in support of the SHSP’s emphasis areas. In working with our local partners, we will have greater impact at local levels in developing the most effective approaches to improving traffic safety issues.

In 2013, pedestrian fatalities accounted for 15 percent of all fatalities on Louisiana roadways. Of those fatalities 52 percent of occurred during the evening hours between 6 p.m. and 12 a.m., while 32 percent occurred during the early morning hours of 12 a.m. to 6 a.m. Ten

percent occurred during the afternoon hours between 12 p.m. to 6 p.m., and the remaining 6 percent occurred during the morning hours of 6 a.m. to 12 p.m.

Between 2009 and 2013, an average of 14.6 bicycle fatalities occurred every year. During this same time, an average of 31.4 percent of all bicycle fatalities was alcohol-related. Also between 2009 and 2013 every year except for one the number of bicycles involved in crashes has increased from 649 (2009) to 926 (2013). Between 2005 and 2014 nearly half of bicyclist fatalities, 49 percent, occurred in the evening between 6 p.m. and 12 a.m. Twenty-seven percent occurred between 12 p.m. and 6 p.m. followed by 13 percent between 12 a.m. and 6 a.m. then 11 percent between 6 a.m. and 12 p.m.

The programs and projects identified by the SHSP Regional Traffic Safety Coalitions are chosen through a data-driven, collaborative approach. Each coalition consists of local representation from the 4 Es of safety planning, the FHWA Division Office, Department of Transportation and Development (DOTD) safety staff, and LHSC. Together, crash data and proven countermeasures are reviewed to determine the most effective programs to be implemented in each region for the chosen emphasis areas. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 Community Traffic Safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection strategies for Community Traffic Safety countermeasures, the likelihood of our strategies reaching our goals increase. Any behavioral programs or projects not proven effective according to the NHTSA *Countermeasures That Work* or DOTD must include a pre/post evaluation plan to be eligible for funding. All proposed strategies are evidence based and have been shown to be effective measures for impacting and reducing the number of crashes statewide.

This section also contains DOTD pedestrian safety activities which are critical to achieving the LHSC pedestrian and bicycle safety performance targets.

Performance Targets

- Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 28 percent from 241 (2009-2013 average) to 174 in 2016.
- Reduce unrestrained passenger fatalities by 28 percent from 279 (2009-2013 average) to 201 in 2016.
- Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2 percentage points from 84.1 percent in 2014 to 86.1 percent in 2016.

Performance Measures

- Number of fatalities involving a driver or motorcycle operator with BAC at 08 and greater.

- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- Observed seat belt use of front seat outboard occupants.

Strategies

1. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans as appropriate.
2. Assess and fund other eligible coalition-based projects which support the FFY 2016 HSP performance targets and strategies.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP.

Project Number: 2016-10-10

Project Title: Tangipahoa Reshaping Attitudes for Community Change (TRACC) Coalition

Project Description: A No Refusal impaired driving program is designed to support “No Refusal” sobriety enforcement efforts through the use of certified medical technicians who will provide evidence collection (blood draws) when warrants are issued. (CTW, Chapter 1, Section 2.3 [supports activity])

Project Budget/Source: \$54,450.00/Section 405d Mid

Project Number: 2016-55-13

Project Title: Sheriff’s Safety Town – Caddo Parish

Project Description: Funding will be used to increase occupant protection awareness and usage among children and adults in seven parishes in Northwest Louisiana. Materials* will be purchased and distributed to participants at the Sheriff’s Safety Town (certificates, brochures, crayons, pencils, magnets, bags, cups, and note pads). Program effectiveness will be measured with pre- and post-tests. (CTW, Chapter 2: Section 7.1)

Project Budget/Source: \$7,788.00/Section 402

* Prior to any purchasing of any materials the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations prior to purchasing. If materials are not allowed per federal regulations the LHSC will utilize state funds to purchase awards.

Project Number: 2016-55-14

Project Title: Metro Bicycle Coalition (DBA Bike Easy)

Project Description: The Bike Easy outreach initiative focuses on young road users, including young motorists, pedestrians, and bike riders, teaching each participant skills to keep themselves safe, as well as ensuring that young motorists are aware of their responsibilities to other road users. This project includes purchasing bicycle safety helmets* for some attendees. (CTW, Chapter 8: Sections 4.5, Chapter 9: Section 1.4 and 2.2)

Project Budget/Source: \$78,423.73 Section 402

* Prior to any purchasing of bicycle helmets the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If helmets are not allowed per federal regulations the LHSC will utilize state funds to purchase them.

Project Number: 2016-70-00

Project Title: Regional Coalition Programmatic Grants

Project Description: Funds will support data-driven and evidence-based projects proposed by the Regional Traffic Safety Coalitions in the LSP Troop regions to address impaired driving and occupant protection initiatives identified in their SHSP regional action plan. Specific projects to be determined. LHSC will submit one or more HSP modifications to NHTSA of proposed projects for prior approval. Individual projects would be added sequentially to the project list i.e. 2016-70-01, 02 etc., each with a unique project number. (CTW, Chapters 1 and 2)

Project Budget/Source: \$60,000.00/Section 154AL and \$60,000/Section 402

Table 2.11 Community Traffic Safety Programs Budget Summary

Project Number	Project Title	CTSP Budget	Budget Source
2016-10-10	Tangipahoa Parish Government – TRACC Coalition	\$54,450.00	Section 402
2016-55-13	Friends of Safety Town	\$7,788.00	HSIP
2016-55-14	Metro Bicycle Coalition – Bike Easy	\$78,423.73	Section 402
2016-70-00	Regional Coalition Programmatic Grants	\$60,000.00	Section 154AL
2016-70-00	Regional Coalition Programmatic Grants	\$60,000.00	Section 402

Project Number	Project Title	CTSP Budget	Budget Source
Total Community Traffic Safety Programs Budget		\$260,661.73	

2.8 Pedestrian/Bicycle Safety

For FY 2016 LHSC is utilizing Section 402 funding to address pedestrian and bicyclist safety. According to FARS, in 2013 Louisiana saw 97 pedestrian fatalities and 14 fatalities from cyclists. According to data from HSRG, in 2013 30.8 percent of the bicyclist fatalities were alcohol involved and alcohol was present in 43.88 percent of pedestrian fatalities. Louisiana also is addressing pedestrian safety in a number of ways that do not include NHTSA funding. The Louisiana DOTD manages two comprehensive pedestrian safety programs. The first is a \$1.5 million project with the Metropolitan Planning Organizations in New Orleans, Baton Rouge, and Lafayette. This project includes awareness and education activities and public service announcements. The other major project is the FHWA Safe Routes to Schools for approximately \$2.5 million involving education, awareness, and sidewalk construction. Safe Routes to School also impacts younger bicyclists' safety. The DOTD's Complete Streets Policy also is a big part of the agency's emerging focus on pedestrian safety and incorporates pedestrian and bicycle facility improvements where warranted on a wide range of state projects that would not have been done even a few years ago.

To provide the maximum impact and likelihood for increasing pedestrian and bicyclist safety, the LHSC provides leadership, training, data, and technical assistance to other state agencies, law enforcement agencies, and to local pedestrian and bicyclist safety projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of pedestrian and bicyclist crashes. Louisiana's pedestrian and bicyclist safety program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 pedestrian and bicyclist safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection strategies for pedestrian and bicyclist safety countermeasures, the likelihood of our strategies reaching our goals increase in reducing pedestrian and bicyclist fatalities and injuries.

Performance Targets

- Reduce pedestrian fatalities by six percent from 98 (2009-2013 average) to 92 in 2016.
- Reduce bicycle fatalities by 18 percent from 16 (2009-2013 average) to 13 in 2016.

Performance Measures

- Number of pedestrian fatalities.
- Number of bicyclist fatalities.

Performance Strategies

1. Support educational and outreach activities that promote safer bicycle and pedestrian communities.
2. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans to improve bicycle and pedestrian safety as appropriate.
3. Assess and fund other eligible coalition-based projects which support the FFY 2016 HSP performance targets and strategies to improve bicycle and pedestrian safety.

Programs and Projects

Project Number: 2016-20-15

Project Title: Stroll Into Safety

Project Description: The Stroll into Safety program educates children, caregivers and community members about the importance of pedestrian and bicyclist skills, the rules of the road and personal safety. This program is designed to bring attention to bike and pedestrian issues that surround the Greater Baton Rouge Area, in an effort to create safer, more bike/pedestrian friendly communities. (CTW, Chapter 8: Section 1.2 and 4.1, Chapter 9: Section 1.3 and 2.2)

Project Budget/Source: \$61,575.80/Section 402

Project Number: 2016-55-14

Project Title: Metro Bicycle Coalition (DBA Bike Easy)

Project Description: The Bike Easy outreach initiative focuses on young road users, including young motorists, pedestrians, and bike riders, teaching each participant skills to keep themselves safe, as well as ensuring that young motorists are aware of their responsibilities to other road users. This project includes purchasing bicycle safety helmets* for some attendees. (CTW, Chapter 8: Sections 4.5, Chapter 9: Section 1.4 and 2.2)

Project Budget/Source: \$78,423.73 Section 402

* Prior to any purchasing of bicycle helmets the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If helmets are not allowed per federal regulations the LHSC will utilize state funds to purchase them.

Table 2.12 Pedestrian/Bicycle Budget Summary

Project Number	Project Title	Ped/Bike Budget	Budget Source
2016-20-15	Stroll into Safety	\$61,575.80	Section 402
2016-55-14	Metro Bicycle Coalition dba Bike Easy	\$78,423.73	Section 402
Total Pedestrian /Bicycle		\$139,999.53	

2.9 Young Drivers

2.9.1 Problem Identification and Analysis

Of fatal crashes in 2013, 29 percent of the drivers involved were age 15 to 24, a decrease of 3.4 percent from young driver involvement (30 percent) in 2012. This is significant because drivers age 15 to 24 only make up 13.5 percent of all licensed drivers in the state so they are overrepresented in crashes. Of the 189 fatalities involving drivers age 15 to 24, 28 percent (53) were alcohol involved. Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel does not have the skills or experience needed to recognize a hazard and take corrective action.

Under the State's graduated driver's license program (GDL), teens 17 years of age or younger must satisfy the Office of Motor Vehicles (OMV) requirements to obtain a driver's license. Eligibility for a learner's permit requires the teen be at least 15 years old, present a driver's education completion certificate (proving completion of 8 hours of behind the wheel and 30 hours of classroom instruction), present a school certificate of required attendance or a home study approval notification letter, and pass a vision exam and a written exam. Learner's permit holders must hold the permit for a minimum of 180 days, complete at least 50 hours of supervised driving of which 15 hours must be at night. In addition, learner's permit holders can drive only when accompanied by a licensed adult at least 21 years of age, or an 18-year-old or older sibling who also is licensed.

To progress from the learner's to provisional (unsupervised) stage of Louisiana's GDL, the teen must be at least 16 years of age; have held the learner's permit for at least 180 days; submit a signed statement confirming completion of 50 hours supervised driving, including 15 hours completed at night, with a licensed parent, legal guardian or adult 21 or older; and pass an on-road test. After passing the on-road test, the teen must present a school certificate of required attendance or a home study approval notification letter and pass a vision exam. Provisional license holders can drive unsupervised between 5 a.m. and 11 p.m. or at any hour if accompanied by a licensed adult. Between 6 p.m. and 5 a.m., the provisional license holder

may carry no more than one passenger under 21 unless they are immediate family members, except when accompanied by a licensed adult.

To progress to a full, unrestricted license the teen must be 17 years old and present the intermediate driver's license and a school certificate of required attendance or a home study approval notification letter at the OMV.

The youth-based programs statewide efforts that include peer-to-peer education and prevention strategies funded for FFY 16 are targeted towards novice drivers, under 20, who are the most likely to take risks on the road, including drinking and driving. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 young driver program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence based selection strategies for young driver countermeasures, the likelihood of our strategies reaching our goals increase. With a highly effective GDL law in place in Louisiana, these evidence-based education programs were chosen to compliment and support the law which will lead to fewer young driver crashes.

Performance Targets

- Reduce fatal crashes involving drivers age 20 or younger by 37.7 percent from 104 (2009-2013) to 65 in 2015.

Performance Measures

- Number of drivers age 20 or younger involved in fatal crashes.

Strategies

- Assess and fund eligible youth-based projects which support the FFY 2016 HSP performance targets and strategies.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP.

Project Number: 2016-55-10

Project Title: Sudden Impact Comprehensive Statewide Project

Project Description: This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes,

and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multitiered approach. The program is a partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$82,993.68/Section 164AL; \$154,131.12/HSIP

Project Number: 2016-55-11

Project Title: Ready Set DRIVE!

Project Description: The project will fund the “Ready, Set, DRIVE!” Teen Driver Safety Program in East Baton Rouge Parish, Livingston Parish, Ascension Parish, and West Baton Rouge Parish. “Ready, Set, DRIVE!” is an educational program that is focused on traffic laws, driver education, and other strategies to teach participants how to recognize, assess and change their risky driving behaviors in an effort to decrease the number of motor vehicle crashes teen drivers experience on our roads. Program measures effectiveness through pre- and post-tests. (CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)

Project Budget/Source: \$172,920.00/Section 402

Project Number: 2016-55-12

Project Title: Think First for Teens Program

Project Description: Coordinate and implement a minimum of 65 Think First programs (one to two hours) on underage drinking and impaired driving for youth and young adults to reduce the overall number of alcohol-related fatalities and includes information on distracted driving and occupant protection. These programs will be conducted through schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc., in northwest Louisiana. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$54,670.00 Section 164AL; \$54,670.00 HSIP

Project Number: 2016-55-13

Project Title: Sheriff’s Safety Town – Caddo Parish

Project Description: Project will fund activities to increase occupant protection awareness and usage among children and adults in seven parishes in Northwest Louisiana. Materials* will be purchased and distributed to participants at the Sheriff’s Safety Town (certificates, brochures, crayons, pencils, magnets, bags, cups, and note pads). The program will measure effectiveness with pre- and post-tests. (CTW, Chapter 2: Section 7.1)

Project Budget/Source: \$7,788/Section 402

* Prior to purchasing any materials the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If materials are not allowed per federal regulations the LHSC will utilize state funds to purchase awards.

Project Number: 2016-55-14

Project Title: Metro Bicycle Coalition (DBA Bike Easy)

Project Description: The Bike Easy outreach initiative focuses on young road users, including young motorists, pedestrians, and bike riders, teaching each participant skills to keep themselves safe, as well as ensuring that young motorists are aware of their responsibilities to other road users. This project includes purchasing bicycle safety helmets* for some attendees. (CTW, Chapter 8: Sections 4.5, Chapter 9: Section 1.4 and 2.2)

Project Budget/Source: \$78,423.73 Section 402

* Prior to any purchasing of bicycle helmets the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If helmets are not allowed per federal regulations the LHSC will utilize state funds to purchase them.

Project Number: 2016-55-15

Project Title: Social Norms and Marketing Project (SNAP)

Project Description: The peer-to-peer Social Norms and Marketing Project will combine social norms and social marketing theory to reduce alcohol-impaired fatal traffic fatalities at five high schools in alcohol-impaired Tier 1 parishes in southwest Louisiana. A unique social norms campaign focused on impaired driving will be implemented within each school. The project evaluation will consist of both process and outcome measures. (CTW, Chapter 1: Section 6.5 and http://www.alanberkowitz.com/articles/social_norms.pdf)

Project Budget/Source: \$133,094.44/Section 402

Project Number: 2016-30-10 *through* 2016-30-52

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection, impaired driving, speed, and child passenger safety which will be coordinated with the annual *Click It or Ticket* and *Drive Sober or Get Pulled Over*. Campaigns in addition to other identified State enforcement waves. The agencies listed below have funds to conduct Juvenile Underage Drinking Enforcement (J.U.D.E.) All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their EB plan, deploy resources based on young driver crash analysis, and

make adjustments throughout the year as needed. Refer to Table 2.13 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$2,105,642.66/Section 402; \$2,243,101.50/Section 164AL; \$1,011,844.90/Section 405d Mid; and \$1,305,053.75/HSIP

Project Number: 2016-10-30

Project Title: Alcohol Beverage Control Juvenile Underage Drinking Enforcement (J.U.D.E.) Task Force

Project Description: The J.U.D.E. Task Force attacks underage drinking and impaired driving in East Baton Rouge Parish. The Task Force will work to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages. This project will also work to reduce serving juveniles alcohol, reduce the underage purchase of alcohol, and improve compliance checks. (CTW, Chapter 1: Section 6.1, 6.3)

Project Budget/Source: \$136,258.14/Section 405d Mid

Project Number: 2016-10-31

Project Title: Louisiana Cops in Shops Program

Project Description: The Louisiana Office of Alcohol Tobacco Control (ATC) Cops in Shops Project utilizes ATC enforcement agents to conduct additional extensive underage alcohol enforcement efforts statewide on an overtime basis. (CTW, Chapter 1: Section 6.1, 6.3)

Project Budget/Source: \$165,023.76/Section 405d Mid

Project Number: 2016-10-32

Project Title: "We've Got Your BAC"

Project Description: The Capital Region Transportation Safety Coalition (CRTSC) will offer the "We've Got Your BAC" program which began in April 2015 to survey and educate area drinkers on BAC by inviting drinkers to take part in a PBT demonstration. This local project uses law enforcement volunteers and CRTSC members to test drinkers in the Baton Rouge area and educate them on the consequences of impaired driving and what their BAC actually means. This alcohol awareness education project, which originally was conducted using other funds, was well received by the local press. The State plans to expand this program to other Tier 1 alcohol parishes as a pilot program in FFY 2016 and use pre- and post-surveys of participants to measure effectiveness. (CTW, Chapter 1: Section 5, 5.2, 5.4)

Project Budget/Source: \$2,104.30/Section 164AL

Project Number: 2016-30-80

Project Title: Louisiana State Police (LSP) Crash Reduction Grant

Project Description: The LSP will work DWI, overtime enforcement and PIO overtime activities. High fatal and injury crash locations, days, times, and vehicle type will be a priority for enforcement activities and adjustments will be made throughout the year based on resources and crash analysis.

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Courses, four SFST Training Field Courses, and five ARIDE Field Courses. Officers working the Public Information Officer (PIO) overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The two LSP Rollovers will be used at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month, per Rollover.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$120,120.00/Section 402; \$653,794.90/Section 405d Mid and \$776,820.00/HSIP

Project Number: 2016-70-00

Project Title: Regional Coalition Programmatic Grants

Project Description: Funds will support data-driven and evidence-based projects proposed by the Regional Traffic Safety Coalitions in the LSP Troop regions to address impaired driving initiatives identified in their SHSP regional action plan. Projects selected will support implementation of the regional coalition's action plan. All project costs will be programmatic and will not include administrative costs. Specific projects to be determined. LHSC will submit one or more HSP modifications to NHTSA of proposed projects for prior approval. Individual projects would be added sequentially to the project list i.e. 2016-70-01, 02 etc., each with a unique project number. (CTW, Chapters 1 and 2)

Project Budget/Source: \$60,000/Section 154AL and \$60,000/Section 402

Table 2.13 Young Driver Program Budget Summary

Project Number	Project Title	Young Driver Program Budget	Budget Source
2016-55-10	Sudden Impact Program	\$82,993.68	Section 164AL
2016-55-10	Sudden Impact Program	\$71,137.44	HSIP
2016-55-10	Sudden Impact Program	\$82,993.68	HSIP
2016-55-11	Ready, Set, Drive	\$121,044.00	Section 402
2016-55-11	Ready, Set, Drive	\$8,646.00	Section 402
2016-55-11	Ready, Set, Drive	\$8,646.00	Section 402
2016-55-11	Ready, Set, Drive	\$34,584.00	Section 402
2016-55-12	Think First for Teens Program	\$54,670.00	164AL
2016-55-12	Think First for Teens Program	\$10,934.00	HSIP
2016-55-12	Think First for Teens Program	\$43,736.00	HSIP
2016-55-13	Friends of Safety Town	\$7,788.00	Section 402
2016-55-14	Metro Bicycle Coalition dba Bike Easy	\$78,423.73	Section 402
2016-55-15	Social Norms and Marketing Project (SNAP)	\$133,094.44	Section 402
2016-30-12	Baton Rouge Police Department	\$184,800.00	Section 164AL
2016-30-13	Bogalusa Police Department	\$5,500.00	Section 164AL
2016-30-16	Calcasieu Parish Sheriff Office	\$17,325.00	Section 164AL
2016-30-18	East Baton Rouge Parish Sheriff's Office	\$99,000.00	Section 164AL
2016-30-19	Gonzales Police Department	\$3,465.00	Section 164AL
2016-30-21	Hammond Police Department	\$13,728.00	Section 164AL
2016-30-22	Houma Police Department	\$28,490.00	Section 164AL
2016-30-27	Killian Police Department	\$2,510.64	Section 164AL
2016-30-28	Lafayette Police Department	\$11,000.09	Section 164AL
2016-30-29	Lafourche Parish Sheriff's Office	\$14,080.00	Section 164AL
2016-30-33	Mandeville Police Department	\$16,912.50	Section 164AL
2016-30-36	New Orleans Police Department	\$38,500.00	Section 164AL
2016-30-38	Patterson Police Department	\$1,650.00	Section 164AL
2016-30-43	St. Tammany Parish Sheriff's Office	\$16,716.15	Section 164AL
2016-30-44	Slidell Police Department	\$55,000.00	Section 164AL
2016-30-46	Tangipahoa Parish Sheriff's Office	\$16,500.00	Section 164AL

Project Number	Project Title	Young Driver Program Budget	Budget Source
2016-30-47	Terrebonne Parish Sheriff's Office	\$9,240.00	Section 164AL
2016-30-48	Thibodaux Police Department	\$51,480.00	Section 164AL
2016-30-49	Washington Parish Sheriff's Office	\$6,600.00	Section 164AL
2016-10-30	Alcohol Beverage Control JUDE Task Force	\$136,258.14	Section 405d
2016-10-31	Louisiana Cops in Shops Program	\$165,023.76	Section 405d
2016-10-32	We've Got Your BAC	\$2,104.30	Section 164AL
2016-30-80	Louisiana State Police Crash Reduction Grant	\$120,120.00	Section 402
2016-30-80	Louisiana State Police Crash Reduction Grant	\$653,794.90	Section 405d
2016-30-80	Louisiana State Police Crash Reduction Grant	\$776,820.00	HSIP
2016-70-00	Regional Coalition Programmatic Grants	\$60,000.00	Section 154AL
2016-70-00	Regional Coalition Programmatic Grants	\$60,000.00	Section 402
Total Young Driver Program Budget		\$3,405,907.94	

2.10 Hazard Elimination/Highway Safety Improvement Program (HSIP)

The Louisiana DOTD manages the State's Hazard Elimination Program/Highway Safety Improvement Program (HSIP), not the LHSC.

Programs and Projects

Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP.

Project Number: 2016-90-00

Project Title: Hazard Elimination/Highway Safety Improvement Program (HSIP) FY 15

Project Description: The LHSC will participate as a Safety Selection Team member in the recommendation and prioritization of HSIP safety projects. DOTD will provide the LHSC with a

154/164 Hazard Elimination/Highway Safety Improvement Plan outlining project numbers, project periods, names, contracting agencies, brief project descriptions, and budget totals.

Project Budget/Source: \$15,300,000.00/Section 154HE and \$15,300,000.00/Section 164HE

Table 2.14 Hazard Elimination/HSIP Program Budget Summary

Project Number	Project Title	Hazard Elimination Budget	Source of Funding
H.002311	LA 38-Mississippi Stage Line	\$4,000.00	154/164HE
H.002780	LA 308 Curve	\$2,073,000.00	154/164HE
H.010026	LA 431 Curve	\$1,725,000.00	154/164HE
H.011327	US 90: J-Turns - St. Mary Parish	\$4,500,000.00	154/164HE
H.011489	Dist. 04 Low Cost Safety	\$20,000.00	154/164HE
H.011778	LA 45: Barataria Boulevard Safety Improvement	\$100,000.00	154/164HE
H.011884	Dist. 02 Attenuators	\$128,000.00	154/164HE
	Misc. Small Safety Projects and Plan Changes	\$2,000,000.00	154/164HE
	LA Operation Lifesaver	\$55,000.00	154/164HE
	Data Analysis	\$3,000,000.00	154/164HE
	Local Roads	\$5,000,000.00	154/164HE
	Safe Routes to School	\$3,000,000.00	154/164HE
	Local Circuit Rider	\$200,000.00	154/164HE
	Roundabout Retainer	\$100,000.00	154/164HE
	Consultant Contracts	\$250,000.00	154/164HE
	SHSP Implementation Activities	\$4,000,000.00	154/164HE
	SHSP Consultant	\$1,000,000.00	154/164HE
	Design Retainer Contract	\$1,000,000.00	154/164HE
	LRSP/SRTS Design Retainer	\$1,200,000.00	154/164HE
	LRSP Engineers (2)	\$285,200.00	154/164HE
	LRSP -SRTS Engineer	\$180,000.00	154/164HE
	Total Funds Obligated:	\$29,820,200.00	154/164HE
	Total Funds Unobligated	\$779,800.00	
	Total Hazard Elimination Budget	\$30,600,000.00	50%/50%

2.11 Planning and Administration

Planning and Administration (P&A) costs are direct and indirect expenses that are attributable to the overall management of the LHSC State and Community Highway Safety Grant Program. Costs include salaries and related personnel benefits for the Governor’s Representative and for other technical, administrative, and clerical staff in the LHSC, as shown in Tables 2.15, 2.16 and 2.17. P&A costs also include office expenses such as travel, equipment, supplies, rent, and utilities necessary to carry out the functions of the LHSC.

A program cost summary for all program areas can be found in Table 10 at the end of this section. All costs identified are allowable. In FY 2016, the LHSC is not proposing to fund any equipment purchases.

Performance Target

- Provide management, supervision, and support services for the activities necessary to operate the State and Community Highway Safety Grant Program and other state- and Federal-funded highway safety programs.

Performance Measures

- Quality and timeliness of annual programs, plans, and evaluation reports.
- Develop, coordinate, and monitor traffic safety projects identified in this Plan.

Strategies

- Provide staff the opportunity to receive training and attend various traffic safety conferences to improve skills and knowledge.
- Follow guidance provided by the LHSC accountant to limit planning and administration costs to the 31 percent maximum.

Table 2.15 Planning and Administration Costs

Planning and Administration Activities	Federal	State Match
Salaries and Fringe Benefits (31 percent) Director, Deputy Director (75%), Accountant, and Accountant Assistant	\$290,400.00	\$290,400.00
Travel	\$10,000.00	\$10,000.00
Operating Services	\$21,600.00	\$21,600.00
Other Professional Services	\$159,000.00	\$159,000.00
Totals	\$481,000.00	\$481,000.00

Table 2.16 Planning and Administration Activities

Project No.	Funding Source	Project Name	Description	2016 Proposed Funding
2016-01-00	402	Planning and Administration	Program provides for the management of the LHSC programs, including employment of personnel to manage programs, associated travel, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.	\$481,000.00
Program Management Projects				
2016-10-00	402/405d (Mid)/154 AL	Program Management (Alcohol)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.	\$146,016.60/ \$65,000.00/\$84,75 0.00
2016-20-00	402/405b	Program Management (Occupant Protection)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.	\$52,792.23 /\$85,000.00
2016-30-00	402	Program Management (Police Traffic Services)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.	\$171,982.92
2016-40-00	402	Program Management (Traffic Records)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.	\$149,982.91
2016-50-00	402	Program Management (Motorcycle)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC motorcycle program.	\$5,000.00
2016-55-00	402	Program Management (Teen Safety Program)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC teen safety program	\$59,497.67
2016-60-00	402	Program Management (Railroad/Highways)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC railroads/highway program.	\$1,300.00
2016-65-	402	Program Management(Pedestrian Safety Program)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC community traffic safety programs	\$4,900.00

Project No.	Funding Source	Project Name	Description	2016 Proposed Funding
Program Support Projects				
2016-01-10	402	H&M Consulting	Provides for statistical analysis of identified traffic safety needs.	\$49,000.00
2016-01-11 & 12	402	Cambridge Systematics	Provides for compilation and production of the LHSC FFY 2014 Annual Report and FFY 2016 HSP and Section 405 application and other planning and reporting projects	\$70,000.00
2016-15-10	402	Attitudinal/MC and Other Surveys	Provides for attitudinal survey on impaired driving, occupant protection, speed and other traffic safety issues	\$40,000.00

Table 2.17 Positions and Funding Source

Position	Current Staff		Federal	State	AL	OP	PT	TR	MC	PS	RH	TSP
Executive Director	Col. John A. LeBlanc	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Accountant (LHSC Program Coordinator 2)	Linda Tillman	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Assistant Director (LHSC Program Coordinator 3)	Ken Trull	Planning and Administration 75% Program Management 25%	50%	50%	43%	10%	22%	22%	-	-	-	3%
LHSC Program Coordinator Public Information Coordinator	Vacant	Program Management	100%	-	50%	20%	-	30%	-	-	-	-
Program Coordinator 1 ^a	Kim Gueho	Program Management	100%	-	-	80%	0	0%	-	20%	-	-
Program Coordinator 2	Lyrice Johnson	Program Management	100%	-	-	-	100%	-	-	-	-	-
Program Coordinator 2	Chuck Miller	Program Management	100%	-	49%	-	1%	50%	-	-	-	-
Program Coordinator 2	Jessica Bedwell	Program Management	100%	-	-	-	-	-	9%	-	-	91%
Grants/Reviewer 2 ^b	Chela Mitchell	Program Management	100%	-	99%	-	-	-	-	-	1%	-
Administrative Coordinator 3 ^a	Angela Jackson	Program Management	100%	-	43%	10%	22%	22%	-	-	-	3%
Administrative Coordinator 3	Ladricka Hill Minor	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Grants/Reviewer 2 ^a	Cindy Wheeler	Program Management	100%	-	43%	10%	22%	22%	-	-	-	3%
Administrative Coordinator 1 (Temporary)	Kashundolyn McGuffey	Program Management	100%	-	43%	10%	22%	22%	-	-	-	3%

^a This position is funded 80% with Section 405b funds.

^b This position is funded 100% with Section 405d (Mid) funds.

^c Percentages are based on all LHSC projects – these positions support all LHSC projects. Projects will be monitored and adjustments made to percentages if necessary.

3.0 Performance Report

Louisiana's progress in meeting the ten core performance measures and one behavioral measure is shown in Table 3.1. These performance measures, developed by NHTSA and the GHSA, are documented in the publication: DOT HS 811 025. The performance targets established for FFY 2012 and 2013 are shown under the actual number for each performance measure; FFY 2014 and 2015 HSP targets are shown in the column titled "Target".

Table 3.1 Progress in Meeting FFY 2014 Performance Targets

Core Performance Measure	Actual					Target	
	2009	2010	2011	2012	2013	2014	2015
Traffic Fatalities	824	721	680	722	723		
2011 through 2013 targets			890	870	848	655	644
Serious Injuries ^a	14,796	13,397	13,474	13,554	13,446		
2011 through 2013 targets			20,521	14,056	13,705	12,844	12,975
Fatalities/VMT	1.84	1.59	1.46	1.54	1.47		
2011 through 2013 targets			1.6	1.95	1.88	1.41	1.38
Unrestrained Passenger Vehicle Occupant Fatalities All Seating Positions	353	284	270	240	248		
2011 through 2013 targets			395	380	365	263	241
Alcohol-Impaired Driving Fatalities (BAC = 0.08+) ^b +	290	226	219	241	234		
2011 through 2013 targets			323	315	307	220	203
Speeding-Related Fatalities	290	239	214	208	193		
2011 through 2013 targets					207	204	206
Motorcyclist Fatalities	103	74	80	78	86		
2011 through 2013 targets			79	76	73	76	72
Unhelmeted Motorcyclist Fatalities	25	10	14	4	18		
2011 through 2013 targets			21	20	19	12	4
Drivers Age 20 or Younger Involved in Fatal Crashes	134	108	94	99	87		
2011 through 2013 targets			159	151	147	92	77
Pedestrian Fatalities	108	77	90	118	97		
2011 through 2013 targets			98	96	94	84	17

^a Serious Injury data are from Highway Safety Research Group at Louisiana State University (State data).

^b Based on the BAC of all involved drivers and motorcycle operators only.

The one national behavioral measure, observed seat belt use (front seat outboard occupants), is collected annually from observational surveys. The statewide observational seat belt use data are from the Louisiana Highway Safety Commission. The numbers below represent the actual observed rate for each year and the performance targets for FFY 2011-2014.

Table 3.2 Progress in Observed Seat Belt Use Rate

Behavioral Measure	2008	2009	2010	2011	2012	2013	2014
Statewide Observed Seat Belt Use	75.5%	74.5%	75.9%	77.7%	79.3%	82.5%	84.1%
2011-2014 Target				78.0%	77.9%	79.7%	81.3%

4.0 Program Cost Summary

4.1 Highway Safety Plan Cost Summary

The Highway Safety Plan Cost Summary for FFY 2016 is provided in the following pages.

Table 4.1 Highway Safety Plan Cost Summary

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-01-00-00	P&A Salaries-Travel-Operating	\$.00	\$481,000.00	\$.00	\$322,000.00	\$322,000.00	\$.00
	PA-2016-01-10-00	H&M Consulting LLC	\$.00	\$.00	\$.00	\$49,000.00	\$49,000.00	\$.00
	PA-2016-01-11-00	Cambridge for Planning and Reporting	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$.00
	PA-2016-01-12-00	Cambridge HSP, 405 app, SIDP	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$.00
	PA-2016-01-14-00	Attitudinal and Other Surveys	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Planning and Administration Total			\$.00	\$481,000.00	\$.00	\$481,000.00	\$481,000.00	\$.00
Alcohol								
	AL-2016-10-00-00	Program Management for Alcohol Programs	\$.00	\$.00	\$.00	\$230,766.60	\$230,766.60	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$230,766.60	\$230,766.60	\$.00
Motorcycle Safety								
	MC-2016-50-00-00	Program Management Motorcycle	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	MC-2016-50-10-00	DPS Motorcycle Training Program	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Motorcycle Safety Total			\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$.00
Occupant Protection								
	OP-2016-20-00-00	Program Management Occupant Protection	\$.00	\$.00	\$.00	\$52,792.23	\$52,792.23	\$.00
	OP-2016-15-00-00	Regional Coalitions OP Contracts	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00
	OP-2016-80-03-00	Catherine Heitman	\$0.00	\$0.00	\$0.00	\$24,750.00	\$24,750.00	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$137,542.23	\$137,542.23	\$60,000.00
Pedestrian/Bicycle Safety								
	PS-2016-65-00-00	Program Management Pedestrian Safety	\$.00	\$.00	\$.00	\$4,900.00	\$4,900.00	\$.00
	PS-2016-65-10-00	Lexlee's Kids Stroll Into Safety	\$.00	\$.00	\$.00	\$61,575.80	\$61,575.80	\$.00
	PS-2016-65-11-00	Metro Bicycle Coalition dba Bike Easy	\$.00	\$.00	\$.00	\$78,423.73	\$78,423.73	\$78,423.73
Pedestrian/Bicycle Safety Total			\$.00	\$.00	\$.00	\$144,899.53	\$144,899.53	\$78,423.73
Police Traffic Services								
	PT-2016-30-00-00	Program Management Police Traffic Services	\$.00	\$.00	\$.00	\$171,982.92	\$171,982.92	\$.00
	PT-2016-30-09-00	Robert Breland, Traffic Safety Consultant	\$.00	\$.00	\$.00	\$41,150.00	\$41,150.00	\$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/ (Decrease)	Current Balance	Share to Local
	PT-2016-30-10-00	Abbeville PD	\$.00	\$.00	\$.00	\$11,550.00	\$11,550.00	\$11,550.00
	PT-2016-30-11-00	Alexandria PD	\$0.00	\$0.00	\$0.00	\$24,750.00	\$24,750.00	\$24,750.00
	PT-2016-30-12-00	Baton Rouge PD	\$0.00	\$0.00	\$0.00	\$295,680.00	\$295,680.00	\$295,680.00
	PT-2016-30-16-00	Calcasieu Parish SO	\$0.00	\$0.00	\$0.00	\$65,862.50	\$65,862.50	\$65,862.50
	PT-2016-30-17-00	Denham Springs PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	PT-2016-30-18-00	East Baton Rouge SO	\$0.00	\$0.00	\$0.00	\$165,000.00	\$165,000.00	\$165,000.00
	PT-2016-30-20-00	Greenwood PD	\$0.00	\$0.00	\$0.00	\$31,680.00	\$31,680.00	\$31,680.00
	PT-2016-30-21-00	Hammond PD	\$0.00	\$0.00	\$0.00	\$5,148.00	\$5,148.00	\$5,148.00
	PT-2016-30-24-00	Jefferson SO	\$0.00	\$0.00	\$0.00	\$101,750.00	\$101,750.00	\$101,750.00
	PT-2016-30-26-00	Kentwood PD	\$0.00	\$0.00	\$0.00	\$2,750.00	\$2,750.00	\$2,750.00
	PT-2016-30-28-00	Lafayette PD	\$0.00	\$0.00	\$0.00	\$90,140.60	\$90,140.60	\$90,140.60
	PT-2016-30-31-00	Livingston SO	\$0.00	\$0.00	\$0.00	\$74,250.00	\$74,250.00	\$74,250.00
	PT-2016-30-34-00	Monroe PD	\$0.00	\$0.00	\$0.00	\$44,000.00	\$44,000.00	\$44,000.00
	PT-2016-30-36-00	New Orleans PD	\$0.00	\$0.00	\$0.00	\$165,000.00	\$165,000.00	\$165,000.00
	PT-2016-30-41-00	Shreveport PD	\$0.00	\$0.00	\$0.00	\$62,480.00	\$62,480.00	\$62,480.00
	PT-2016-30-42-00	St. Charles SO	\$0.00	\$0.00	\$0.00	\$17,116.00	\$17,116.00	\$17,116.00
	PT-2016-30-51-00	West Monroe PD	\$0.00	\$0.00	\$0.00	\$66,550.00	\$66,550.00	\$66,550.00
	PT-2016-30-52-00	Westwego PD	\$0.00	\$0.00	\$0.00	\$16,500.00	\$16,500.00	\$16,500.00
	PT-2016-30-80-00	Louisiana State Police	\$0.00	\$0.00	\$0.00	\$120,120.00	\$120,120.00	\$0.00
	PT-2016-30-90-00	Vacant PTS Coordinator	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-91-00	Kenny Williams, PTS Coordinator	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-92-00	Aaron Chabaud, LEL	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-93-00	Brad McGlothren, LEL	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-94-00	Donald Campbell, LEL	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-96-00	Ted Riser, LEL	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-97-00	Morris Beverly, LEL	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-98-00	Wayne McElveen, LEL	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-30-99-00	Brad Stewart, LEL	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2016-99-00-00	State Matching Funds Section 402	\$0.00	\$442,250.00	\$0.00	\$0.00	\$0.00	\$0.00
Police Traffic Services Total			\$.00	\$442,250.00	\$.00	\$2,033,560.02	\$2,033,560.02	\$1,251,207.10
Traffic Records								

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/ (Decrease)	Current Balance	Share to Local
	TR-2016-40-00-00	Program Management Traffic Records	\$.00	\$.00	\$.00	\$149,982.91	\$149,982.91	\$.00
	TR-2016-40-01-00	Data Processing Technical Support	\$.00	\$.00	\$.00	\$125,000.00	\$125,000.00	\$.00
	TR-2016-40-13-00	Travel/Training Traffic Records	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$.00
Traffic Records Total			\$.00	\$.00	\$.00	\$289,982.91	\$289,982.91	\$.00
Railroad/Highway Crossings								
	RH-2016-60-00-00	Program Management Railroad/Highway	\$.00	\$.00	\$.00	\$1,300.00	\$1,300.00	\$.00
	RH-2016-60-10-00	Louisiana Operation Lifesaver	\$.00	\$.00	\$.00	\$40,398.60	\$40,398.60	\$.00
Railroad/Highway Crossings Total			\$.00	\$.00	\$.00	\$41,698.60	\$41,698.60	\$.00
Teen Safety Program								
	TSP-2016-55-00-00	Program Management Teen Safety Program	\$.00	\$.00	\$.00	\$59,497.67	\$59,497.67	\$.00
	TSP-2016-55-11-00	Ready, Set, Drive	\$.00	\$.00	\$.00	\$172,920.00	\$172,920.00	\$.00
	TSP-2016-55-13-00	Friends of Safety Town	\$.00	\$.00	\$.00	\$7,788.00	\$7,788.00	\$7,788.00
	TSP-2016-55-15-00	SNAP	\$.00	\$.00	\$.00	\$133,094.44	\$133,094.44	\$133,094.44
Teen Safety Program Total			\$.00	\$.00	\$.00	\$373,300.11	\$373,300.11	\$140,882.44
NHTSA 402 Total			\$.00	\$923,250.00	\$.00	\$3,693,000.00	\$3,693,000.00	\$1,530,513.27
154 Transfer Funds								
	154AL-2016-10-00-00	Program Management - AL	\$0.00	\$0.00	\$0.00	\$84,750.00	\$84,750.00	\$0.00
	154AL-2016-10-14-00	DPS Legal Support for DWI	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	154AL-2016-10-16-00	Acadian Ambulance No Refusal	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	154AL-2016-10-18-00	Judicial Outreach Project	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	154AL-2016-10-34-00	Cory Reech, DWI Enforcement Training	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	154AL-2016-10-35-00	Travel/Training Impaired Driving	\$0.00	\$0.00	\$0.00	\$15,100.00	\$15,100.00	\$0.00
	154AL-2016-10-42-00	DWI Automation Project	\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$500,000.00
	154AL-2016-25-00-00	Various Regional Coalitions as approved	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00
	154AL-2016-35-00-00	DSGPO Special Waves	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$250,000.00
	154AL-2016-80-01-00	Paid Media Impaired Driving	\$0.00	\$0.00	\$0.00	\$1,515,250.00	\$1,515,250.00	\$1,515,250.00
154 Alcohol Total			\$.00	\$.00	\$.00	\$2,625,000.00	\$2,625,000.00	\$2,325,250.00
154 Hazard Elimination								
	154HE-2016-90-00-00	Open Container Transfer funds	\$.00	\$.00	\$.00	\$15,300,000.00	\$15,300,000.00	\$.00
154 Hazard Elimination Total			\$.00	\$.00	\$.00	\$15,300,000.00	\$15,300,000.00	\$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/ (Decrease)	Current Balance	Share to Local
154 Transfer Funds Total			\$0.00	\$0.00	\$0.00	\$17,925,000.00	\$17,925,000.00	\$2,325,250.00
164 Transfer Funds								
	164AL-2016-10-42-00	DWI Automation Project	\$0.00	\$0.00	\$0.00	\$1,742,966.02	\$1,742,966.02	\$1,742,966.02
	164AL-2016-10-12-00	Linda Hull, DWI Awards Program	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$0.00
	164AL-2016-10-17-00	MADD Court Monitoring	\$0.00	\$0.00	\$0.00	\$198,214.50	\$198,214.50	\$0.00
	164AL-2016-10-32-00	We've Got Your BAC Capitol Regional Coal	\$0.00	\$0.00	\$0.00	\$2,104.30	\$2,104.30	\$0.00
	164AL-2016-55-10-00	Sudden Impact	\$0.00	\$0.00	\$0.00	\$82,993.68	\$82,993.68	\$0.00
	164AL-2016-55-12-00	Think First Program	\$0.00	\$0.00	\$0.00	\$54,670.00	\$54,670.00	\$0.00
	164AL-2016-30-10-00	Abbeville PD	\$0.00	\$0.00	\$0.00	\$6,600.00	\$6,600.00	\$6,600.00
	164AL-2016-30-11-00	Alexandria PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	164AL-2016-30-13-00	Bogalusa PD	\$0.00	\$0.00	\$0.00	\$38,870.92	\$38,870.92	\$38,870.92
	164AL-2016-30-14-00	Bossier PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	164AL-2016-30-15-00	Caddo SO	\$0.00	\$0.00	\$0.00	\$44,000.00	\$44,000.00	\$44,000.00
	164AL-2016-30-16-00	Calcasieu SO	\$0.00	\$0.00	\$0.00	\$44,825.00	\$44,825.00	\$44,825.00
	164AL-2016-30-17-00	Denham Springs PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	164AL-2016-30-18-00	East Baton Rouge SO	\$0.00	\$0.00	\$0.00	\$209,000.00	\$209,000.00	\$209,000.00
	164AL-2016-30-19-00	Gonzales PD	\$0.00	\$0.00	\$0.00	\$23,265.00	\$23,265.00	\$23,265.00
	164AL-2016-30-20-00	Greenwood PD	\$0.00	\$0.00	\$0.00	\$16,720.00	\$16,720.00	\$16,720.00
	164AL-2016-30-21-00	Hammond PD	\$0.00	\$0.00	\$0.00	\$34,320.00	\$34,320.00	\$34,320.00
	164AL-2016-30-22-00	Houma PD	\$0.00	\$0.00	\$0.00	\$72,490.00	\$72,490.00	\$72,490.00
	164AL-2016-30-23-00	Iberia SO	\$0.00	\$0.00	\$0.00	\$29,700.00	\$29,700.00	\$29,700.00
	164AL-2016-30-24-00	Jefferson SO	\$0.00	\$0.00	\$0.00	\$165,038.50	\$165,038.50	\$165,038.50
	164AL-2016-30-25-00	Kenner PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	164AL-2016-30-26-00	Kentwood PD	\$0.00	\$0.00	\$0.00	\$5,574.80	\$5,574.80	\$5,574.80
	164AL-2016-30-27-00	Killian PD	\$0.00	\$0.00	\$0.00	\$10,210.64	\$10,210.64	\$10,210.64
	164AL-2016-30-28-00	Lafayette PD	\$0.00	\$0.00	\$0.00	\$93,500.09	\$93,500.09	\$93,500.09
	164AL-2016-30-29-00	Lafourche SO	\$0.00	\$0.00	\$0.00	\$129,184.00	\$129,184.00	\$129,184.00
	164AL-2016-30-30-00	Lake Charles PD	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	164AL-2016-30-31-00	Livingston SO	\$0.00	\$0.00	\$0.00	\$79,200.00	\$79,200.00	\$79,200.00
	164AL-2016-30-32-00	Bossier SO	\$0.00	\$0.00	\$0.00	\$15,444.00	\$15,444.00	\$15,444.00
	164AL-2016-30-33-00	Mandeville PD	\$0.00	\$0.00	\$0.00	\$38,929.00	\$38,929.00	\$38,929.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/ (Decrease)	Current Balance	Share to Local
	164AL-2016-30-34-00	Monroe PD	\$0.00	\$0.00	\$0.00	\$55,000.00	\$55,000.00	\$55,000.00
	164AL-2016-30-35-00	Natchitoches PD	\$0.00	\$0.00	\$0.00	\$22,334.40	\$22,334.40	\$22,334.40
	164AL-2016-30-36-00	New Orleans PD	\$0.00	\$0.00	\$0.00	\$148,500.00	\$148,500.00	\$148,500.00
	164AL-2016-30-37-00	Opelousas PD	\$0.00	\$0.00	\$0.00	\$23,100.00	\$23,100.00	\$23,100.00
	164AL-2016-30-38-00	Patterson PD	\$0.00	\$0.00	\$0.00	\$12,650.00	\$12,650.00	\$12,650.00
	164AL-2016-30-39-00	Ponchatoula PD	\$0.00	\$0.00	\$0.00	\$5,945.50	\$5,945.50	\$5,945.50
	164AL-2016-30-40-00	Rapides SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	164AL-2016-30-41-00	Shreveport PD	\$0.00	\$0.00	\$0.00	\$42,900.00	\$42,900.00	\$42,900.00
	164AL-2016-30-42-00	St. Charles SO	\$0.00	\$0.00	\$0.00	\$18,150.00	\$18,150.00	\$18,150.00
	164AL-2016-30-43-00	St. Tammany SO	\$0.00	\$0.00	\$0.00	\$146,730.65	\$146,730.65	\$146,730.65
	164AL-2016-30-44-00	Slidell PD	\$0.00	\$0.00	\$0.00	\$79,618.00	\$79,618.00	\$79,618.00
	164AL-2016-30-45-00	Southeastern La. University PD	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	164AL-2016-30-46-00	Tangipahoa SO	\$0.00	\$0.00	\$0.00	\$36,850.00	\$36,850.00	\$36,850.00
	164AL-2016-30-47-00	Terrebonne SO	\$0.00	\$0.00	\$0.00	\$17,490.00	\$17,490.00	\$17,490.00
	164AL-2016-30-48-00	Thibodaux PD	\$0.00	\$0.00	\$0.00	\$77,880.00	\$77,880.00	\$77,880.00
	164AL-2016-30-49-00	Washington Parish SO	\$0.00	\$0.00	\$0.00	\$23,496.00	\$23,496.00	\$23,496.00
	164AL-2016-30-50-00	West Baton Rouge SO	\$0.00	\$0.00	\$0.00	\$25,410.00	\$25,410.00	\$25,410.00
	164AL-2016-30-51-00	West Monroe PD	\$0.00	\$0.00	\$0.00	\$160,875.00	\$160,875.00	\$160,875.00
	164AL-2016-30-52-00	Westwego PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	164AL-2016-80-03-00	Catherine Heitman, Earned Media	\$0.00	\$0.00	\$0.00	\$24,750.00	\$24,750.00	\$0.00
164 Alcohol Total			\$0.00	\$0.00	\$0.00	\$4,175,000.00	\$4,175,000.00	\$3,771,567.52
164 Hazard Elimination								
	164HE-2016-00-00-00	Repeat Offender Transfer funds	\$0.00	\$0.00	\$0.00	\$15,300,000.00	\$15,300,000.00	\$0.00
164 Hazard Elimination Total			\$0.00	\$0.00	\$0.00	\$15,300,000.00	\$15,300,000.00	\$0.00
164 Transfer Funds Total			\$0.00	\$0.00	\$0.00	\$19,475,000.00	\$19,475,000.00	\$3,771,567.52
MAP 21 405b OP Low								
	M2X-2016-20-00-00	Program Management OP Coordinator	\$0.00	\$0.00	\$0.00	\$85,000.00	\$85,000.00	\$0.00
	M2X-2016-20-10-00	Occupant Protection Survey	\$0.00	\$0.00	\$0.00	\$175,000.00	\$175,000.00	\$0.00
	M2X-2016-20-11-00	La. Passenger Safety Task Force	\$0.00	\$0.00	\$0.00	\$249,900.00	\$249,900.00	\$0.00
	M2X-2016-20-12-00	Hispanic Committee of the South	\$0.00	\$0.00	\$0.00	\$62,700.00	\$62,700.00	\$0.00
	M2X-2016-20-13-00	YMCA of Greater New Orleans	\$0.00	\$0.00	\$0.00	\$51,698.90	\$51,698.90	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/ (Decrease)	Current Balance	Share to Local
	M2X-2016-20-14-00	NO Emergency Medical Services	\$0.00	\$0.00	\$0.00	\$36,080.00	\$36,080.00	\$0.00
	M2X-2016-80-01-00	Paid Media for Occupant Protection	\$0.00	\$0.00	\$0.00	\$522,621.10	\$522,621.10	\$0.00
	M2X-2016-80-02-00	Paid Media Support	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	M2X-2016-99-00-00	State Matching Funds	\$0.00	\$300,750.00	\$0.00	\$0.00	\$0.00	\$0.00
405b OP Low Total			\$0.00	\$300,750.00	\$0.00	\$1,203,000.00	\$1,203,000.00	\$0.00
MAP 21 405b OP Low Total			\$0.00	\$300,750.00	\$0.00	\$1,203,000.00	\$1,203,000.00	\$0.00
MAP 21 405c Data Program								
	M3DA-2016-40-11-00	HSRG LSU	\$0.00	\$0.00	\$0.00	\$310,000.00	\$310,000.00	\$0.00
	M3DA-2016-40-12-00	Traffic Records Initiatives LSU TSG	\$0.00	\$0.00	\$0.00	\$2,173,500.00	\$2,173,500.00	\$0.00
	M3DA-2016-99-00-00	State Matching Funds	\$0.00	\$620,875.00	\$0.00	\$0.00	\$0.00	\$0.00
405c Data Program Total			\$0.00	\$620,875.00	\$0.00	\$2,483,500.00	\$2,483,500.00	\$0.00
MAP 21 405c Data Program Total			\$0.00	\$620,875.00	\$0.00	\$2,483,500.00	\$2,483,500.00	\$0.00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2016-30-12-00	Baton Rouge PD	\$0.00	\$0.00	\$0.00	\$542,850.00	\$542,850.00	\$0.00
	M5HVE-2016-30-80-00	Louisiana State Police	\$0.00	\$0.00	\$0.00	\$653,794.90	\$653,794.90	\$0.00
405d Mid HVE Total			\$0.00	\$0.00	\$0.00	\$1,011,844.90	\$1,011,844.90	\$0.00
405d Mid ID Coordinator								
	M5IDC-2016-10-00-00	Program Management Impaired Driving Coordination	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
405d Mid ID Coordinator Total			\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
405d Mid Court Support								
	M5CS-2016-10-20-00	La. Supreme Court DWI Court Program	\$0.00	\$0.00	\$0.00	\$746,804.27	\$746,804.27	\$0.00
	M5CS-2016-10-21-00	14th JDC DWI Court	\$0.00	\$0.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
	M5CS-2016-10-22-00	4th JDC DWI Court	\$0.00	\$0.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
	M5CS-2016-10-23-00	Terrebonne DWI Court	\$0.00	\$0.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
	M5CS-2016-10-33-00	DWI Court Continuation Program	\$0.00	\$0.00	\$0.00	\$1,349,789.99	\$1,349,789.99	\$0.00
405d Mid Court Support Total			\$0.00	\$0.00	\$0.00	\$2,311,494.26	\$2,311,494.26	\$0.00
405d Mid BAC Testing/Reporting								
	M5BAC-2016-10-19-00	North La. Criminalistics Lab	\$0.00	\$0.00	\$0.00	\$69,072.74	\$69,072.74	\$0.00
405d Mid BAC Testing/Reporting Total			\$0.00	\$0.00	\$0.00	\$69,072.74	\$69,072.74	\$0.00
405d Mid Paid/Earned Media								

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Increase/ (Decrease)	Current Balance	Share to Local
	M5PEM-2016-80-02-00	Paid Media Support	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
405d Mid Paid/Earned Media Total			\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
405d Mid Other Based on Problem ID								
	M5OT-2016-10-10-00	Tangipahoa Parish TRACC	\$0.00	\$0.00	\$0.00	\$54,450.00	\$54,450.00	\$0.00
	M5OT-2016-10-11-00	Catherine Childers, Impaired Driving Spe	\$0.00	\$0.00	\$0.00	\$49,000.00	\$49,000.00	\$0.00
	M5OT-2016-10-13-00	La. District Attorney Prosecutor Trainin	\$0.00	\$0.00	\$0.00	\$238,776.45	\$238,776.45	\$0.00
	M5OT-2016-10-15-00	Mike Barron, Impaired Driving Assessment	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	M5OT-2016-10-30-00	EBR ABC JUDE Task Force	\$0.00	\$0.00	\$0.00	\$136,258.14	\$136,258.14	\$0.00
	M5OT-2016-10-31-00	La. Cops in Shops Program	\$0.00	\$0.00	\$0.00	\$165,023.76	\$165,023.76	\$0.00
405d Mid Other Based on Problem ID Total			\$0.00	\$0.00	\$0.00	\$643,508.35	\$643,508.35	\$0.00
405d Impaired Driving Mid								
	M5X-2016-99-00-00	State Matching Funds	\$.00	\$1,076,430.06	\$.00	\$.00	\$.00	\$.00
405d Impaired Driving Mid Total			\$.00	\$1,076,430.06	\$.00	\$.00	\$.00	\$.00
MAP 21 405d Impaired Driving Mid Total			\$.00	\$1,076,430.06	\$.00	\$4,305,720.25	\$4,305,720.25	\$.00
MAP 21 405f Motorcycle Programs								
	M9MT-2016-50-10-00	DPS Motorcycle Operator Training Program	\$.00	\$.00	\$.00	\$22,500.00	\$22,500.00	\$.00
405f Motorcyclist Training Total			\$.00	\$.00	\$.00	\$22,500.00	\$22,500.00	\$.00
405f Motorcyclist Awareness								
	M9MA-2016-50-11-00	Motorcycle Awareness Campaign	\$.00	\$.00	\$.00	\$44,000.00	\$44,000.00	\$.00
405f Motorcyclist Awareness Total			\$.00	\$.00	\$.00	\$44,000.00	\$44,000.00	\$.00
405f Motorcycle Programs								
	M9X-2016-99-00-00	State Matching Funds	\$.00	\$16,625.00	\$.00	\$.00	\$.00	\$.00
405f Motorcycle Programs Total			\$.00	\$16,625.00	\$.00	\$.00	\$.00	\$.00
MAP 21 405f Motorcycle Programs Total			\$.00	\$16,625.00	\$.00	\$66,500.00	\$66,500.00	\$.00
NHTSA Total			\$.00	\$2,937,930.06	\$.00	\$49,151,720.25	\$49,151,720.25	\$8,055,513.27
Total			\$.00	\$2,937,930.06	\$.00	\$49,151,720.25	\$49,151,720.25	\$8,055,513.27

4.2 HSP Match Review Document

Program Area	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Planning and Administration Total	\$481,000.00	\$481,000.00	\$335,740.00	\$145,260.00	\$0.00	\$481,000.00	\$481,000.00
		50%			0%	50%	100%
Alcohol Total	\$146,016.60	\$0.00	\$53,716.60	\$92,300.00	\$0.00		
		0%			0%		
Motorcycle Safety Total	\$45,000.00	\$0.00	\$45,000.00	\$0.00	\$0.00		
		0%			0%		
Occupant Protection Total	137,542.23	\$0.00	\$56,542.23	\$81,000.00	\$60,000.00		
		0%			0%		
Pedestrian/Bicycle Safety Total	\$144,899.53	\$0.00	\$144,899.53	\$0.00	\$78,423.73		
		0%			54%		
Police Traffic Services Total	\$2,033,560.02	\$442,250.00	\$1,964,760.02	\$68,800.00	\$1,251,207.10		
		18%			62%		
Traffic Records Total	\$289,982.91	\$0.00	\$237,482.91	\$52,500.00	\$0.00		
		0%			0%		
Railroad/Highway Crossings Total	\$41,698.60	\$0.00	\$41,698.60	\$0.00	\$0.00		
		0%			0%		
Teen Safety Program Total	\$373,300.11	\$0.00	\$353,160.11	\$20,140.00	\$140,882.44		
		0%			38%		
NHTSA 402 Total	\$3,693,000.00	\$923,250.00	\$3,233,000.00	\$460,000.00	\$1,530,513.27	\$481,000.00	\$481,000.00
		20%			41%	50%	13%
154 Alcohol Total	\$2,625,000.00	\$0.00	\$875,000.00	\$1,750,000.00	\$2,325,250.00		
		0%			89%		
154 Hazard Elimination Total	\$15,300,000.00	\$0.00	\$0.00	\$15,300,000.00	\$0.00		
		0%			0%		
154 Transfer Funds Total	\$17,925,000.00	\$0.00	\$875,000.00	\$17,050,000.00	\$2,325,250.00		
		0%			13%		
164 Alcohol Total	\$4,175,000.00	\$0.00	852,267.66	\$18,622,732.34	\$3,801,267.52		
		0%			91%		
164 Hazard Elimination Total	\$15,300,000.00	\$0.00	\$0.00	\$15,300,000.00	\$0.00		
		0%			0%		
164 Transfer Funds Total	\$19,475,000.00	\$0.00	\$852,267.66	\$18,622,732.34	\$3,801,267.52		
		0%			20%		

Program Area	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
405b OP Low Total	\$1,203,000.00	\$300,750.00	\$893,000.00	\$310,000.00	\$0.00		
		20%			0%		
MAP 21 405b OP Low Total	\$1,203,000.00	\$300,750.00	\$953,000.00	\$250,000.00	\$0.00		
		20%			0%		
405c Data Program Total	\$2,483,500.00	\$620,875.00	\$953,000.00	\$250,000.00	\$0.00		
		20%			0%		
MAP 21 405c Data Program Total	\$2,483,500.00	\$620,875.00	\$783,500.00	\$1,700,000.00	\$0.00		
		20%			0%		
405d Mid HVE Total	\$1,196,644.89	\$0.00	\$488,353.47	\$708,291.42	\$0.00		
		0%			0%		
405d Mid ID Coordinator Total	\$65,000.00	\$0.00	\$19,500.00	\$45,500.00	\$0.00		
		0%			0%		
405d Mid Court Support Total	\$2,311,494.26	\$0.00	\$1,493,255.04	\$818,239.22	\$0.00		
		0%			0%		
405d Mid BAC Testing/Reporting Total	\$69,072.74	\$0.00	\$20,721.82	\$48,350.92	\$0.00		
		0%			0%		
405d Mid Paid/Earned Media Total	\$20,000.00	\$0.00	\$6,000.00	\$14,000.00	\$0.00		
		0%			0%		
405d Mid Other Based on Problem ID Total	\$643,508.36	\$0.00	\$193,052.51	\$450,455.85	\$0.00		
		0%			0%		
405d Impaired Driving Mid Total	\$0.00	\$1,076,430.06	\$0.00	\$0.00	\$0.00		
		100%			0%		
MAP 21 405d Impaired Driving Mid Total	\$4,305,720.25	\$1,076,430.06	\$2,200,883.84	\$2,084,837.41	\$0.00		
		20%			0%		
405f Motorcyclist Training Total	\$22,500.00	\$0.00	\$22,500.00	\$0.00	\$0.00		
		0%			0%		
405f Motorcyclist Awareness Total	\$44,000.00	\$0.00	\$44,000.00	\$0.00	\$0.00		
		0%			0%		
405f Motorcycle Programs Total	\$0.00	\$16,625.00	\$0.00	\$0.00	\$0.00		
		100%			0%		
MAP 21 405f Motorcycle Programs Total	\$66,500.00	\$16,625.00	\$66,500.00	\$0.00	\$0.00		
		20%			0%		
NHTSA Total	\$49,151,720.25	\$2,937,930.06	\$8,984,150.50	\$40,167,569.75	\$7,657,030.79	\$481,000.00	\$481,000.00
		6%			16%	50%	1%
Total	\$49,151,720.25	\$2,937,930.06	\$8,984,150.50	\$40,167,569.75	\$7,657,030.79	\$481,000.00	\$481,000.00
		6%			16%	50%	1%

4.3 FFY 2016 Available Funding

Table 4.2 Available Funding

Grant Program	FY 2015 Anticipated CF	FY 2016 Anticipated New Appropriation	FY 2016 Total Planned Funds
Section 402	460,000.00	\$3,233,000.00	\$3,693,000.00
Section 154 AL	\$1,750,000.00	\$875,000.00	\$2,625,000.00
Section 154 HE	15,300,000.00	\$0.00	15,300,000.00
Section 164 AL	\$3,322,732.34	852,267.66	\$4,175,000.00
Section 164 HE	\$15,300,000.00	, \$0.00	\$15,300,000.00
MAP 21 405b Low	\$250,000.00	\$953,000.00	\$1,203,000.00
MAP 21 405c	\$1,700,000.00	\$783,500.00	\$2,483,500.00
MAP 21 405d Mid	\$2,220,882.84	\$2,084,837.41	\$4,305,720.25
MAP 21 405f	\$0.00	\$66,500.00	\$66,500.00
Total	\$40,167,569.75	\$8,984,150.50	\$49,151,720.25
HSIP	\$0.00	\$3,016,369.17	\$3,016,369.17
Total (All)	\$40,167,569.75	\$12,000,519.67	\$52,168,089.42

CF = Carryforward from prior fiscal year.

5.0 Section 405 Grant Application

For FFY 2016, Louisiana is applying for the following 405-incentive grants programs:

- **Part 1** – Occupant Protection (23 CFR 1200.21);
- **Part 2** – State Traffic Safety Information System Improvements (23 CFR 1200.22);
- **Part 3** – Impaired Driving Countermeasures (23 CFR 1200.23); and
- **Part 5** – Motorcyclist Safety (23 CFR 1200.25).

The 405 application, which is signed by Louisiana’s Governor’s Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 – Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Region 6
Louisiana, Mississippi
New Mexico, Oklahoma
Texas, Indian Nations

819 Taylor Street Room 8A38
Fort Worth, Texas 76102-6177

August 28, 2015

The Honorable Bobby Jindal
Governor of the State of Louisiana
P.O. Box 94004
Baton Rouge, LA 70804-9004

Dear Governor Jindal:

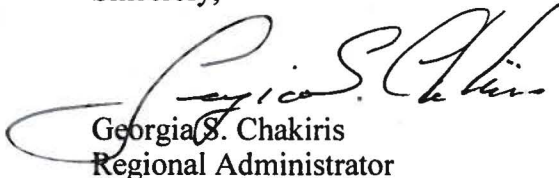
We have reviewed Louisiana's fiscal year 2016 Highway Safety Plan (HSP) as received on July 1, 2015. Based on this submission and subsequent revisions, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Lieutenant Colonel John LeBlanc.

We look forward to working with the Louisiana Highway Safety Commission and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on Louisiana's roads. We also appreciate the State's participation in the national *Click It or Ticket* and the *Drive Sober or Get Pulled Over* enforcement campaigns.

If we can be of assistance to you, please do not hesitate to contact us, or if you would like additional information regarding Louisiana's HSP review, please feel free to contact me at 817-978-3653.

Sincerely,



Georgia S. Chakiris
Regional Administrator

cc: Lieutenant Colonel John LeBlanc, LHSC
Charles Bolinger, FHWA
Dr. Mary D. Gunnels, NHTSA





U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

September 30, 2015

The Honorable Bobby Jindal
Governor of Louisiana
Baton Rouge, LA 70804

Dear Governor Jindal:

As you know, the most recent Congressional extension of the “Moving Ahead for Progress in the 21st Century Act” (MAP-21) (Public Law 112-141), is set to expire on October 29, 2015. This law authorizes the “National Priority Safety Programs,” at 23 U.S.C. § 405 (Section 405), which provide grants to States to carry out our shared highway safety mission – saving lives and preventing injuries and crashes on our Nation’s roadways.

While your State has met the requirements for Fiscal Year (FY) 2016 Section 405 grants under MAP-21 (see enclosure), NHTSA is unable to tell you how much your State will receive in FY 2016 grant funds because Congress has yet to extend the programs beyond October 29. It is also possible that Congress may change grant program requirements in any extension legislation. For these reasons, no allocation of funds is being made at this time. When FY 2016 programs are authorized and funds are appropriated by the Congress, I will notify you and your Governor’s Representative for Highway Safety of your highway safety grant awards and the requirements associated with these federal funds.

As you know, Secretary Foxx and all of us at the U.S. Department of Transportation have been working urgently toward the long term transportation authorization the Nation needs and deserves. The absence of such an authorization has a number of pernicious effects: delaying major infrastructure projects, preventing long term planning by State highway departments, and costing the jobs of hard-working Americans. The delay of highway safety grant funding is just one of these negative effects, but it is an especially worrisome one to me. At a time when road fatalities appear to be moving upward after a long decline, we must not delay the important work performed by State highway safety offices around the nation. We will continue to urge Congress to pass stable, long term funding for these important programs.

While the delay in funding is a hurdle to our efforts, we cannot allow it to prevent us from using every tool available to save lives and prevent crashes. In the coming months, I would like to discuss with you NHTSA's safety initiatives and how we can team with your State Highway Safety Office to save lives and prevent crashes. Family members, friends and loved ones deserve to travel safely every single time.

Sincerely,

A handwritten signature in cursive script that reads "Mark R. Rosekind".

Mark R. Rosekind, Ph.D.

Enclosure

23 U.S.C. Section 405 – National Priority Safety Programs
Louisiana Qualified for in FY 2016

cc: Governor's Representative for Highway Safety

**23 U.S.C. Section 405 – National Priority Safety Programs
Louisiana Qualified for in FY 2016 under MAP-21**

National Priority Safety Program Area
Section 405(b) Occupant Protection
Section 405(c) State Traffic Safety Information System Improvements
Section 405(d) Impaired Driving Countermeasures
Section 405(f) Motorcyclist Safety



U.S. Department
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National Highway
Traffic Safety
Administration

Region 6
Louisiana, Mississippi
New Mexico, Oklahoma
Texas, Indian Nations

819 Taylor Street Room 8A38
Fort Worth, Texas 76102-6177

August 28, 2015

Lieutenant Colonel John LeBlanc
Executive Director
Governor's Highway Safety Representative
Louisiana Highway Safety Commission
P.O. Box 66336
Baton Rouge, LA 70896

Dear Colonel LeBlanc:

We have reviewed Louisiana's fiscal year 2016 Highway Safety Plan (HSP) as received on July 1, 2015. Based on this submission and subsequent revisions on August 28, 2015, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carryforward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We note that there are a number of projects with multiple funding sources. We would like to remind the LHSC of the need to document appropriate uses based on the requirements of the various funding sources.

No requests for equipment purchases over \$5,000 were found in our review of the document submitted, therefore, no approvals are provided for purchase of such equipment with Federal funds. If the State should have future requests, these may be submitted to the Regional Administrator for consideration at any time.

The efforts of the personnel of the LHSC in the development of the FY2016 highway safety program are very much appreciated. We look forward to working with you, the LHSC staff, and your many partners on the successful implementation of this plan.

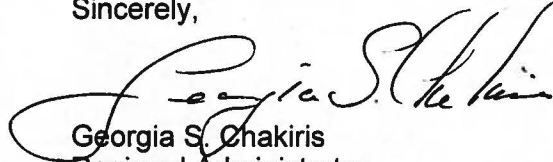
We appreciate the State's efforts to reduce traffic deaths, injuries, and economic costs by implementing the *Click it or Ticket* and the *Drive Sober or Get Pulled Over* enforcement campaigns. We also congratulate Louisiana on its accomplishments in



advancing our mutual traffic safety mission; however, as you know there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the LHSC and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Louisiana roadways.

If you have any questions or if I can be of assistance to you, please do not hesitate to contact me.

Sincerely,



Georgia S. Chakiris
Regional Administrator

cc: Charles Bolinger, FHWA
Dr. Mary D. Gunnels, NHTSA