



**LOUISIANA
HIGHWAY SAFETY
AND
PERFORMANCE PLAN
for
Federal Fiscal Year 2012**



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List of Acronyms

BAC	Blood Alcohol Concentration
BCRA	Baton Rouge Collegiate Alliance
CMV	Commercial Motor Vehicle
CPS	Child Passenger Safety
CVARS	Commercial Vehicle Analysis Reporting System
DOTD	Louisiana Department of Transportation and Development
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DWI	Driving While Intoxicated
EBRP	East Baton Rouge Parish
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HSYI	Highway Safety Youth Institutes
ISDS	Information Systems and Decision Sciences (at LSU)
JUDE	Juvenile Underage Drinking Enforcement
LaCASU	Louisiana Center Addressing Substance Use in Collegiate Communities
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	Mother's Against Drunk Driving
MPO	Metropolitan Planning Organizations
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
NPPA	National Priority Program Areas
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
TRCC	Traffic Records Coordinating Committee
VIP	Victim Impact Panels
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled

1.0 Introduction to the Louisiana Highway Safety Planning Process

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 collaboration and partnership of 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 and Performance Plan (HSPP) is the result of a process involving detailed data analysis, a review of the literature on what highway safety countermeasures are effective, and a strategic approach to setting safety-related goals and performance measures relevant to the high-priority program areas.

1.1 Executive Summary

The Louisiana HSPP for Federal Fiscal Year (FFY) 2012 serves as the State of Louisiana's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The LHSC's goals, strategies, and performance measures are described in this plan.

Louisiana continues to face a roadway safety crisis, despite significant improvements in 2010. A total of 716 lives were lost on Louisiana roadways in 2010, a decrease of 13.1 percent from 2009. Motorcycle involved fatalities decreased from 104 in 2009 to 73 in 2010; a decrease of 29.8 percent. The involvement of drivers age 15 through 24 in fatal crashes increased by 2.8 percentage points in 2010. However, in 2010 the motor vehicle crash fatality rate per 100 million vehicle miles traveled (VMT) was 1.6. Alcohol-related fatal crashes decreased from 48 percent in 2009 to 43% in 2010; a 5 percent reduction. Nearly 64 percent of passengers killed under the age of five in crashes were not properly restrained, and 58 percent of all passengers killed were not properly restrained. Safety belt use in Louisiana tends to be lower than any other state with a primary enforcement law. The Louisiana safety belt use rate was 77.7 percent in 2011, a 1.8% increase, based on observational survey data. Railroad fatalities increased from 4 in 2009 to 6 in 2010.

Based on these facts, and the data presented in Sections 2.0 and 3.0, the LHSC has identified the following program areas to be addressed through this plan for FFY 2012: alcohol impaired driving (including alcohol impaired young drivers), occupant protection, traffic records, motorcycle safety, police traffic services, paid media, additional programs (including safe communities and railgrade/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.

For FFY 2012, the LHSC will be awarding multi-year contracts to government entities per State law. Multi-year funding will provide greater efficiencies and permit long-term planning for local agencies.

1.2 Highway Safety Planning

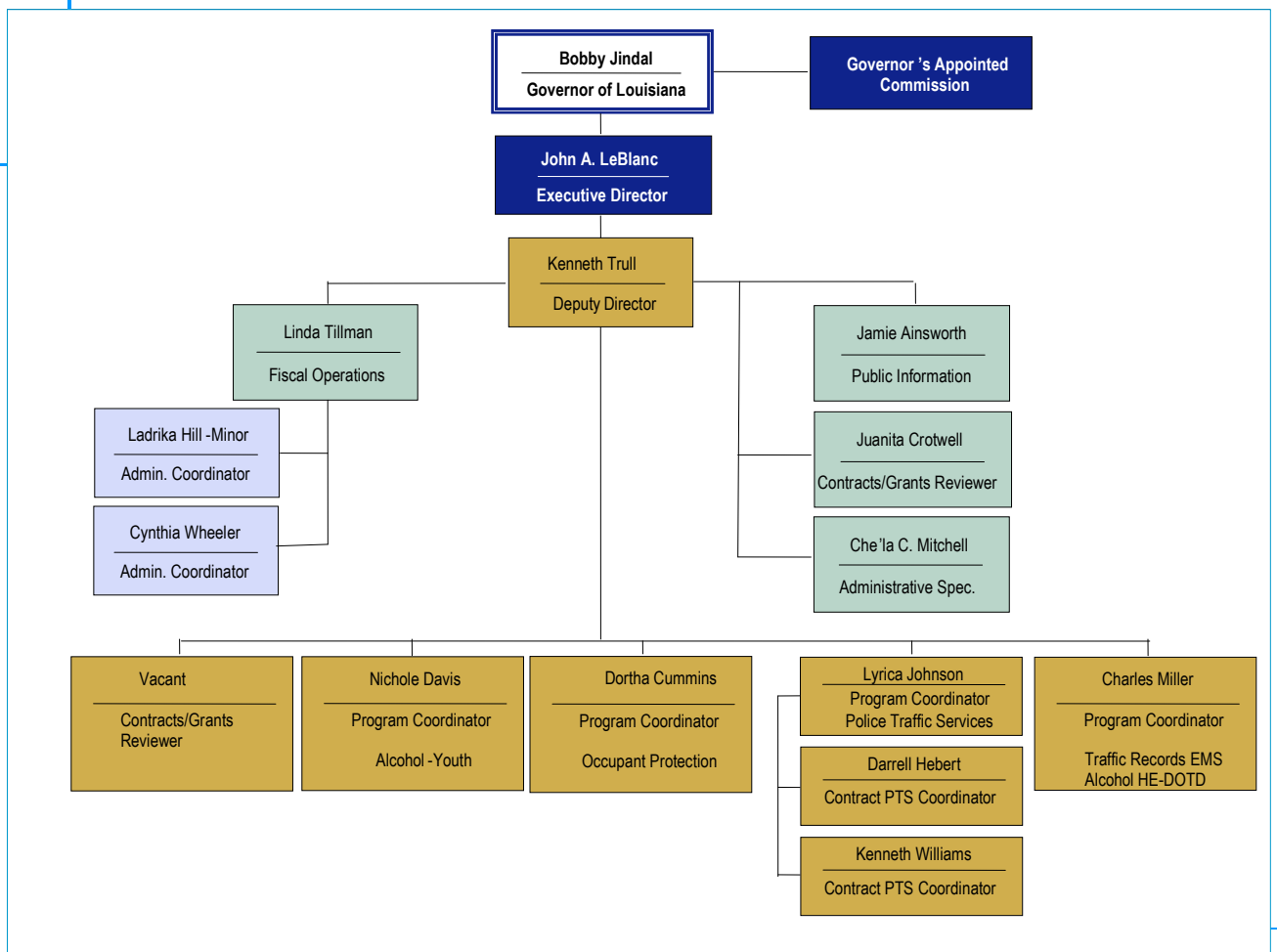
Mission Statement

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. Programs and projects are administered in accordance with uniform guidelines promulgated by the NHTSA and FHWA.

Organization

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

Figure 1. Organizational Chart



LHSC Planning Process

The planning process for the LHSC is a cyclical process that is in constant review, assessment, and modification and is reflected in the annual planning calendar in Table 1. This Performance Plan contains the goals, performance measures, and strategies Louisiana has set for FFY 2012 and is provided as part of the Louisiana application for FFY 2012 Federal highway safety funds.

Stakeholder meetings, data analysis, and opportunities for partner feedback occur throughout the year to examine needs and potential solutions. Analysis of problem identification was conducted to determine the priority problem areas. The budget was planned to address identified problem areas. Additional meetings were held to assess data improvements and reassess areas of need. The LHSC program coordinators provided recommendations to a review panel consisting of the Executive Director, Deputy Director, Accountant, Planner and other program coordinators regarding programming to address the problem areas. Projects were identified and will be awarded to local agencies, law enforcement, nonprofits, governmental agencies, and other entities.

The LHSC is supported by a 20 member Commission, which includes:

Sheriff Rodney Arbuckle	DeSoto Parish	4th Congressional District
Mr. Bryan Bossier, Sr.	Rapides Parish	5th Congressional District
Chief Randall Bryan	Vernon Parish	4th Congressional District
Sheriff Robert Buckley	Union Parish	5th Congressional District
Chief Jim Craft	Lafayette Parish	7th Congressional District
Mr. Bobby Deen	Grant Parish	4th Congressional District
Mr. Johnny Gaspard	Vermilion Parish	7th Congressional District
Mr. Stephen Gremillion	Avoyelles Parish	5th Congressional District
Chief Alexcie Guillory	St. Landry Parish	7th Congressional District
Mr. Tommy Head	Caddo Parish	4th Congressional District
Sheriff Tony Mancuso, Chair	Calcasieu Parish	7th Congressional District
Sheriff Charles McDonald	Richland Parish	5th Congressional District
Mr. Russ McInnis	Winn Parish	4th Congressional District
Mr. Jeffery McKneely	Tangipahoa Parish	1st Congressional District
Mr. Ray Morvant	Vermilion Parish	7th Congressional District
Chief Dwayne Munch	Jefferson Parish	2nd Congressional District
Lt. Col. Mark Oxley	Calcasieu Parish	7th Congressional District
Mr. Carl Pendley	Caddo Parish	4th Congressional District
Mayor Reggie Skains	Union Parish	5th Congressional District
Chief Warren Vedros, Sr.	Lafourche Parish	3rd 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 Program Areas (NPPA) identified by NHTSA, Safe Communities, and Railroad Safety. The LHSC has developed a problem identification method based on the most current data that recognizes state, parish, and municipality needs.

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.

The LHSC’s annual planning activities are described below in Table 1.

Table 1. Annual HSPP Planning Calendar, 2012

Activity	Completion Date	Responsible
Meet with Stakeholders regularly and participate in local projects as possible.	Continuous	Program Coordinators/ Planner
Assigned LHSC program coordinators meet to discuss new program strategies for upcoming fiscal year HSPP. LHSC management set annual goals. Make project recommendations to Executive Director for next fiscal year funding.	February/March	LHSC Staff
Proposal solicitation-outreach from identified agencies, organizations, etc.	March/April	Staff
Assess previous year carry forward and reallocate funds where necessary. Problem identification review.	March/April	Accountant/Planner
Proposals due to LHSC. 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.	April/May	Accountant/Planner
Executive Director meets with Executive Committee of the Commission if requested by Chairman. Meet with LHSC Commission for approval of recommended grant awards.	June	Executive Director
Draft the Performance Plan and Highway Safety Plan.	July/August	Planner
Gain approval for programs and projects from the appropriate officials. Negotiate and approve contracts.	July/August	Planner/Assistant Director, Accountant, Executive Director
Submit the final Performance Plan to NHTSA and FHWA.	August	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 conduct desk audits at time of claim processing. Conduct additional project reviews throughout grant period based on the policy and procedure of the LHSC.	Continuous	Program Coordinators

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 Collegiate Alliance
- Baton Rouge Mayor's Office
- Baton Rouge Safety Council
- Capitol Regional Planning Commission
- Department of Health and Hospitals, Office for Addictive Disorders
- 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 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 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 Louisiana Lafayette
- University Louisiana Monroe

1.3 Legislative Efforts

Legislative Summary

The 2011 regular session of the Louisiana Legislature was limited to fiscal measures, but allowed each legislator to file up to five non-fiscal bills. This resulted in fewer traffic safety bills being introduced, and subsequently passed, during the legislative session.

Some of the more notable actions by the 2011 Legislature are as follows:

What Passed

Act 420 by Representative Ricky Templet, adds synthetic marijuana and bath salts to the list of controlled dangerous substances. Act 420 became law on 7/20/11.

Act 168 by Representative Helena Moreno requires home incarceration companies and electronic monitoring companies to submit monthly and annual reports to the court, sheriff, and Department of Public Safety and Corrections. Act 168 became law on 8/15/11.

Act 174 by Representative Helena Moreno allows a "split" video screen in the vehicle, as long as the moving images are not visible to the driver while the vehicle is in motion. Act 174 became law on 8/15/11.

Act 192 by Representative Simone Champagne requires ignition interlock companies to file electronic reports with the courts and with the Department of Public Safety and Corrections. Act 192 became law on 8/15/11.

Act 193 by Representative Nancy Landry requires a person with a previous DWI violation who is applying for a school bus driver's license endorsement to receive substance abuse treatment before the endorsement may be issued. Act 193 also requires that the endorsement be denied or cancelled if an applicant is disqualified after being convicted of driving under the influence of alcohol or a controlled substance, or refuses to submit to a chemical test when arrested for suspected impaired driving. Act 193 became law on 8/15/11.

Act 298 by Representative Mack "Bodi" White requires an officer to seize the driver's license of a vehicular homicide offender and issue a temporary receipt, valid for 30 days or until a contradictory hearing is held to determine whether a chemical test revealed an impairing substance. The contradictory hearing must be applied for within 15 days, and if the hearing is not applied for, or if the hearing determines the presence of an impairing substance, the driver's license is suspended for one year without hardship benefit. Act 298 became effective on 6/28/11.

Act 307 by Senator Dale Erdey requires private third parties giving driver's license tests to be licensed and to administer the on-road driving skills test. Act 307 also requires "pre-licensing training courses" before the issuance of most first-time driver's licenses.

What Failed

Two bills, House Bill 337 by Representative Damon Baldone and House Bill 338 by Representative Charmaine Stiaes, sought to prohibit the use of cell phones by drivers. House

Bill 337 defined the behavior as a secondary offense, while House Bill 338 defined it as a primary offense. Both bills failed before reaching the Senate.

Two bills, House Bill 347 by Representative Arnold and Senate Bill 75 by Senator Daniel Martiny, sought to restrict the use of automated traffic enforcement systems. Neither bill advanced past its house of origin.

House Bill 119 by Representative Alan Seabaugh sought to allow a search warrant for bodily fluids to be executed at the place where the fluids would be drawn and provided immunity to the person drawing the sample. The bill passed the House, but died on the calendar awaiting a Senate committee hearing.

Senate Bill 190 by Senator Dale Erdey sought to create the crime of "First Degree Vehicular Homicide" in cases where two or more persons are killed in a single DWI crash. While the bill passed out of the Senate, it was deferred (killed) in the House committee to which it was assigned.

Table 2 gives a complete listing of all traffic safety-related bills introduced in the 2011 regular session of the Louisiana Legislature and their final outcomes.

Table 2. Traffic Safety-Related Bills Introduced in 2011

Act #	Author	Effective	Description
<i>What Passed</i>			
420	Templet	7/15/2011	Adds synthetic marijuana and bath salts to list of controlled dangerous substances
168	Moreno	8/15/2011	Requires home incarceration companies and electronic monitoring companies to submit monthly and annual reports to the court, sheriff, and Dept. of Public Safety and Corrections
174	Moreno	8/15/2011	Allows video screen in vehicle, as long as moving images not visible to driver while vehicle is in motion
35	Champagne	8/15/2011	Allows persons whose drivers' licenses have been suspended for reasons other than DWI to apply for a hardship license
100	Lapinto	8/15/2011	Adds possession with intent to distribute or dispense an imitation controlled dangerous substance to the crime of prohibited acts involving imitation controlled dangerous substances. Repeals the section of law that provides for the crime of distribution of imitation of a controlled dangerous substances to a person under 18
192	Champagne	8/15/2011	Requires ignition interlock companies to file electronic report with the court and Dept. of Public Safety and Corrections
193	Landry	8/15/2011	Requires person with previous DWI violation who is applying for school bus driver's license endorsement to receive substance abuse treatment before endorsement may be issued. Amended to provide that the endorsement shall be denied or cancelled if an applicant is disqualified after being convicted of driving under the influence of alcohol or a controlled substance while operating a commercial vehicle or a noncommercial motor vehicle or refuses to submit to a chemical test for the purpose of determining the alcoholic content of his blood when arrested for an offense arising out of acts alleged to have been committed while the driver was driving or in actual physical control of a commercial motor vehicle or non-commercial motor vehicle while believed to be under the influence of alcoholic beverages or a controlled substance.
244	Williams	8/15/2011	Re-defines terms such as "bicycle, bicycle lane, cross walk, shoulder, traffic-control device, etc. and provides for specific safety lighting and equipment to be placed on bicycles during nighttime use.
298	White	6/28/11	Requires officer to seize DL of vehicular homicide offender and issue temporary receipt, valid for 30 days or until contradictory hearing is held to determine whether chemical test revealed impairing substance. Contradictory hearing must be applied for within 15 days. If hearing is not applied for, or if hearing determines presence of impairing substance, DL is suspended for 1 year without hardship benefit.
307	Erdey	8/15/2011	Requires private 3rd-party testers giving driver's license tests to be licensed, to administer the on-road driving skills test, and requires "pre-licensing training courses" before issuance of most 1 st time driver's licenses
HCR 16	Katz	Signed by Secretary of State 6/24/11	Authorizes and directs the Drug Policy Board to coordinate a study of the overall impact and aggregate costs of illegal drug use in the state of Louisiana and to present its findings and policy recommendations to the LA Legislature on or before 3/01/12.

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Act #	Author	Effective	Description
Bill #	Author		Description
<i>What Failed</i>			
HB 10	Monica		Adds bath salts to list of controlled dangerous substances
HB 119	Seabaugh		Allows search warrant for bodily fluids to be executed at place where fluids will be drawn and provides immunity to the person drawing the sample
HB 167	Howard		Increases penalties for failure to stop or yield when injury or death results
HB 218	White		Authorizes a judge to suspend the driver's license as a condition of bail for vehicular homicide
HB 337	Badon		Prohibits the use of a cell phone while driving: secondary offense
HB 338	Stiaes		Prohibits the use of a cell phone while driving: primary offense
HB 347	Arnold		Requires voter approval before local governing authorities may impose fines for traffic violations captured by automated traffic enforcement systems
HB 387	Burrell		Allows video screen in vehicle, as long as moving images not visible to driver while vehicle is in motion
HB 548	G. Smith		Provides for the search, seizure, and forfeiture of alcoholic beverages of high and low content and tobacco products; requires law enforcement to obtain search warrant based on affidavit of 2 reliable witnesses before searching a private residence suspected of alcohol violations; provides for destruction or sale of seized property
SB 75	Martiny		Prohibits local governments from using electronic vehicle speed enforcement systems
SB 139	Marrioneaux		Prohibits large (≥ 3 axles) trucks from traveling in left lane
SB 163	Erdey		Requires ignition interlock manufacturer to file electronic report with Dept. of Public Safety and Corrections
SB 190	Erdey		Creates the crime of "First Degree Vehicular Homicide" in cases where 2 or more persons are killed in a single DWI crash

2.0 Highway Safety Performance Plan

2.1 Highway Safety Problem Identification Process

Data analysis is initially completed by the Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and is provided to the LHSC in an annual publication. The 2010 *Louisiana Traffic Records Data Report* provided the basis for additional data analysis for LHSC program staff. The published data report is available on-line and is readily accessed by a variety of users. Data used by the LHSC staff is subsequently provided to contractors during the contract negotiating process.¹

The following steps were implemented in determining parish need as it relates to traffic crash data.

- **Step 1** – Parishes are compared using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related 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 in regard to injury crashes, fatal crashes, and total fatalities. Data from *the Louisiana Traffic Records Data Report* is used to evaluate each parish within population groupings and evaluate a five-year trend in each identified category.
- **Step 3** – 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 70 percent of the state problem in each category. A five-year trend is used for an additional analysis of “hot topic” issues, i.e., motorcycle helmet usage, railroad, pedestrian issues. Allocations to program areas are based on the magnitude of each problem based on the analysis.
- **Step 4** – Assigned LHSC program coordinators discuss each of the expected NHTSA grant awards for the next fiscal year distribution and determine current contracts’ feasibility and discuss potential new resources that will further assist the LHSC in attaining set goals.
- **Step 5** – The LHSC program coordinators, through consensus, then recommend goals, strategies, and specific projects/programs for funding approval to the Executive Director for consideration.
- **Step 6** – 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.

¹ Note: All crash data used throughout this report reflects State data (provided by the Louisiana State University Highway Safety Research Group), unless noted otherwise.

- **Step 7** – Upon Commission approval the LHSC staff creates contracts based on Commission approval and solicits participation from the agency identified in the plan.
- **Step 8** – All approved contract agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1st, or immediately upon receipt if after the federal fiscal year date of October 1, 2011, subject to the availability of Federal funds. In FFY 2012, the LHSC will develop multi-year subgrants with government entities per State law.

Data Sources

The LSU ISDS collects and analyzes data, hosts a web-accessible database, and publishes the annual *Louisiana Traffic Records Data Report*. The performance plan and subsequent highway safety plan are based upon the most recent published data available at <http://lhsc.lsu.edu/>. The source of the number of fatalities and fatal crashes, however, is the LDOTD FARS Analyst. At the time of reporting, the State's data indicated 719 fatalities in 2010 resulting from 642 fatal crashes. The LHSC Planner utilizes the published report 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://lhsc.lsu.edu/Reports/TrafficReports/default.asp>) are used in this plan. The data report provides 15 sections that cover trends, fatalities, injuries, where, when, crash type, roadway elements, age and 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://www.bus.lsu.edu/centers/hserg/>;
- <http://lacrash.lsu.edu/>;
- <http://lacrashdata.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/ncsa/STSI/22_LA/2009/22_LA_2009.htm.

In addition to the specific data mentioned and these web sites, 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.

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://lhsc.lsu.edu/Reports/SpecializedReports/default.asp>

2.2 Louisiana State Demographics

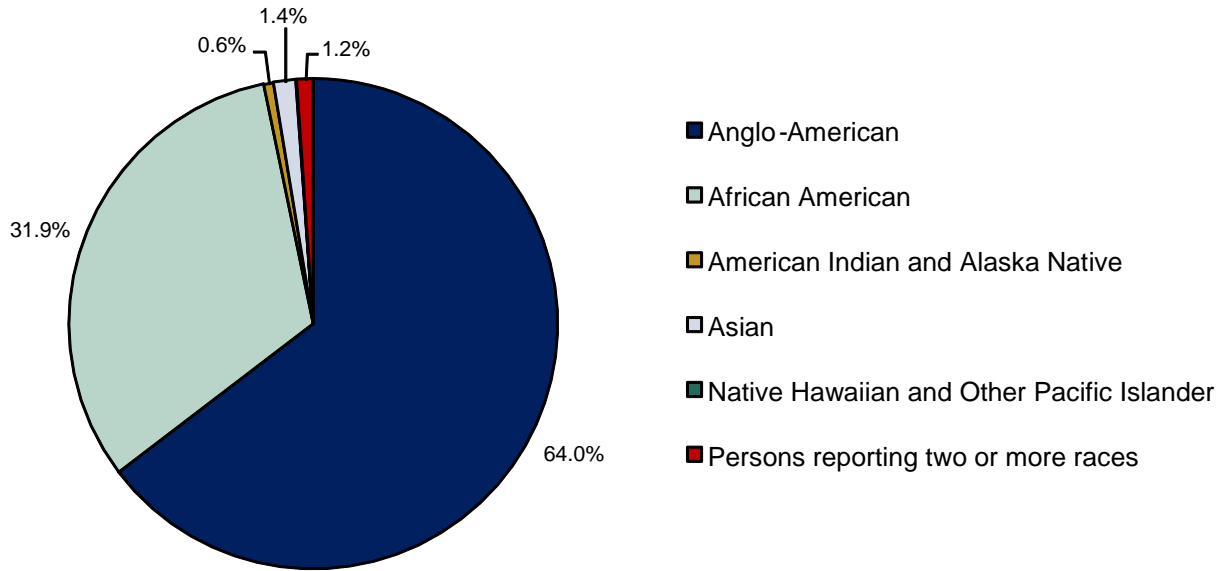
Louisiana covers 51,885 sq mi (135,382 square kilometers); its capital is Baton Rouge. It can be divided physically into the Mississippi River flood plain and delta, and the low hills of the Gulf of Mexico coastal plain. It is the only U.S. state to be governed under the Napoleonic Code.

The 2010 population estimates identified Louisiana as having a population of 4,533,372 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 \$42,167 in Louisiana compared to \$51,425 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 18.4 percent compared to 13.5 percent nationally.

As shown in Figure 2, Anglo-Americans comprise 64.0 percent of Louisiana’s population with African-Americans comprising 31.9 percent, the second largest racial group. Asians, American Indians and Alaska Natives, and persons reporting two or more races comprise the remaining 3.2 percent. The Hispanic ethnicity represents 3.3 percent of the population.

Figure 2. Louisiana Population Demographics (2010)



Source: U.S. Census Bureau.

Table 3. 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)
1999	412	2,771	4,372	3,548	45.1	77.3	831	951	589	1,303	107.0
2000	407	2,799	4,469	3,605	48.3	79.5	846	938	618	1,304	108.7
2001	412	2,820	4,470	3,605	48.7	82.8	859	947	629	1,339	109.2
2002	433	2,839	4,483	3,659	50.9	87.1	818	914	590	1,305	114.9
2003	442	2,799	4,494	3,771	48.7	82.8	826	938	623	1,296	111.4
2004	445	2,868	4,496	3,823	50.1	85.1	886	992	648	1,450	113.4
2005	450	2,869	4,507	3,869	49.5	82.9	874	965	649	1,408	108.1
2006	454	2,856	4,288	3,934	48.8	80.1	890	987	688	1,385	112.5
2007	454	2,838	4,293	3,991	48.2	78.9	900	993	662	1,363	110.7
2008	450	2,851	4,300	N/A	46.5	75.9	820	915	595	1,215	110.7
2009	449	2,860	4,492	N/A	45.3	73.9	729	824	556	1,096	109.8
2010	455	2,869	4,492	N/A	42.3	68.6	642	719	470	976	104.6
<i>Difference</i>											
1 Year	1.3%	0.3%	0.0%		-6.6%	-7.2%	-11.9%	-13.1%	-15.5%	-10.9%	-4.7%
5 Year	1.1%	-0.0%	-0.3%		-14.5%	-17.3%	-26.5%	-25.8%	-27.6%	-30.7%	-3.2%
Average	0.7%	0.5%	2.7%		-11.2%	-12.5%	-23.8%	-23.6%	-25.4%	-24.5%	-5.2%

Source: http://lhsc.lsu.edu/Reports/TrafficReports/dynamic_a/2010/a1.asp

2.3 Statewide Performance Trends and Problem Identification²

Data for the Highway Safety and Performance Plan were extracted from the 2010 *Louisiana Traffic Records Data Report*, unless otherwise noted. The on-line data may change throughout the year as crash data are submitted by law enforcement.

In 2010 there were:³

- 642 fatal crashes, a decrease of 11.9 percent from 2009;
- 719 people killed, a 12.7 percent decrease from 2009;
- 42,325 injury crashes, which represents a decrease of 6.6 percent from 2009;
- 68,552 injuries in motor vehicle crashes, a decrease of 7.2 percent from 2009; and
- 104,635 property damage only (PDO) crashes, a decrease of 4.7 percent from 2009.

Of the fatal crashes in 2010:

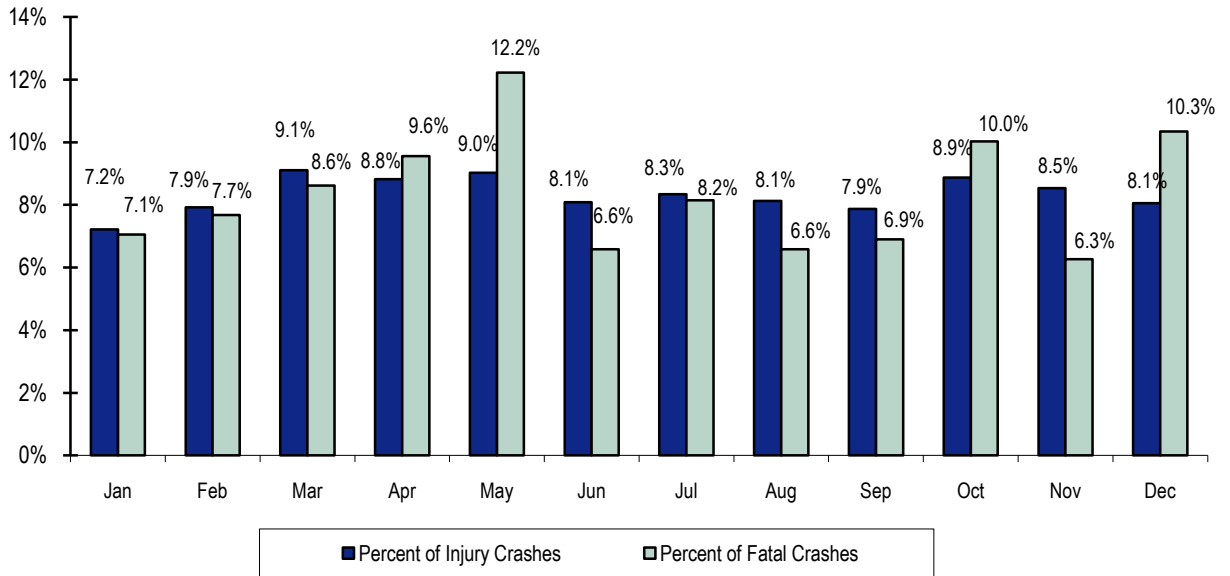
- 64 percent of the passengers (five years and older) killed were not properly restrained, which represents a decrease of nine percentage points from 2009 (73 percent);
- 43 percent involved alcohol-related driving, which represents a decrease of five percentage points from 2009 (49 percent);
- 22.7 percent of the drivers involved were age 15 to 24, an increase of 1.2 percentage points from young driver involvement (21.5 percent) in 2009; and
- 10.4 percent involved a motorcycle, a decrease of 2.2 percentage points from 2009.

In 2010, crashes on Louisiana roadways cost the State approximately \$6.1 million. Temporal characteristics of 2010 fatal crashes are described in Figures 3 through 5. Tables 4 and 5 provide trend data for 2004 through 2010. This trend information also is illustrated in Figures 6 through 31.

² Note: State data provided throughout this document (obtained through Louisiana State University Highway Safety Research Group) is current as of August 1, 2011, and is subject to change.

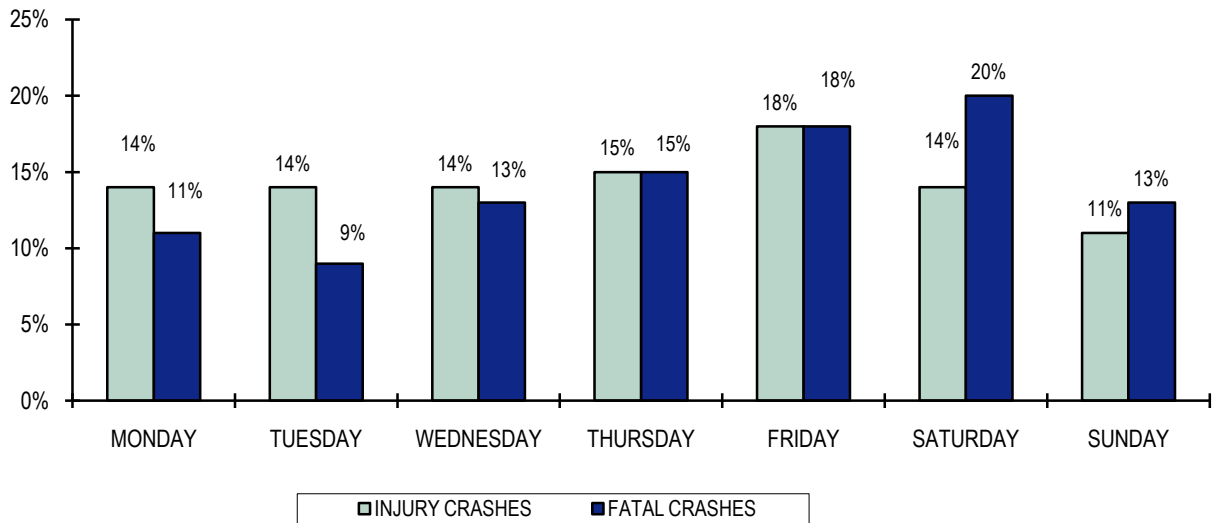
³ Note: All 2010 crash data provided reflects State data (provided by the Louisiana State University Highway Safety Research Group).

Figure 3. Percent of Louisiana Fatal and Injury Crashes by Month 2010



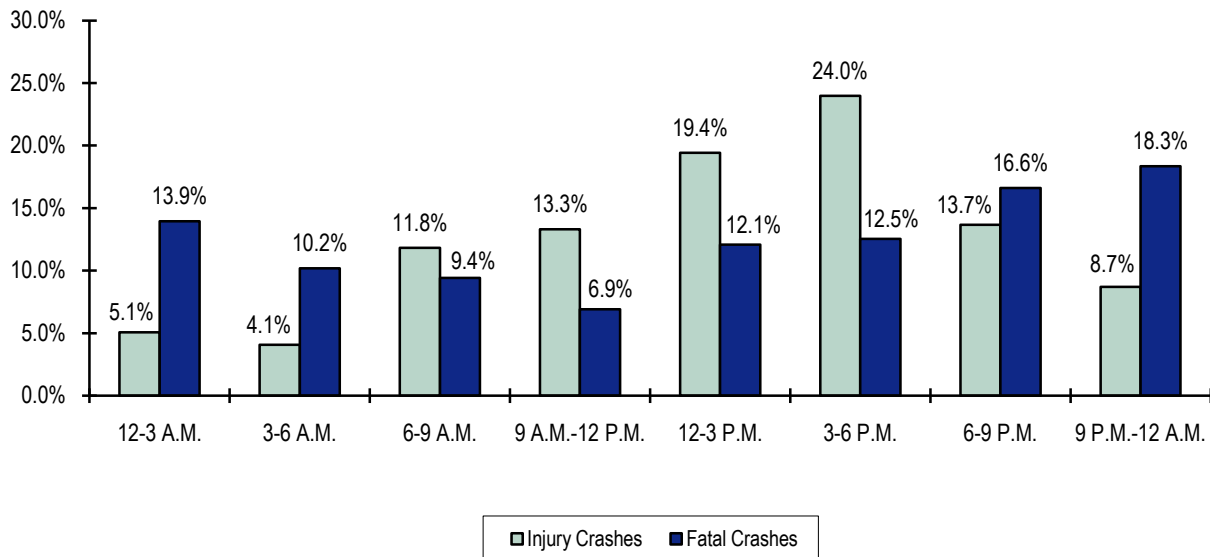
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 4. Percent of Louisiana Fatal and Injury Crashes by Day-of-Week 2010



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

Figure 5. Percent of Louisiana Fatal and Injury Crashes by Time-of-Day 2010



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

Table 4. Louisiana Statewide Summary of Traffic Safety Trends⁴ 2004 to 2010

	2004	2005	2006	2007	2008	2009	2010	2011
Total Fatalities	927	963	987	993	916	821	-	
Fatality rate / 100 million VMT	2.08	2.14	2.17	2.19	2.02	1.83	-	
Rural Fatality rate/100 million VMT		3.24	2.40	2.67	2.58	2.27	-	
Urban Fatality rate/100 million VMT		1.29	2.00	1.83	1.61	1.49	-	
Speeding-Related Fatalities	218	181	259	256	252	288	-	
Alcohol-Impaired Driving Fatalities (w/ \geq .08 BAC)	315	334	371	375	339	295	-	
Occupant Protection Observed Usage	75%	78%	75%	75%	75%	75%	75.9%	77.7%
Unrestrained Passenger Vehicle Occupant Fatalities	410	375	440	437	397	351	-	
Drivers Age 15 to 20 Involved in Fatal Crashes	183	158	176	179	132	133	-	

⁴ Note: 2004 to 2009 data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries, surveys and citations/arrests, which reflect State data. 2009 reflects preliminary data obtained from the Louisiana State University Highway Safety Research Group (state data); 2010 FARS data not yet available.

**Table 4. Louisiana Statewide Summary of Traffic Safety Trends⁵
2004 to 2010 (continued)**

	2004	2005	2006	2007	2008	2009	2010	2011
Pedestrian fatalities	103	113	97	111	107	107	-	
Motorcycle fatalities	73	75	95	89	81	103	-	
Unhelmeted Motorcyclist Fatalities	36	18	12	21	32	25	-	
Total Serious Injuries ^a	15,777	16,051	14,977	15,422	15,073	14,785	13,382	
Number of seat belt citations issued during grant-funded enforcement activities	31,659	22,288	44,540	32,512	20,690	37,088	53,471	
Number of impaired driving arrests made during grant-funded enforcement activities	1,903	1,396	1,919	1,854	1,995	2,454	4,739	
Number of speeding citations issued during grant-funded enforcement activities	-	-	53,235	30,567	19,983	9,584	12,811	
Percent of telephone survey respondents with awareness of Louisiana traffic safety issues and programs	-	-	-	-	-	-	62%	

Source: NHTSA Traffic Safety Facts, 2004 to 2009; FARS; Louisiana State University Highway Safety Research Group.

(a) Serious injuries are comprised of "Code B" and "Code C" injuries. (see definitions below)

Incapacitating Injury "Code B": An incapacitating injury is 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.

Non-Incapacitating Evident Injury "Code C": A non-incapacitating evident injury is 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 5. Seat Belts, Speeding & Impaired Driving Attitudinal Survey-Louisiana Drivers⁶

	2004	2005	2006	2007	2008	2009	2010	2011
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%

⁵ Note: 2004 to 2009 data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries, surveys and citations/arrests, which reflect State data. 2010 reflects preliminary data obtained from the Louisiana State University Highway Safety Research Group (state data); 2010 FARS data not yet available.

⁶ Note: 2011 Attitudinal Survey data provided in Table 5 is from the Seat Belts, Speeding and Impaired Driving Attitudinal Survey conducted for the LHSC by Applied Technology Research Corporation. There is a 95% 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.

	2004	2005	2006	2007	2008	2009	2010	2011
What do you think the chances are of getting a ticket if you don't wear your safety belt? "Very likely" and "Somewhat likely"	-	-	-	-	-	-	-	77.6%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? "Yes"	-	-	-	-	-	-	-	47.3%
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%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? "Yes"	-	-	-	-	-	-	-	37.4%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? "Always" and "Nearly Always"	-	-	-	-	-	-	-	11.7%
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph? "Always" and "Nearly Always"	-	-	-	-	-	-	-	10.9%
What do you think the chances are of someone getting arrested if they drive after drinking? "Very Likely" and "Somewhat Likely"	-	-	-	-	-	-	-	84.9%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? "Yes"	-	-	-	-	-	-	-	59.6%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? "None"	-	-	-	-	-	-	-	51.5%

Telephone surveys were of 800 licensed motorists statewide.

Table 6. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail⁶
2004 to 2010

	2005	2006	2007	2008	2009	2010
Total population (1,000)	4,507	4,288	4,293	4,300	4,492	4,492
Total licensed driver population (1,000)	2,869	2,856	2,838	2,851	2,860	2,869
Total VMT (100 Million Miles)	450	454	454	450	449	455

⁶ Note: Unless noted, all crash data provided in Table 6 reflects State data (provided by the Louisiana State University Highway Safety Research Group).

Table 6. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)
2004 to 2010

	2005	2006	2007	2008	2009	2010
Total registered vehicles (1,000)	3,869	3,934	3,931	3,931	3,931	3,991
Property Damage Only (PDO) Crashes	108,100	112,500	110,700	110,700	109,800	104,635
Total crashes	158,478	162,140	159,725	158,039	155,857	146,960
Total fatalities (FARS)	965	987	993	916	821	-
Total fatal crashes	874	890	900	820	729	642
Fatality rate/100 million VMT (FARS)	2.14	2.17	2.19	2.02	1.83	-
Fatality rate/100K population	21.4	23.0	23.1	21.3	18.3	16.0
Total injuries	82,489	79,887	78,760	75,877	73,834	68,552
Total injury crashes	49,482	48,765	48,169	46,519	45,335	42,325
Injury rate/100 mill VMT	184.1	176.5	173.8	169.0	165.0	151.0
Injury rate/100K population	1,838	1,869	1,838	1,766	1,644	1,526
Total fatal and injury crashes	50,357	49,655	49,068	47,339	46,064	42,938
Fatal and injury crash rate/100 million VMT	110	107	106	103	101	93
Fatal and injury crash rate/100K population	1,098	1,137	1,122	1,082	1,009	942
Total rural injury crash	21,589	22,639	21,697	20,178	19,123	17,366
Total rural fatal crash	625	659	653	610	521	455
Total rural fatal and injury crashes	22,214	23,298	22,350	20,788	19,644	17,821
Total urban injury crash	27,893	26,126	26,471	26,341	26,212	24,959
Total urban fatal crash	250	231	247	210	208	187
Total urban fatal and injury crashes	28,098	26,331	26,676	26,546	26,417	25,146
Speeding-related fatalities (FARS)	181	259	256	252	288	-
Speeding-related fatalities as percent of total fatalities	18.8%	26.2%	25.8%	27.3%	34.9%	N/A
Alcohol-related fatalities	404	457	487	451	402	305
Alcohol fatalities as percent of all fatalities (Louisiana)	42%	46%	49%	49%	49%	42%
Alcohol fatalities as percent of all fatalities (U.S.)	40%	41%	37%	32%	37%	-
Alcohol-related fatality rate/VMT	0.90	1.01	1.07	1.00	0.90	0.67
Alcohol-related fatal crashes	367	409	439	399	353	277
Percent alcohol-related fatal crashes	42%	46%	49%	49%	48%	43%
Alcohol-impaired driving fatalities (w/ \geq.08 BAC) (FARS)	334	371	375	339	295	-

Table 6. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)
2004 to 2010

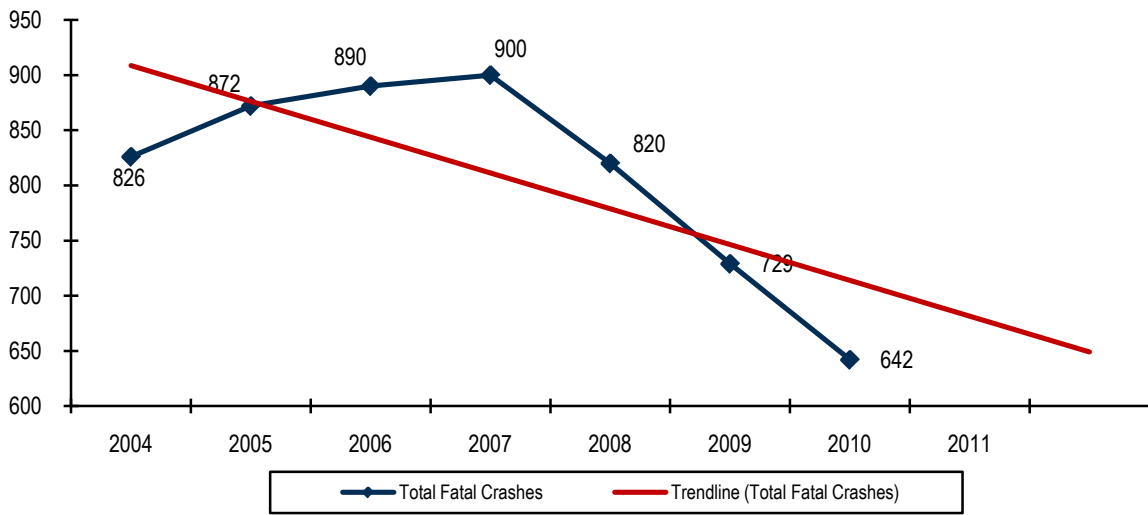
	2005	2006	2007	2008	2009	2010
Child restraint (under age 5) observed usage	83%	86%	88%	95%	92%	92%
Percent children (< age 5) killed not properly restrained	42%	40%	80%	63%	30%	54%
Percent drivers killed not properly restrained	60%	62%	63%	64%	63%	58%
Percent passengers (5 and older) killed not properly restrained	60%	63%	68%	68%	73%	64%
Unrestrained passenger vehicle occupant fatalities (FARS)	375	440	437	397	351	-
Occupant protection observed usage	77.7%	74.8%	75.2%	75.5%	74.5%	75.9%
National % of population using seat belts (front seat passengers)	82.0%	81.0%	82.4%	83.0%	84.0%	85%
Drivers licensed 75 years and older	158,312	159,357	154,201	162,124	165,763	165,743
Drivers Licensed 75 years and older as % of all licensed drivers	5.5%	5.6%	5.4%	5.7%	5.8%	5.8%
Drivers 75 years and older involved in fatal crashes	30	39	34	40	55	24
Drivers age 15 to 20 involved in fatal crashes (FARS)	158	176	179	132	133	-
Drivers licensed 15-17 years as % of all licensed drivers	2.7%	2.6%	2.6%	2.5%	2.5%	2.3%
Drivers 15-17 involved in fatal crashes as % of all drivers involved in fatal crashes	8.1%	6.2%	6.4%	6.8%	2.9%	7.5%
Drivers 15-17 involved in fatal crashes	71	55	58	56	21	48
Drivers licensed 18-20 years as % of all licensed drivers	5.3%	5.2%	5.2%	5.1%	5.1%	4.9%
Drivers 18-20 involved in fatal crashes as % of all drivers involved in fatal crashes	9.5%	10.0%	10.1%	7.3%	8.4%	8.3%
Drivers 18-20 involved in fatal crashes	83	89	91	60	61	53
Drivers licensed 21-24 years as % of all licensed drivers	7.7%	7.7%	7.6%	7.4%	7.3%	7.2%
Drivers 21-24 involved in fatal crashes as % of all drivers involved in fatal crashes	8.6%	7.6%	8.6%	9.4%	8.1%	6.9%
Drivers 21-24 involved in fatal crashes	75	68	77	77	59	44
Drivers licensed 15-24 years as % of all licensed drivers	15.7%	15.5%	15.4%	15.0%	14.9%	14.5%
Drivers 15-24 involved in fatal crashes as % of all drivers involved in fatal crashes	26.2%	23.8%	25.1%	23.5%	19.34%	22.7%

Table 6. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)
2004 to 2010

	2005	2006	2007	2008	2009	2010
Drivers 15-24 involved in fatal crashes	229	212	226	193	141	145
Pedestrian fatalities (FARS)	113	97	111	107	107	-
Pedestrian fatalities as % of all fatalities	11.2%	10.0%	11.2%	12.0%	13.2%	10.8%
Bicyclist fatalities	22	23	23	10	12	11
Bicyclist fatalities as % of all fatalities	2.3%	2.3%	2.3%	1.1%	1.5%	1.5%
Motorcycle fatalities	75	95	89	81	103	-
Motorcycle fatalities as % of all fatalities	7.7%	9.5%	8.9%	8.9%	12.6%	10.4%
Percent of motorcycle fatalities alcohol related	39%	35%	44%	36%	41%	35%
Motorcycle single vehicle fatalities	43	42	41	42	46	33
Percent of motorcycle fatalities single vehicle	58.1%	44.7%	46.6%	51.9%	44.2%	45.2%
Railroad fatalities	18	8	9	15	4	6
Railroad fatalities as % of all fatalities	1.9%	0.8%	0.9%	1.6%	0.5%	0.8%
Large truck and bus fatalities	115	119	137	102	74	93
Large truck and bus fatalities as % of all fatalities	11.9%	12.1%	13.8%	11.1%	9.0%	13.0%
Cost of Louisiana crashes (in millions)	\$ 5,454	\$ 6,048	\$ 6,274	\$ 6,008	\$ 7,250	\$ 6,133

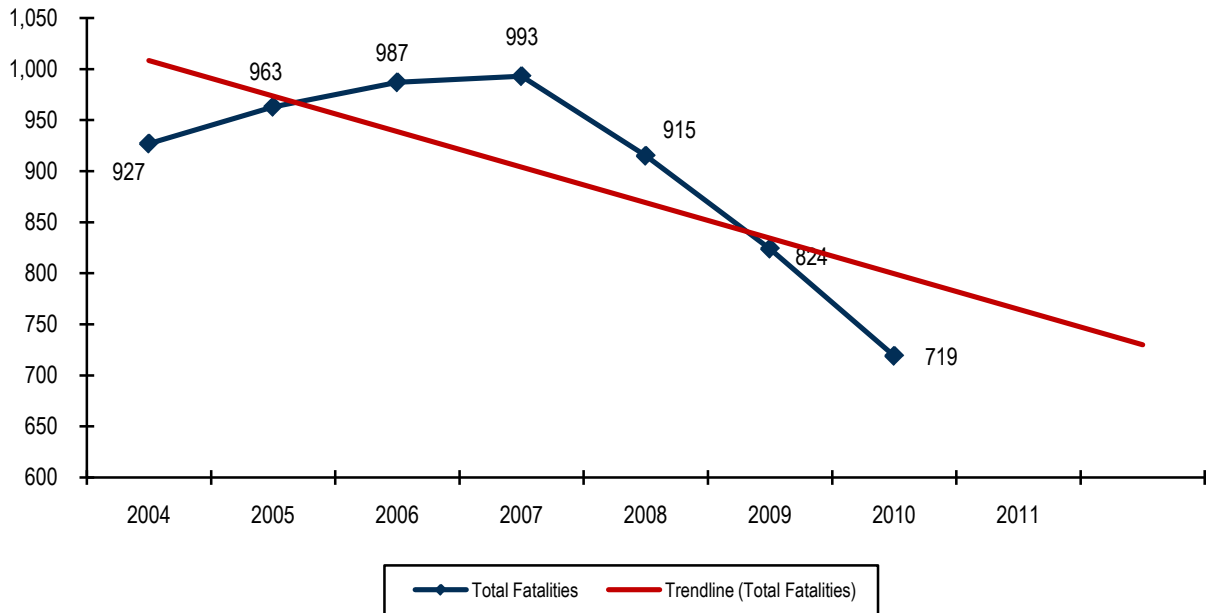
Source: Louisiana State University Highway Safety Research Group (state data). Available on-line at: <http://lhsc.lsu.edu/Reports/TrafficReports/report.asp?year=2010&reportLet=A>.
2005 to 2009 data provided in Table 6 for Bold Items is from the Fatality Analysis Reporting System (FARS)

Figure 6. Fatal Crashes



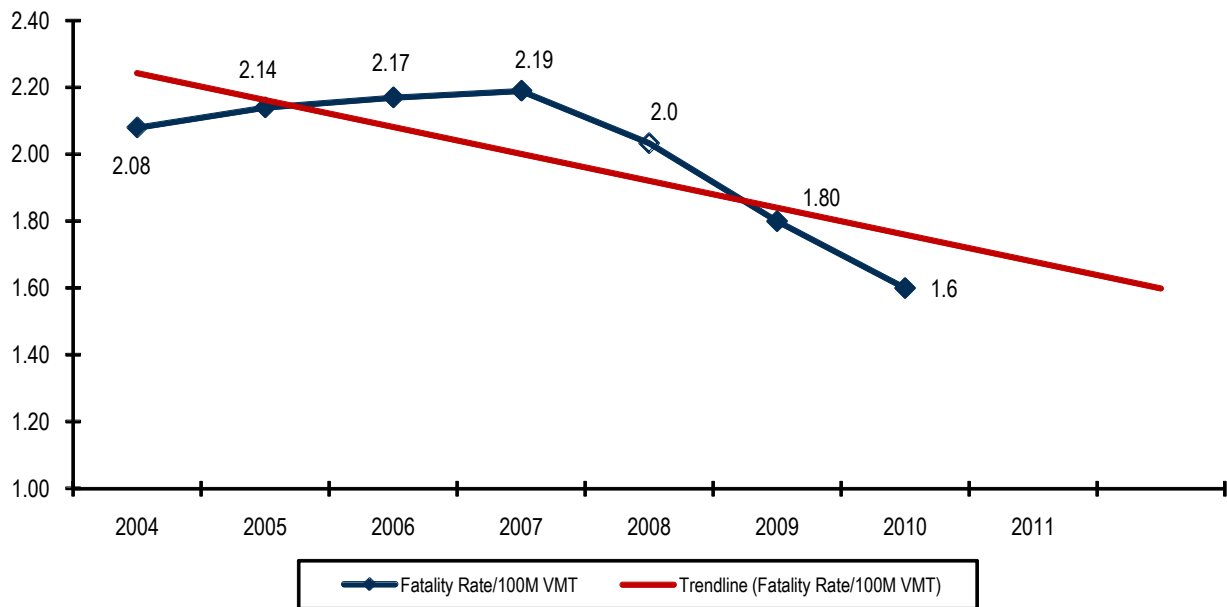
Source: 2004-2009 FARS; 2010 Louisiana State University Highway Safety Research Group (state data).

Figure 7. Total Fatalities



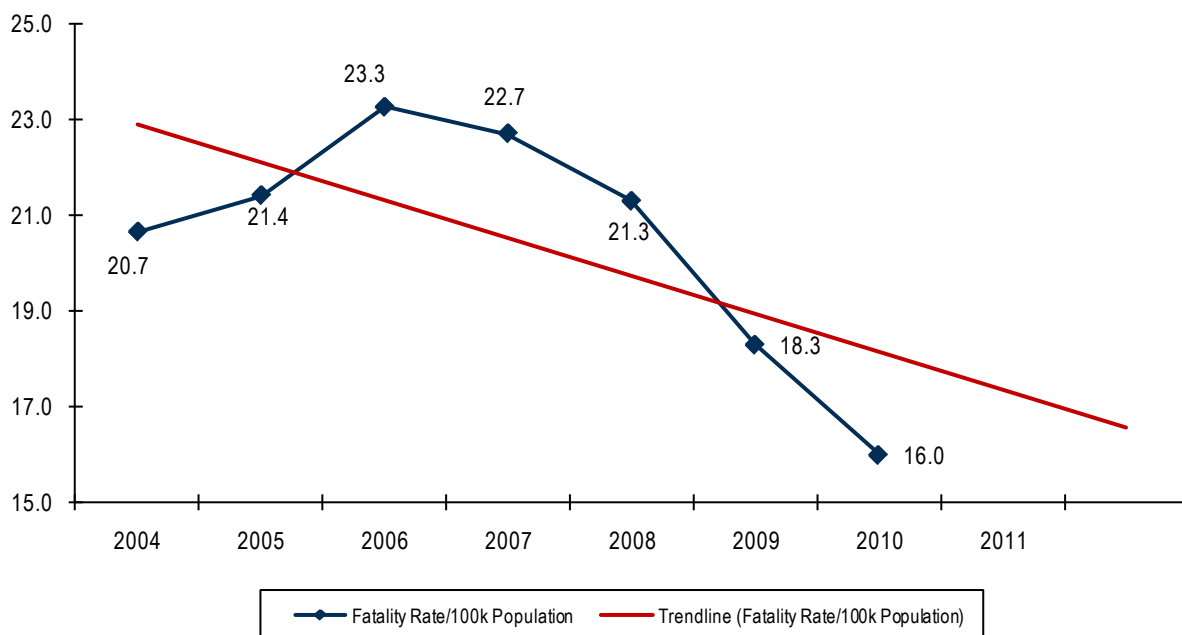
Source: 2004-2009 FARS; 2010 Louisiana State University Highway Safety Research Group (state data).

Figure 8. Fatality Rate per 100 Million VMT



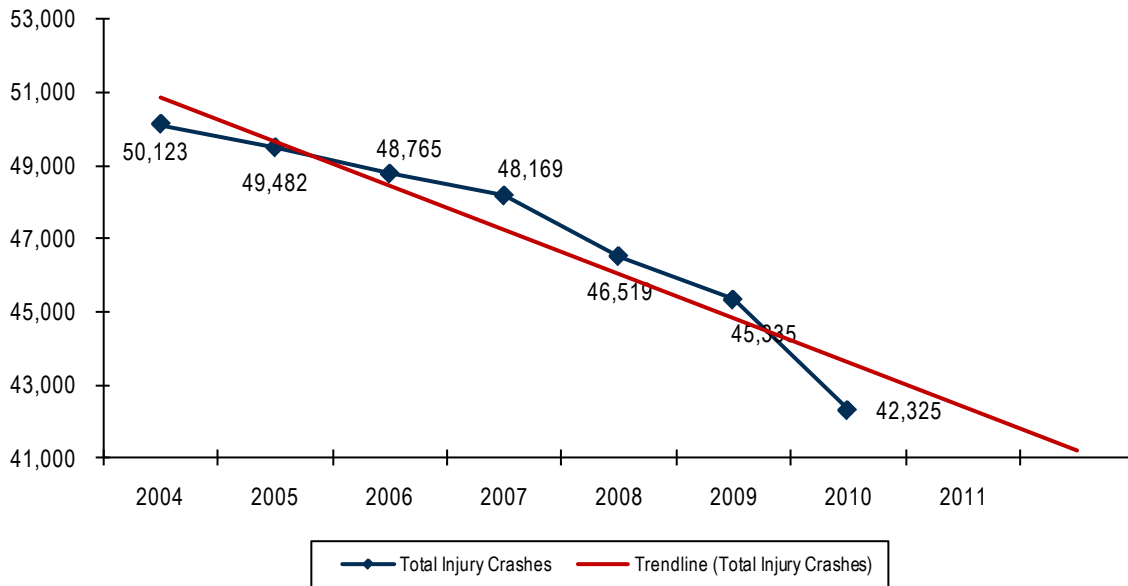
Source: 2004-2009 FARS; 2010 Louisiana State University Highway Safety Research Group (state data).

Figure 9. Fatality Rate per 100,000 Population



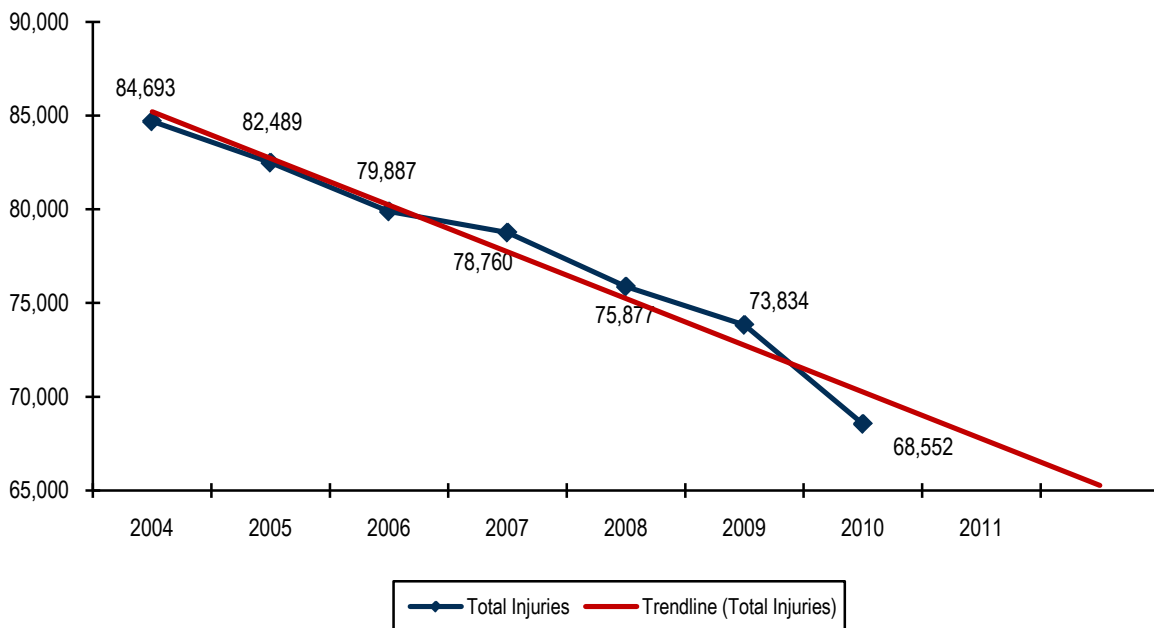
Source: 2004-2009 FARS; 2010 Louisiana State University Highway Safety Research Group (state data).

Figure 10. Total Injury Crashes



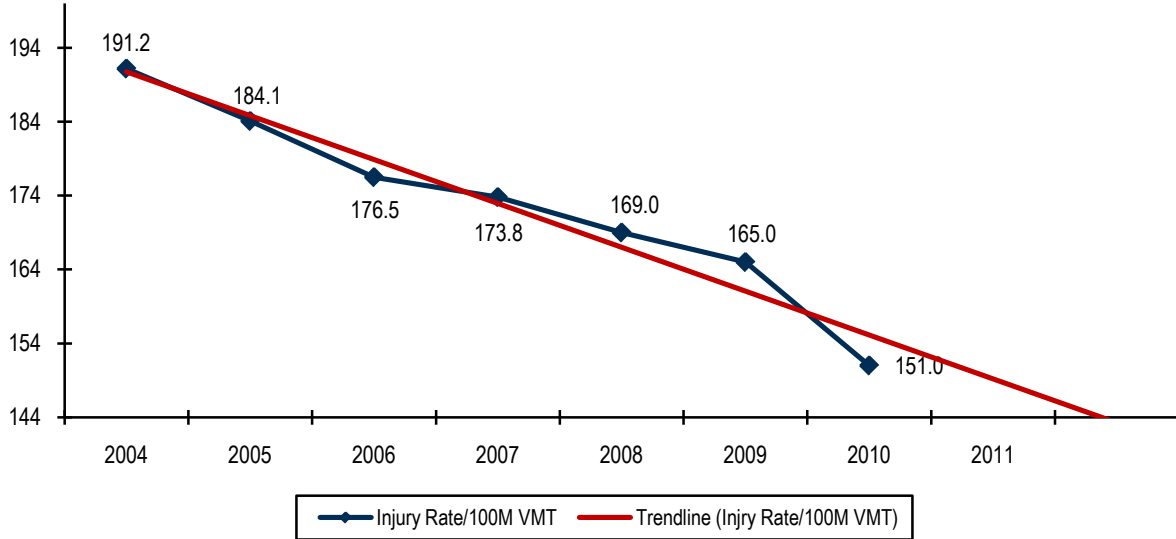
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 11. Total Injuries



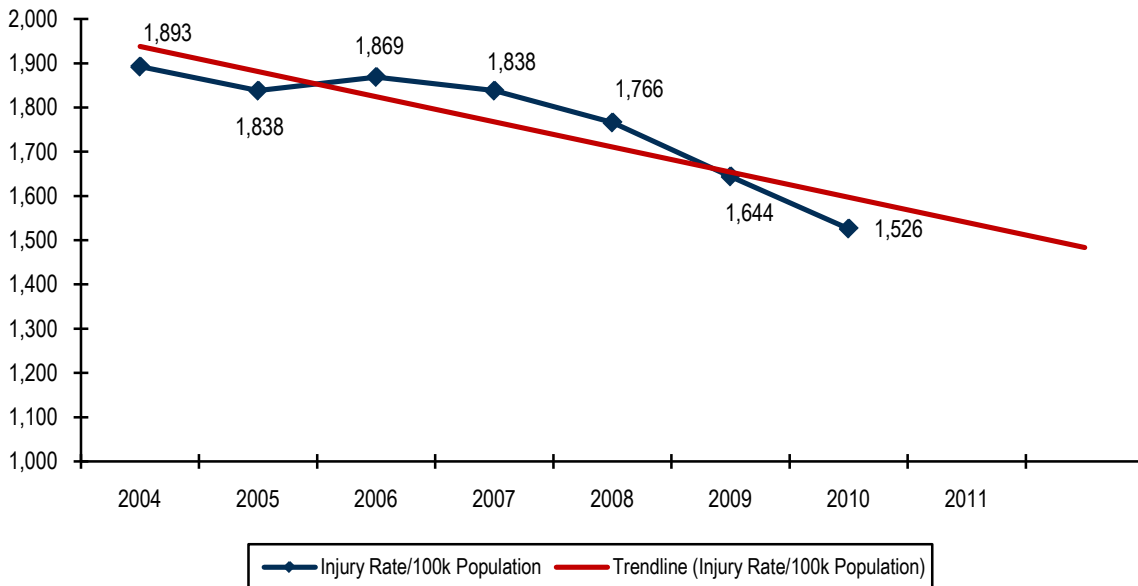
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 12. Injury Rate per 100 Million VMT



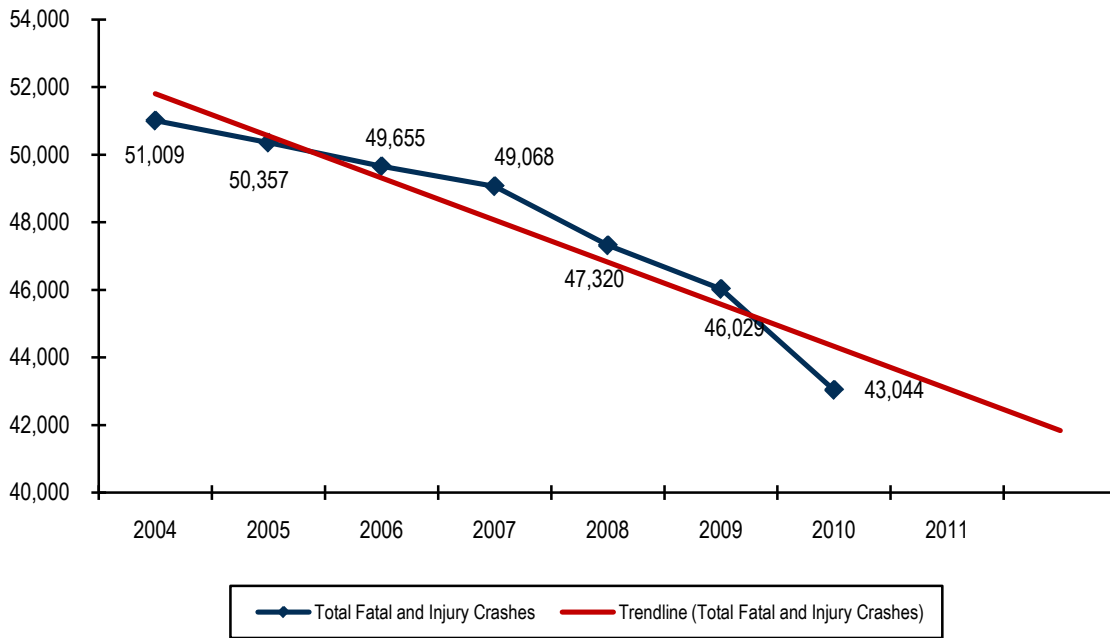
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 13. Injury Rate per 100,000 Population



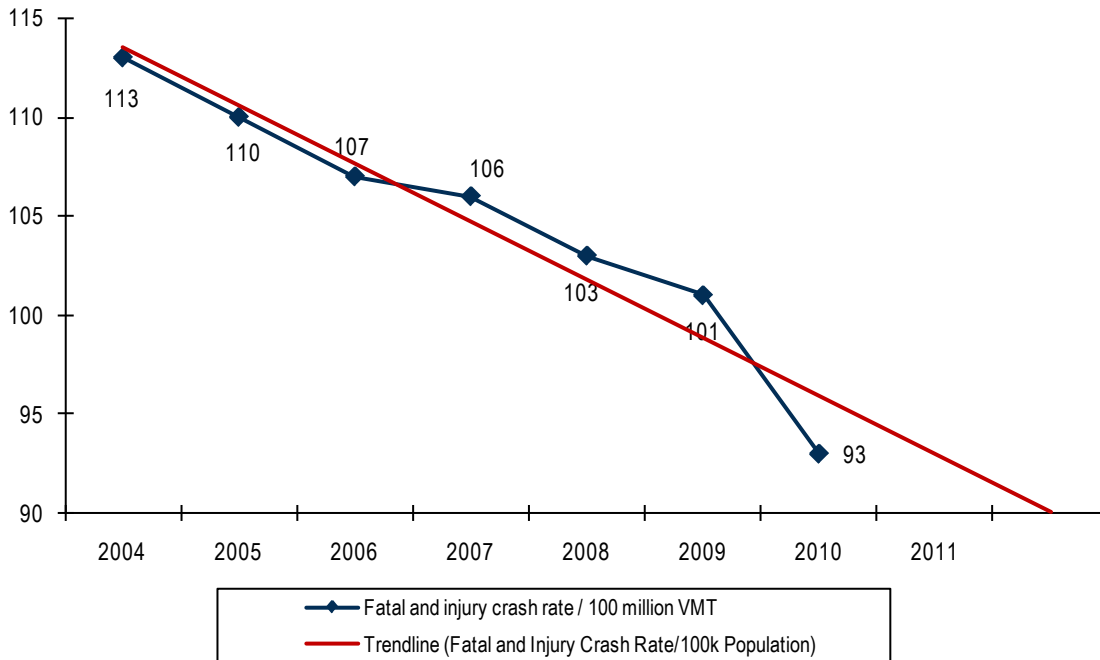
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 14. Total Fatal and Injury Crashes



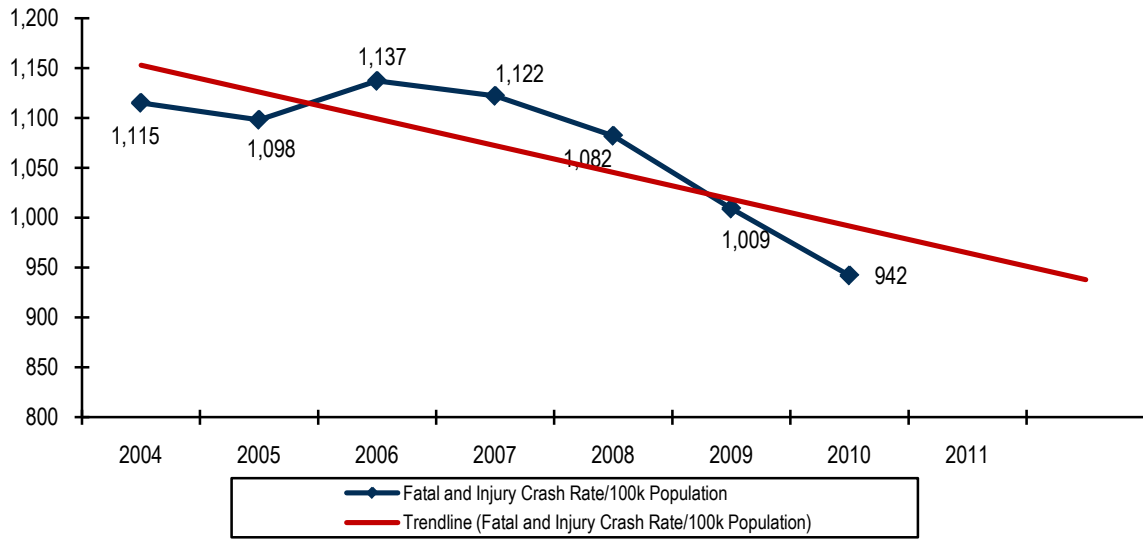
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 15. Fatal and Injury Crash Rate per 100 Million VMT



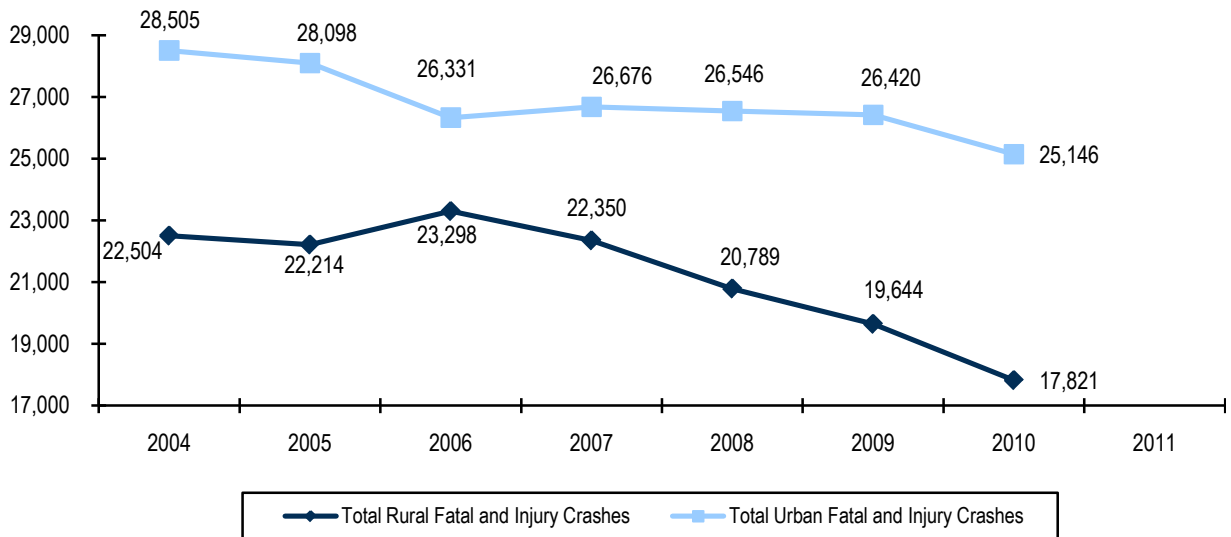
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 16. Fatal and Injury Rate per 100,000 Population



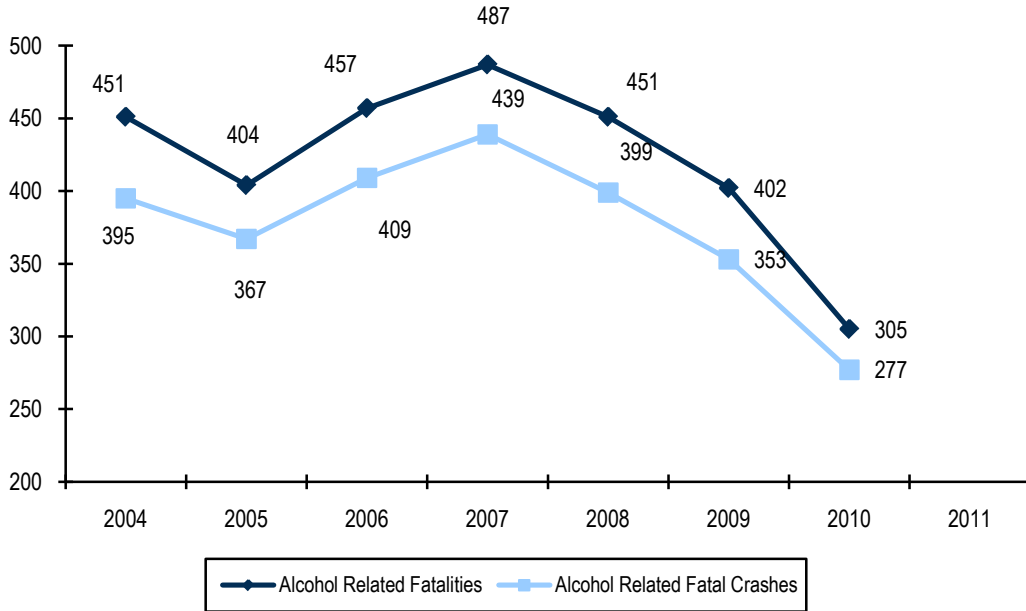
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 17. Rural Fatal and Injury Crashes Compared to Urban



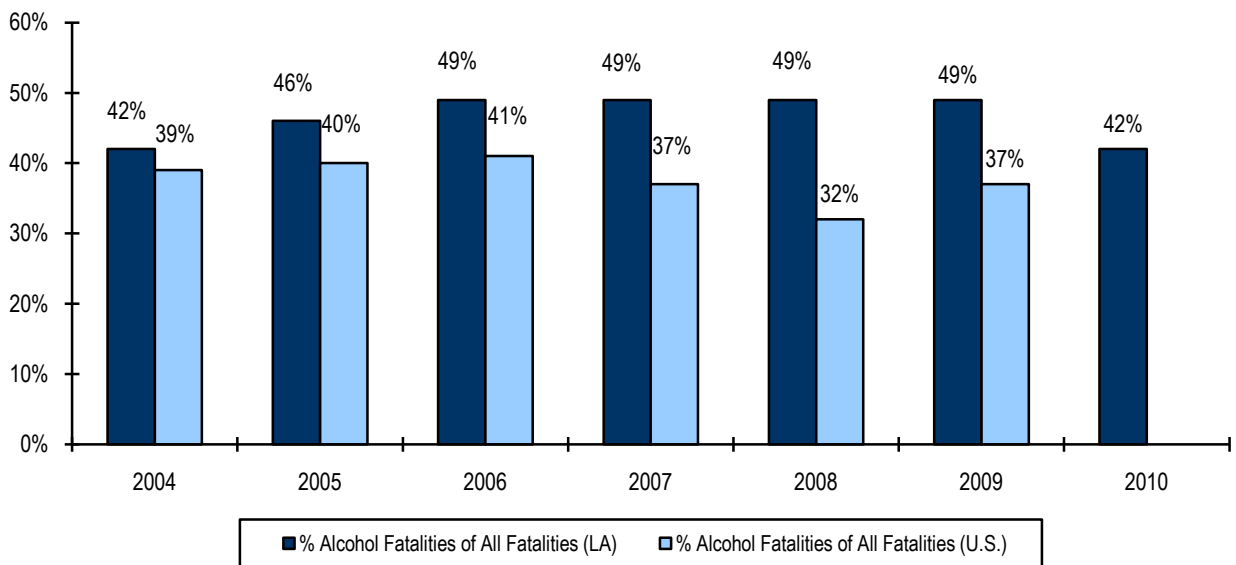
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 18. Alcohol-Related Fatalities and Alcohol-Related Fatal Crashes



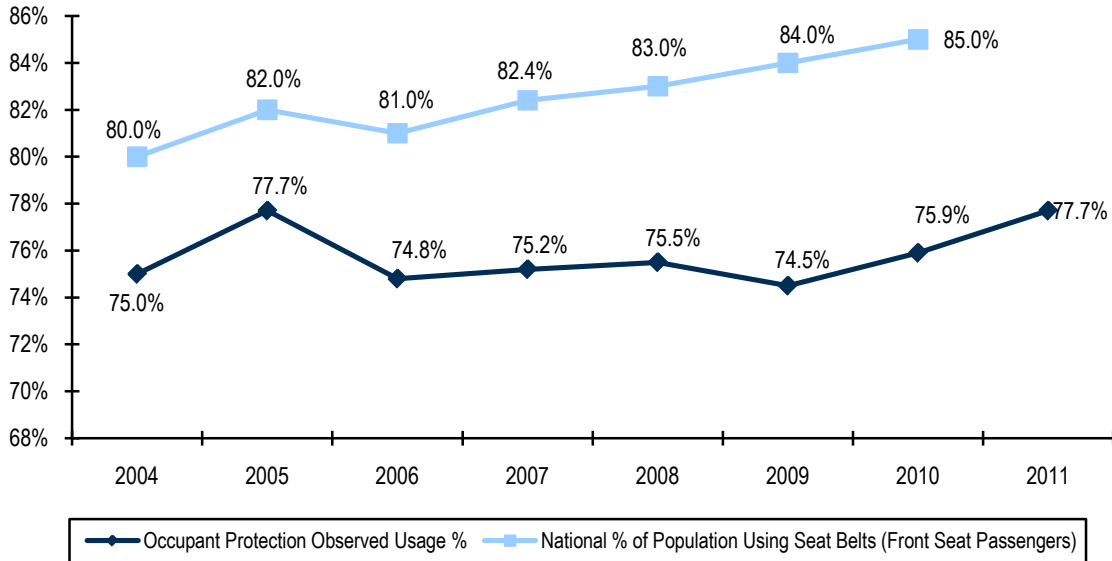
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 19. Alcohol-Related Fatalities as Percent of Total Fatalities



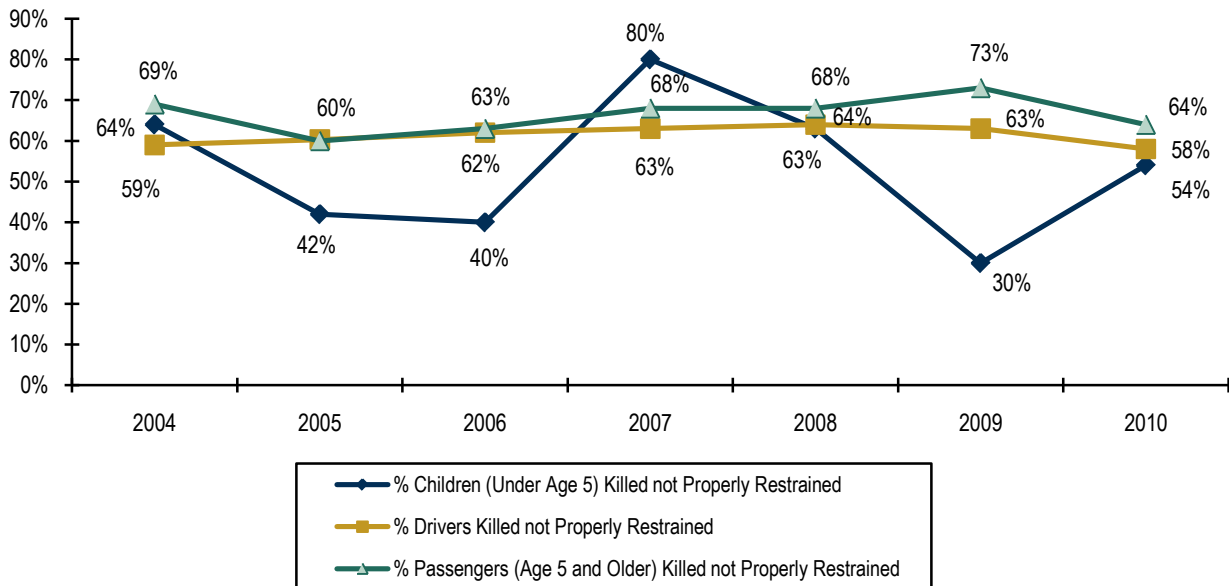
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 20. Statewide Seat Belt Use Compared to U.S. Average



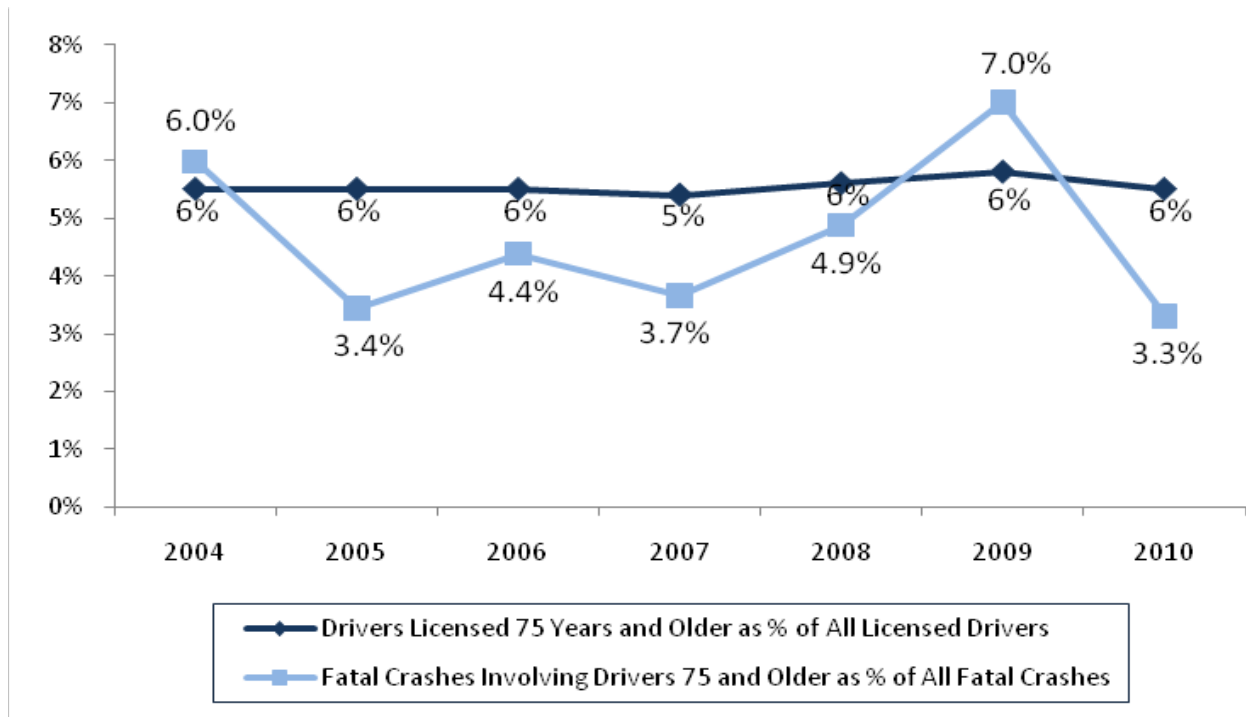
Source: Louisiana State University Highway Safety Research Group (state data); NHTSA.

Figure 21. Percent of Unrestrained Fatalities



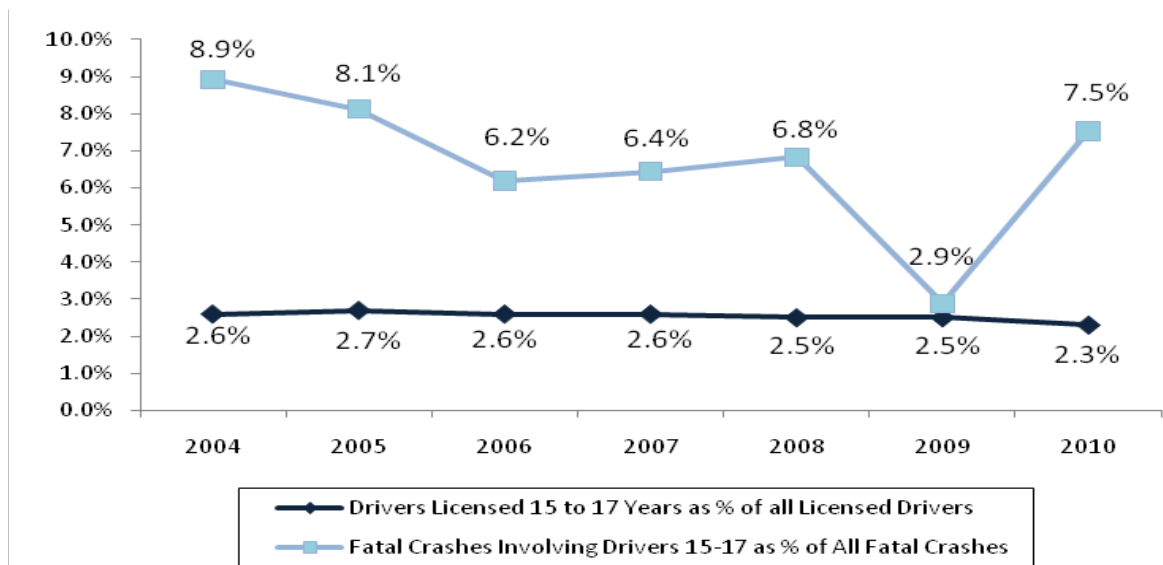
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 22. Older Drivers as Percent of all Licensed Drivers and Involvement in Fatal Crashes



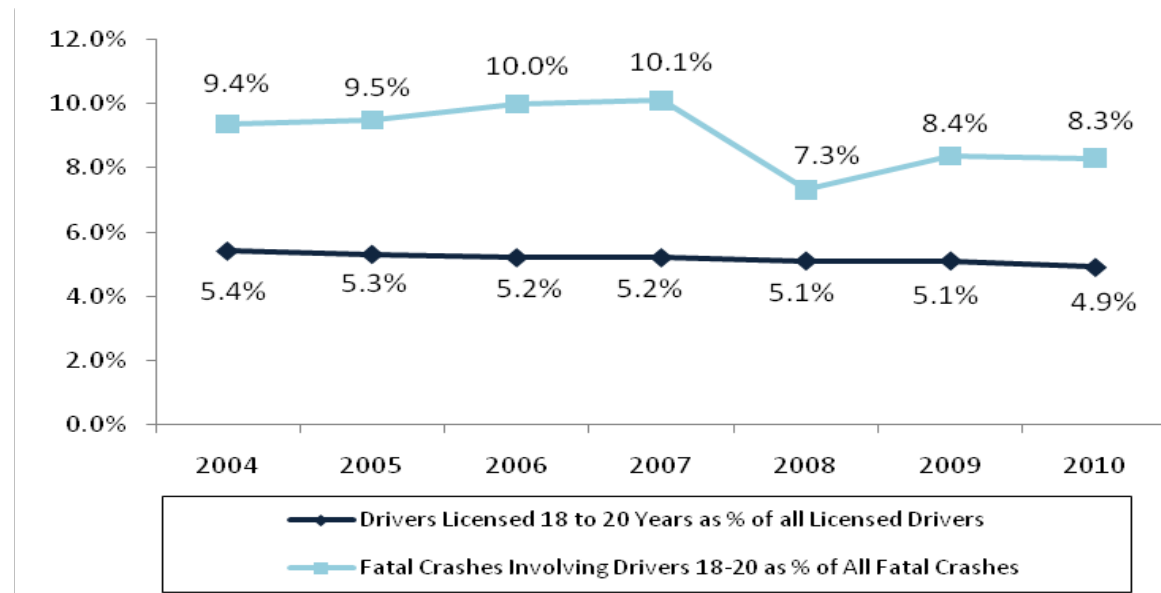
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 23. Drivers Age 15 to 17 as Percent of Licensed Drivers and Involvement in Fatal Crashes



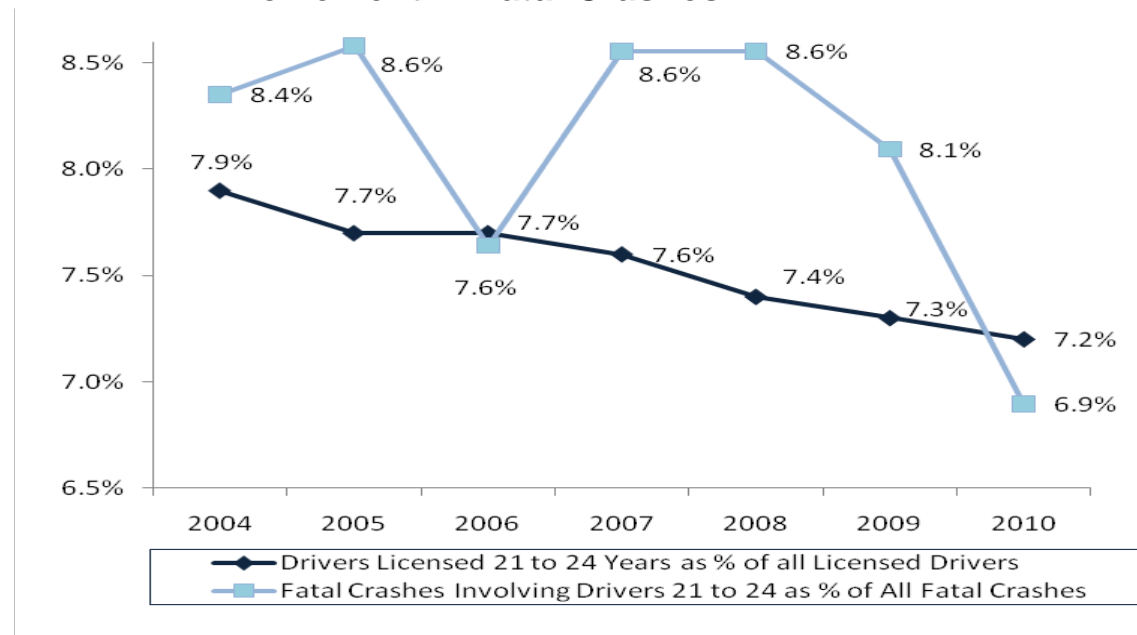
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 24. Drivers Age 18 to 20 as Percent of Licensed Drivers and Involvement in Fatal Crashes



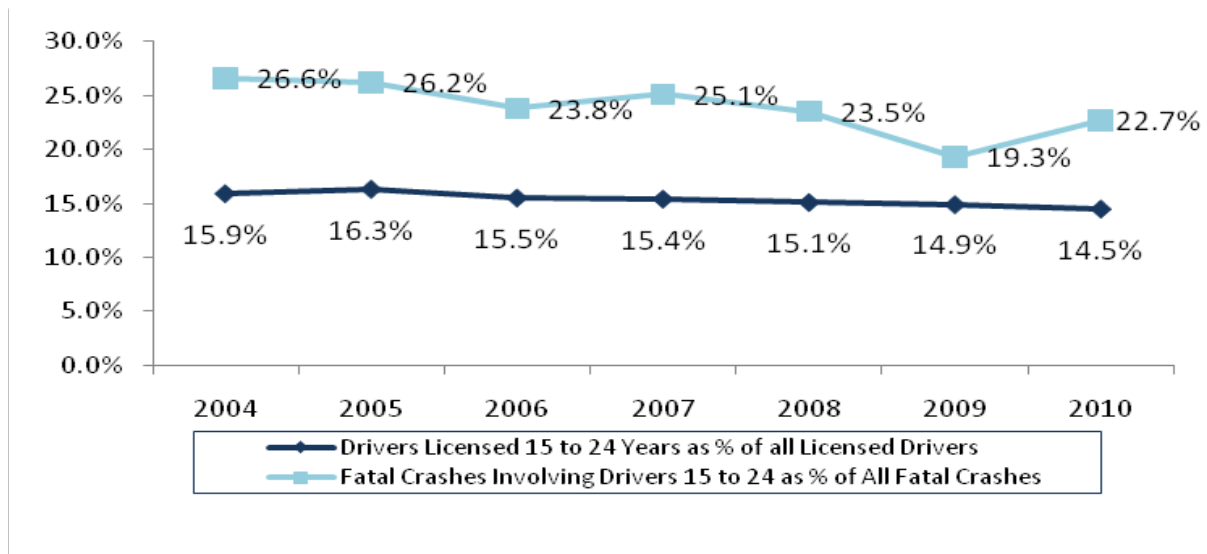
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 25. Drivers Age 21 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes



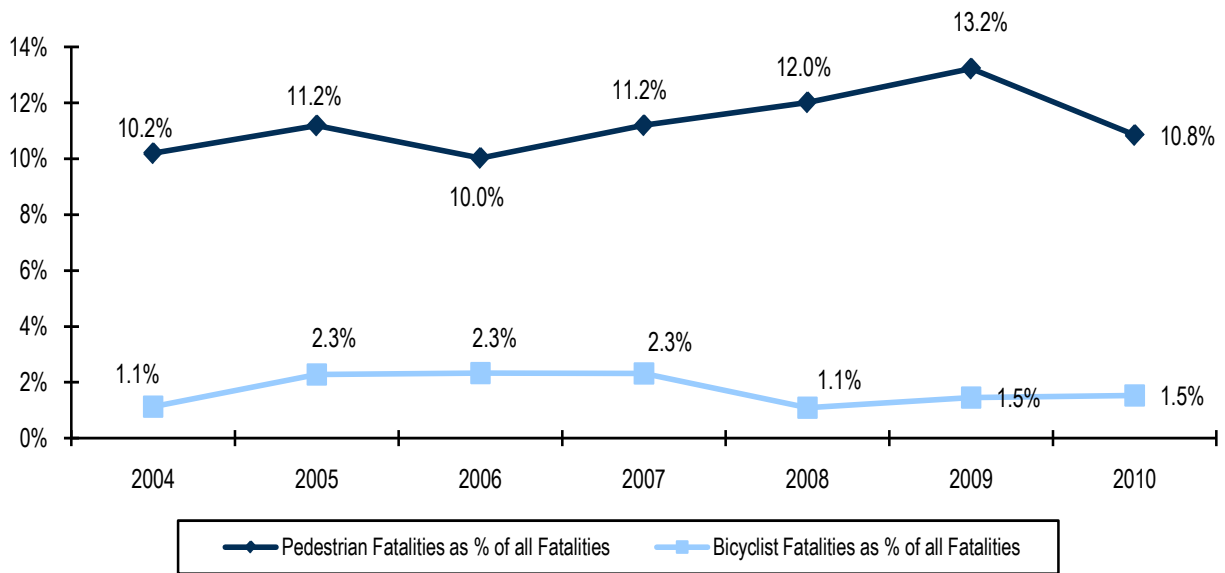
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 26. Young Drivers Age 15 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes



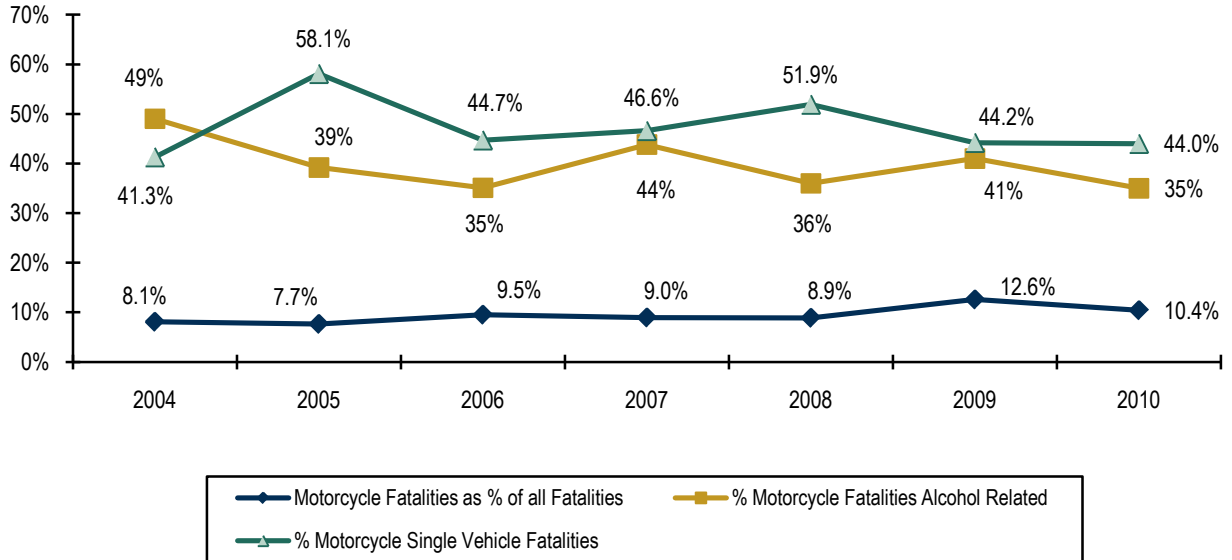
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 27. Pedestrian and Bicyclist Fatalities as Percent of Total Fatalities



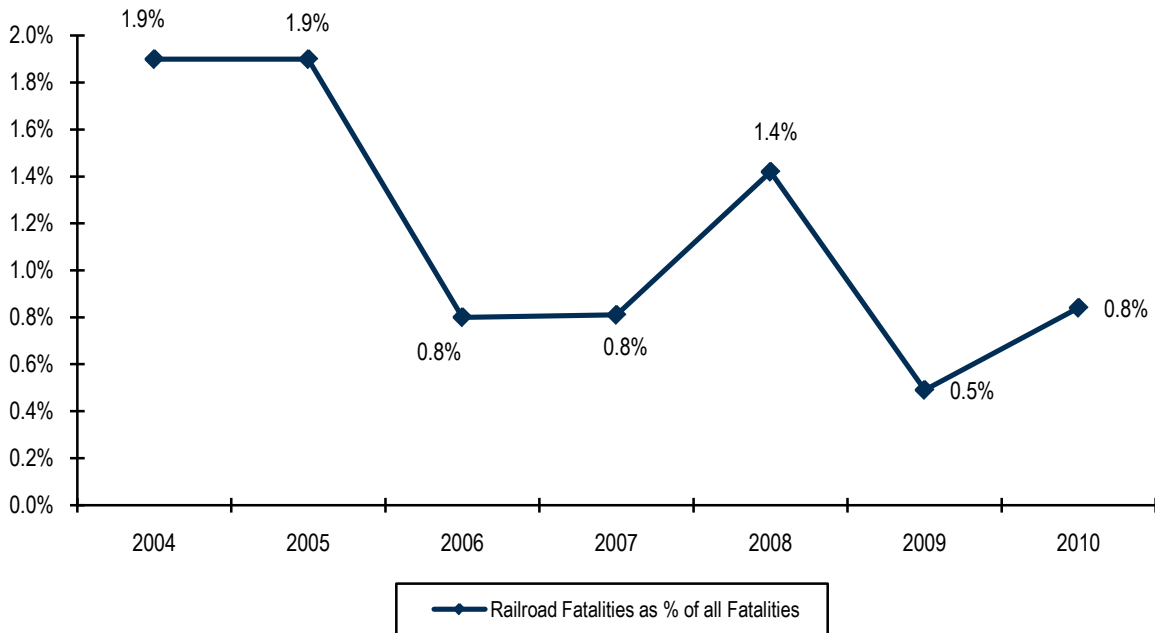
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 28. Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Fatalities, and Single Vehicle Fatalities



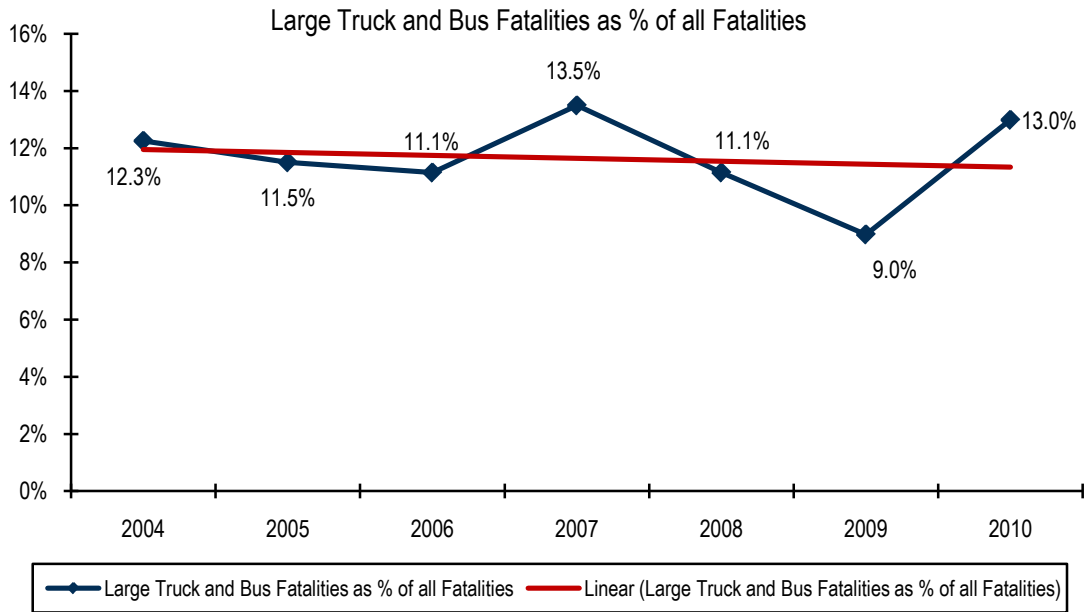
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 29. Railroad Fatalities as Percent of Total Fatalities



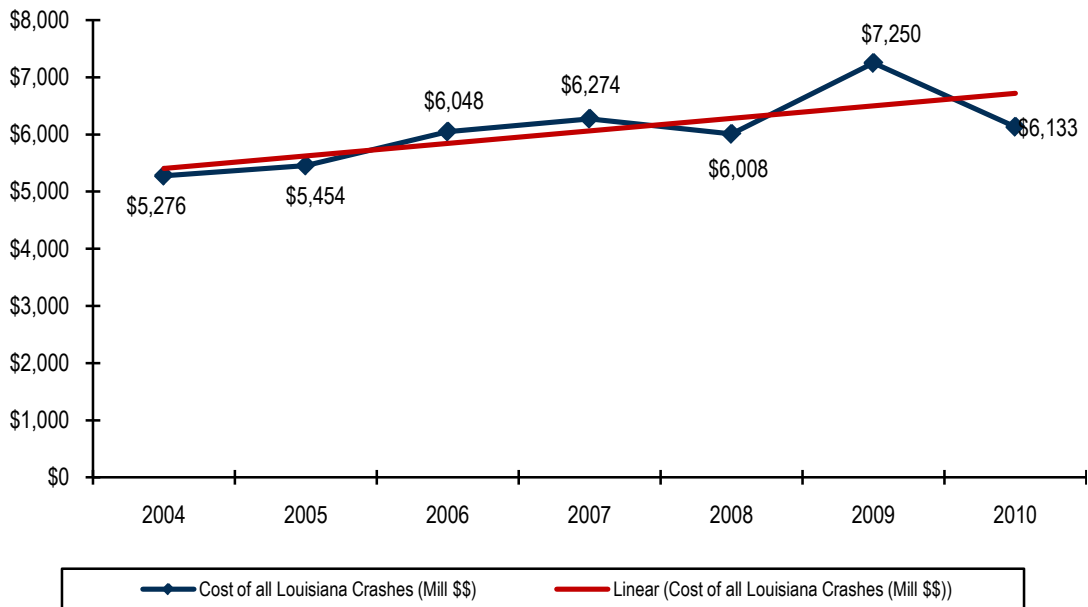
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 30. Large Truck and Bus Fatalities as Percent of Total Fatalities



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

Figure 31. Costs of Louisiana Crashes in Millions



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

2.4 Louisiana Highway Safety Problem ID Parishes

Because Louisiana, like all states, has a limited amount of available highway safety funding, it is 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," and they include the Parishes of:

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

In 2010, Louisiana's problem ID parishes account for:

- 70.0 percent of the State's total licensed driver population;
- 76.0 percent of total fatal and injury crashes;
- 51.6 percent of motor vehicle crash-related fatalities;
- 43.5 percent of all alcohol-related fatal crashes; and
- 56.2 percent of motorcyclist fatalities.

2.5 Louisiana Highway Safety Goals and Performance Measures

The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. Table 7 identifies the program areas that will be emphasized in Louisiana's highway safety program in FFY 2012, with related goals and performance measures. Details of the program area strategies are provided in Section 3.0. Based on a review of one-, three-, and five-year crash data trends, the LHSC Planner and Deputy Director identify realistic, measurable goals and identify performance measures for each program area. 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. The DOTD is in the process of updating its SHSP to reflect this overall goal as well. To estimate the goals for FFY 2012 HSPP, LHSC calculated the rate of change, based on a five-year average that would be necessary each year to halve fatalities in Louisiana by 2030. Although this goal will not change from year to year, the program area goals may change slightly based on the previous year's accomplishments.

Table 7. Program Area Goals and Performance Measures^{7,8}

Program Area	Measurable Goals	Performance Measures
Overall	<p>To decrease fatalities from a five-year (2004-2008) average of 957 to 478 by 2030, a 2.4% annual reduction to 870 in 2012.</p> <p>To decrease serious injuries from a five-year (2004-2008) average of 15,460 to 7,730 by 2030, a 2.4% annual reduction to 14,056 in 2012.</p> <p>To decrease fatalities per 100 M VMT from a five-year (2004-2008) average of 2.15 to 1.07 by 2030, a 2.4% annual decrease to 1.95 in 2012.</p> <p>To decrease the rural fatality rate per 100 M VMT from a five-year (2004-2008) average of 3 to 1.36 by 2030, a 2.4% annual reduction to 2.48 in 2012.</p> <p>To decrease the urban fatality rate per 100 M VMT from a five-year (2004-2008) average of 1.68 to 0.84 by 2030, a 2.4% annual reduction to 1.53 in 2012.</p>	<p>Number of motor vehicle-related fatalities.</p> <p>Number of motor vehicle-related serious injuries.</p> <p>Fatality rate per 100 M VMT.</p> <p>Rural fatality rate per 100 M VMT.</p> <p>Urban fatality rate per 100 M VMT.</p>
Alcohol Impaired Driving	<p>To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 173 by 2030, a 2.4% annual reduction to 315 in 2012.</p>	<p>Number of alcohol impaired driving traffic fatalities</p> <p>Number of fatalities involving a driver or motorcycle operator with BAC 0.08+ and greater.</p>
Occupant Protection	<p>To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012.</p> <p>To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year (2004-2008) average of 418 to 209 by 2030, a 2.4% annual reduction to 380 in 2012.</p>	<p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p>
Traffic Records*	<p>To support the improvement of road safety through the collection, integration, and analysis of traffic safety data.</p> <p>To improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the crash data system.</p> <p>To improve the accuracy of the roadway system.</p> <p>To improve the timeliness of the citation/adjudication system.</p> <p>To improve the completeness of the driver license/history system.</p>	<p>LA will improve the accuracy of the Crash Data System (CDS) as measured in terms of a decrease in the percent of vehicle crash records with missing driver license number, from a baseline of 2.7 to 4 in FY 2009; 3 in FY 2010; and 3 in FY 2011.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of law enforcement agencies with a significant drop in crash reporting from one year to the next, from a baseline of 17 to 12 in FY 2009; 10 in FY 2010; 8 in FY 2011, and 6 in FY 2012.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of unreported VINs, from a baseline of 11 to 12 in FY 2009; 10 in FY 2010; and 10 in FY 2011.</p>
*Traffic Records Assessment in 2010 Strategic plan under revision		

⁷ Program Area strategies are described with corresponding project descriptions in the Highway Safety Plan, Section 3.0.

⁸ Note: All crash data provided reflects State data (provided by the Louisiana State University Highway Safety Research Group), unless noted otherwise.

Table 7. Program Area Goals and Performance Measures (continued)

Program Area	Measurable Goals	Performance Measures
Traffic Records (continued)		<p>LA will improve the integration of the CDS as measured in terms of an increase in integration of all systems with the CDS, from a baseline of 8 to 33.3 percent in 2009; 50 percent in FY 2010; and 67 percent in FY 2011.</p> <p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 30 days of the crash, from a baseline of 48, to 45 in FY 2009; 70 in FY 2010; 75 in FY 2011; and 80 in FY 2012.</p> <p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 60 days of the crash, from a baseline of 52, to 60 in FY 2009; 75 in FY 2010; 80 in FY 2011; and 85 in FY 2012.</p> <p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 90 days of the crash, from a baseline of 63, to 80 in FY 2009; 85 in FY 2010; and 90 in FY 2011.</p> <p>LA will improve the timeliness of the CDS as measured in terms of an increase in the percent of fatal crash reports entered into the statewide CDS within 60 days of the crash, from a baseline of 78, to 85 in FY 2009; 90 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in the percent of MMUCC compliant data elements on the crash report, from a baseline of 87, to 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant elements in the data dictionary, from a baseline of 52 to 68 in FY 2009; 68 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in the percent compliance of the crash report's data attributes with MMUCC, from a baseline of 61, to 61 in FY 2009; 61 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant attributes in the data dictionary, from a baseline of 68 to 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the accuracy of the roadway system as measured in terms of an increase in the percent of crash records capable of being linked with GIS, from a baseline of 63, to 70 in FY 2009; 75 in FY 2010; and 80 in FY 2011.</p>

Table 7. Program Area Goals and Performance Measures (continued)

Program Area	Measurable Goals	Performance Measures
Traffic Records (continued)		<p>LA will improve the timeliness of the Citation/Adjudication system as measured in terms of a decrease in the average number of days between conviction and driver history posting, from a baseline of 90, to 45 in FY 2009; 30 in FY 2010; and 30 in FY 2011.</p> <p>LA will improve the completeness of the Driver License/History system as measured by an increase in the percent of courts submitting conviction data, from a baseline of 33, to 50 in FY 2009; and 75 in FY 2010.</p> <p>LA will improve the accuracy of the CDS as measured in terms of an increase in the percent of records received from agencies with valid Lat/long coordinates within the State of Louisiana, from a baseline of 32 to 40 in FY 2009; 50 in FY 2010; 60 in FY 2011; and 60 in FY 2012.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in percent of vehicle crash reports with missing or incomplete driver information, from a baseline of 5.6 to 5 in FY 2009; 4.5 in FY 2010; 4 in FY 2011; and 3.5 in FY 2012.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 13.4 to 7 in FY 2009; 4 in FY 2010; 3.5 in FY 2011; and 3 in FY 2012.</p> <p>LA will improve the accessibility of the CDS as measured in terms of an increase in the percent of law enforcement agencies submitting crash reports electronically to the State's crash report database that have access to reporting tools allowing them to analyze their local crash data, from a baseline of 0 in FY 2009; 60 in FY 2010; 100 in FY 2011; and 100 in FY 2012.</p>
Motorcycles	<p>To decrease motorcycle fatalities from a five-year (2004-2008) average of 84 to 42 by 2030, a 2.6% annual reduction to 76 in 2012.</p> <p>To decrease unhelmeted motorcyclist fatalities from a five-year (2004-2008) average of 24 to 12 by 2030, a 4.8% annual reduction to 20 in 2012.</p>	<p>Number of motorcyclist fatalities.</p> <p>Number of unhelmeted motorcyclist fatalities.</p> <p>Number of motorcycle fatal and serious injury crashes.</p>

Table 7. Program Area Goals and Performance Measures (continued)

Program Area	Measurable Goals	Performance Measures
Police Traffic Services	<p>To decrease speeding related fatalities from a five-year (2004-2008) average of 232 to 117 by 2030, a 2.4% annual reduction to 212 in 2012.</p> <p>To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 173 by 2030, a 2.4% annual reduction to 315 in 2012.</p> <p>To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012.</p> <p>To decrease fatal crashes involving young drivers from a five-year (2004-2008) average of 167 to 83 by 2030, a 2.4% annual reduction to 151 in 2012.</p> <p>To decrease pedestrian fatalities from a five-year (2004-2008) average of 106 to 53 by 2030, a 2.4% annual reduction to 96 in 2012.</p>	<p>Number of speeding-related fatalities.</p> <p>Number of alcohol impaired driving traffic fatalities.</p> <p>Number of fatalities involving a driver or motorcycle operator with BAC .08+ and greater .</p> <p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.</p> <p>Number of drivers age 20 or younger involved in fatal crashes.</p> <p>Number of pedestrian fatalities.</p> <p>Number of seat belt citations issued during grant-funded enforcement activities</p> <p>Number of impaired driving arrests made during grant funded enforcement activities.</p> <p>Number of speeding citations issued during grant-funded enforcement activities.</p>
Safe Communities	<p>To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 173 by 2030, a 2.4% annual reduction to 315 in 2012.</p> <p>To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012.</p>	<p>Number of alcohol impaired driving traffic fatalities.</p> <p>Statewide seat belt use rate, front seat outboard occupants, as determined by the 2011 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p>
Railgrade/Highway	<p>To decrease railgrade fatalities from a five-year (2004-2008) average of 16 to 8 by 2030, a 7.7% annual reduction to 12 in 2012.</p>	<p>Number of highway-rail grade fatalities.</p>
Planning and Administration	<p>To administer the State and Community Highway Safety Grant Program and other state and Federal funded highway safety programs.</p> <p>To plan for coordinated highway safety activities.</p> <p>To use strategic resources most effectively.</p> <p>To decrease traffic crashes, deaths, and injuries.</p>	<p>Quality and timeliness of annual programs, plans, and evaluation reports</p>

3.0 Highway Safety Plan

This section describes the LHSC's leading program areas for FFY 2012 and provides the strategies, programs, and projects planned for the upcoming year. A comprehensive table of all projects is provided at the end of this section (Table 10).

3.1 Impaired Driving

Problem Identification and Analysis

Louisiana has exceeded the national average for the percent of alcohol-related fatal crashes from 2004 through 2009. Louisiana has a low DWI prosecution rate, and therefore a high recidivism rate. Driving after drinking is 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 (.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 15- to 20-year-old population there were 461 alcohol-related fatal and injury crashes in Louisiana in 2010. In 2011, Louisiana conducted a telephone survey to gauge respondents awareness of media regarding drunk driving enforcement. Respondents were asked if they had read, seen, or heard anything about drunk driving enforcement in the past 30 days. A majority, 59.6%, of the respondents replied in the affirmative. In FY 2012, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and communication activities.

Goals

- To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 173 by 2030, a 2.4% annual reduction to 315 in 2012.

Performance Measures

- Number of alcohol impaired driving traffic fatalities.
- Number of fatalities involving a driver or motorcycle operator with BAC.08+ and greater.

Strategies

1. Provide sustained enforcement of statutes addressing impaired driving per certifications and assurances.
2. Support the National "Drive Sober or Get Pulled Over" campaign with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
3. The LHSC will contract with the expectation that each of the participating law enforcement agencies 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. Thirty-nine law enforcement agencies are contracted to work strictly DWI overtime enforcement, an additional 14 agencies are contracted to work strictly underage drinking enforcement, and an additional 43 agencies are contracted to work all traffic safety enforcement, including DWI. See Police

Traffic Services (PTS) section for alcohol-specific contracts for enforcement. Additional impaired driving overtime on highways and roads will be contracted through Louisiana State Police, the Louisiana Alcohol Tobacco Control Agency, and the East Baton Rouge Alcohol Beverage Control Board.

4. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drive Sober or Get Pulled Over” campaign.
5. Promote JUDE enforcement with local law enforcement agencies.
6. Identify, fund, and assist in the implementation of impaired driving prevention programs for adults and underage drinking prevention programs for 15- to 20-year-olds.
7. Identify, fund, and assist in the implementation of impaired driving prevention programs at universities to target 18-23 year olds.
8. Produce and distribute public information and educational materials to combat impaired driving and underage drinking.
9. Develop new, and strengthen existing, impaired driving prevention networks and associations.
10. Support the seven existing DWI courts in Louisiana.
11. Address repeat offenders through legislation, education, public information, and DWI Courts.
12. Continue research and implementation planning of a streamlined, electronic DWI processing system to reduce the time needed to process a DWI arrest.
13. Implement the recommendations of the alcohol assessment report through direction and guidance of an Alcohol Assessment Implementation Coordinator.
14. Via the Louisiana State Police contract, conduct one Standardized Field Sobriety Test (SFST) Instructor and one Drug Recognition Expert (DRE) course in 2012.
15. Provide paid media programming to support the National “Drive Sober or Get Pulled Over” campaign.
16. Provide paid media outreach for state planned impaired driving education.
17. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the impaired driving outreach program.
18. The LHSC will measure the Gross Rating Point average for the impaired driving campaigns for network buys at the end of the fiscal year.

Programs and Projects

Project Title: Think First for Teens Program

Project Number: 2012-10-21

Project Description: Coordinate and implement 50 Think First programs (1-2 hours) on underage drinking and impaired driving for youth and young adults. These programs will be conducted through schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc. in Northwest Louisiana. Students will receive first hand testimony from a VIP speaker on how choices can lead to significant consequences, be able to identify the areas and basic functions of the brain, understand the function of the spinal cord and the basics concepts of paraplegia and quadriplegia, relate the use of alcohol and the consequences of impairment.

Project Staff: Nichole Davis

Project Budget/Source: \$63,500.00/Section 410

Project Title: Sudden Impact – Comprehensive Regional Program

Project Number: 2012-10-16

Project Description: A 7.5 hour multidisciplinary sophomore level program at the Level 1 Trauma Center in New Orleans to decrease the number of injuries and fatalities related to driving under the influence and participating in high risk behavior that accompanies driving intoxicated. The program takes place 3 days per week and includes 11 schools. The program is a partnership with the Louisiana State Police, Louisiana Organ Procurement Agency, the Trauma Team and Trauma Victims. Local high schools commit to 30 sophomore students per 7 hour session until the entire sophomore class has completed the program.

Project Staff: Nichole Davis

Project Budget/Source: \$47,380.00/Section 410

Project Title: Program Administrative Assistant Sudden Impact Program & SELA DWI Task Force Coordinator

Project Number: 2012-10-14

Project Description: This individual serves as the Administrative Assistant for the SELA DWI Task Force to co-coordinate SELA DWI Task Force Monthly Meetings and provide follow-up accordingly. This individual also serves as the Administrative Assistant for the Sudden Impact Program to process payment requests for the Sudden Impact Program Trauma Victim presentations, purchase educational materials, purchase commodities, and file specialized reports to LHSC for the Sudden Impact program.

Project Staff: Nichole Davis

Project Budget/Source: \$5,000.00/Section 410

Project Title: DWI Policy Specialist

Project Number: 2012-10-11

Project Description: The DWI Policy Specialist will assist LHSC with the implementation of research-based policies, programs and practices aimed at reducing impaired driving. The DWI Policy Specialist is also responsible for managing the contracts of seven LHSC-funded DWI courts and assisting with the proper operation of their courts, identifying additional jurisdictions willing to implement DWI courts, and ensuring that new and existing DWI courts receive the training needed to operate successfully. The DWI Policy Specialist answers to the Deputy Director.

Project Staff: Nichole Davis

Project Budget/Source: \$48,999.00/Section 410

Project Title: Alcohol Beverage Control J.U.D.E. Task Force

Project Number: 2012-10-24

Project Description: The Task Force is designed to attack the problem of underage drinking and deter impaired driving in East Baton Rouge Parish. The Task Force will also 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. The EBR ABC Agents will work 3,841 overtime enforcement hours.

Project Staff: Nichole Davis

Project Budget/Source: \$138,276.00/Section 410

Project Title: Louisiana Cops in Shops Program

Project Number: 2012-10-23

Project Description: The 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. These efforts reduce the incidence of underage alcohol procurement and thereby reduce incidences of injury and death on roadways. The ATC Agents will work 5,060 overtime enforcement hours.

Project Staff: Nichole Davis

Project Budget/Source: \$172,040.00/Section 410

Project Title: Baton Rouge Collegiate Alliance (BRCA)

Project Number: 2012-10-15

Project Description: The primary purpose of the coalition is to reduce alcohol-related traffic fatalities and injuries among 18 to 24 year olds in the Baton Rouge area. This goal will be accomplished through a comprehensive, research based, joint university-community environmental approach. BRCA will collaborate with other agencies in the Baton Rouge area to address local conditions that contribute to high risk drinking behavior and alcohol-related traffic fatalities and injuries among 18-24 year olds in the East Baton Rouge Parish (EBRP) area. BRCA will continue to work with the EBRP Alcoholic Beverage Control Office to monitor advertisements and promotions of alcohol outlets to identify content that encourages high-risk drinking behavior which leads to impaired driving and other consequences.

Project Staff: Nichole Davis

Project Budget/Source: \$53,692.00/Section 410

Project Title: Northwestern State University Alcohol Education and Prevention Program

Project Number: 2012-10-17

Project Description: This program will provide alcohol education, awareness and prevention programming for Northwestern State University. The project will train students and staff and equip them with skills to identify and combat alcohol issues and prevent impaired driving. It will also provide printing, literature and programming on alcohol awareness and the prevention of impaired driving.

Project Staff: Nichole Davis

Project Budget/Source: \$24,500.00/Section 410

Project Title: Southeastern Louisiana University Project Lion Pride

Project Number: 2012-10-18

Project Description: This program will educate Southeastern students about the dangers of impaired driving through a leadership/mentoring component PEEPS (Peer Educators Educating Peers at Southeastern) organization and a social norming campaign component.

Project Staff: Nichole Davis

Project Budget/Source: \$37,539.00/Section 410

Project Title: Youth Programs Coordinator

Project Number: 2012-10-14

Project Description: The role of the SADD State Coordinator is to develop a state SADD network, provide services to existing chapters, and assist in establishing new chapters. A SADD State Coordinator is responsible for increasing the visibility of SADD in a particular state, and building a state-wide youth network that works to implement prevention programming in schools and communities. The SADD State Coordinator supports individual SADD chapters and serves as a liaison between the chapters and the SADD National office.

Project Staff: Nichole Davis

Project Budget/Source: \$49,950.00/Section 410

Project Title: Mothers Against Drunk Driving (Louisiana State Office)

Project Number: 2012-10-20

Project Description: This program monitors DWI cases throughout the prosecution process in several court jurisdictions. This program currently 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. Additional court monitors will be added in order to increase the number of cases monitored and the validity of the data collected. The Court Monitors are responsible for attending assigned court(s), observing DWI cases, collecting pertinent data, entering case information into the court monitoring database, training and supervision of program volunteers, managing monitor ("watchdog") calls and cases, compiling reports on specific data elements as requested, and completing monthly progress reports.

Project Staff: Cathy Childers

Project Budget/Source: \$144,000.00/Section 410FR

Project Title: Annual LHSC DWI Awards Program

Project Number: 2012-10-10

Project Description: This 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. Many high level federal, state and local officials are eager to attend this ceremony each year and the program is growing rapidly. The FY 2012 program is the fourth Annual LHSC DWI Awards Program.

Project Staff: Chuck Miller

Project Budget/Source: \$18,525/Section 410

Project Title: Louisiana Alcohol Assessment Implementation Coordinator

Project Number: 2012-10-12

Project Description: In response to a March 2009 Impaired Driving Assessment recommendation to designate a lead statewide impaired driving coordinator who has the responsibility of leading Louisiana's effort to reduce and eliminate impaired driving, the Louisiana Highway Safety Commission is contracting with an Alcohol Assessment Implementation Coordinator. This person would be responsible for implementing the priority recommendations of the March 2009 Impaired Driving Assessment Report and working in conjunction with the many agencies throughout Louisiana who share a similar mission. As this is a monumental task, the coordinator would form a committee to assist in the implementation of the Impaired Driving Assessment Recommendations.

Project Staff: Chuck Miller

Project Budget/Source: \$49,900.00/Section 410

Project Title: DPS Legal Consultant

Project Number: 2012-10-37

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% of the legal consultant's work time.

Project Staff: Dortha Cummins

Project Budget/Source: \$11,497.00/Section 164 AL

Project Title: Kenner PD Phlebotomy

Project Number: 2012-10-32

Project Description: This project will provide funds for two law enforcement officers to be trained and certified as phlebotomists for the purpose of conducting blood draws on suspected impaired drivers. The Kenner Police Department will select two officers to participate in the pilot project. Upon completion of a nationally certified phlebotomy course the officers will conduct blood draws for their own agencies, as well as for neighboring law enforcement agencies, per a cooperative agreement.

Project Staff: Cathy Childers

Project Budget/Source: \$10,000.00/Section 410

Project Title: Lafourche Parish SO Phlebotomy

Project Number: 2012-10-33

Project Description: This project will provide funds for two law enforcement officers to be trained and certified as phlebotomists for the purpose of conducting blood draws on suspected impaired drivers. The Lafourche Parish Sheriff's Office will select two officers to participate in the pilot project. Upon completion of a nationally certified phlebotomy course the officers will conduct blood draws for their own agencies, as well as for neighboring law enforcement agencies, per a cooperative agreement.

Project Staff: Cathy Childers

Project Budget/Source: \$10,000.00/Section 410

Project Title: Louisiana District Attorneys Association

Project Number: 2012-10-19

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 properly handle DWI cases. This training is offered statewide.

Project Staff: Cathy Childers

Project Budget/Source: \$105,464.94/Section 410

Project Title: Integrated SFST/DRE/POST Plus

Project Number: 2012-10-34

Project Description: This project will modify the existing POST Plus database at the Louisiana Commission Law Enforcement to accept Standardized Field Sobriety Testing and DRE classes as well as to include the course participants for course instructors.

Project Staff: Chuck Miller

Project Budget/Source: \$25,000.00/Section 410

Project Title: Louisiana Supreme Court

Project Number: 2012-10-22

Project Description: The Supreme Court Drug Court Office (SCDCO) will utilize their years of experience in providing oversight to Louisiana's 47 Drug Courts in order to provide the same level of oversight, administration and monitoring to the existing DWI Courts. This includes administrative, fiscal and programmatic oversight including data collection.

Project Staff: Cathy Childers

Project Budget/Source: \$108,092.80/Section 410

Project Title: 4th Judicial District DWI Court

Project Number: 2012-10-31

Project Description: The 4th Judicial District DWI Court serves Ouachita and Morehouse Parishes and accepts 3rd 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.

Project Staff: Cathy Childers

Project Budget/Source: \$120,000.00/Section 410

Project Title: 14th Judicial District DWI Court

Project Number: 2012-10-28

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.

Project Staff: Cathy Childers

Project Budget/Source: \$120,000.00/Section 410

Project Title: 16th Judicial District DWI Court (Iberia Parish)

Project Number: 2012-10-27

Project Description: The 16th Judicial District DWI Court in Iberia Parish accepts 1st and 2nd offense DWI offenders into a minimum 12-month 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.

Project Staff: Cathy Childers

Project Budget/Source: \$133,979.00/Section 410

Project Title: 16th Judicial District DWI Court (St. Mary Parish)

Project Number: 2012-10-30

Project Description: The 16th Judicial District DWI Court in St. Mary Parish accepts 1st and 2nd offense DWI offenders into a minimum 12-month 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.

Project Staff: Cathy Childers

Project Budget/Source: \$133,947.40/Section 410

Project Title: 22nd Judicial District DWI Court

Project Number: 2012-10-29

Project Description: The 22nd Judicial District DWI Court serves St. Tammany and Washington Parishes and accepts 3rd and 4th offense DWI offenders into a minimum 12-month 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.

Project Staff: Cathy Childers

Project Budget/Source: \$157,877.45/Section 410

Project Title: 32nd Judicial District DWI Court

Project Number: 2012-10-25

Project Description: The 32nd Judicial District DWI Court serves Terrebonne Parish and accepts second 1st offenders and 2nd offenders into a minimum 12-month treatment program. DWI offenders receiving a 1st DWI are placed into a probation program and the charge is dismissed, but if a second 1st 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.

Project Staff: Cathy Childers

Project Budget/Source: \$85,000.00/Section 410

Project Title: Baton Rouge City Court DWI Court

Project Number: 2012-10-26

Project Description: The Baton Rouge City Court DWI Court serves all citizens within the city limits and accepts 1st offenders with a BAC of .15 or greater and all 2nd offenders into a minimum 12-month treatment program. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts.

Project Staff: Cathy Childers

Project Budget/Source: \$144,520.00/Section 410

Project Title: Louisiana Transportation Assistance Program (LTAP)

Project Number: 2012-10-36

Project Description: LTAP will also research, prepare and conduct impaired driving workshops in each of the 9 troop areas. The workshops will be offered to stakeholders from the following disciplines: law enforcement, traffic safety professionals; advocates, political officials; safety organizations, and others dedicated to improving traffic safety in Louisiana. The impaired driving workshops will distinguish the leading crash areas where impaired driving occurs and present measures for decreasing the impaired driving problem. Following the impaired driving workshops, LTAP will furnish LHSC a final report including copies of presentation, handouts, fact sheets, and a roster of attendees.

Project Staff: Chuck Miller

Project Budget/Source: \$80,000.00/Section 164 AL

Project Title: DWI Overtime Enforcement – Local Law Enforcement

Project Number: 2012-30-16 *through* 2012-30-61

Project Description: This strategy will provide subgrants to local police departments and sheriff's offices for DWI overtime enforcement and related equipment. Law enforcement agencies participating in this targeted DWI overtime enforcement program include (all law enforcement agencies are located in the 16 Alcohol Problem ID Parishes):

- | | |
|--|---|
| 1. Baker Police Department (HVE) | 23. New Orleans Police Department (HVE) |
| 2. Baton Rouge Police Department (HVE) | 24. Opelousas Police Department |
| 3. Calcasieu Sheriff's Office (HVE) | 25. Ponchatoula Police Department |
| 4. Cotton Valley Police Department | 26. Rapides Sheriff's Office (HVE) |
| 5. Covington Police Department | 27. Shreveport Police Department (HVE) |
| 6. Cullen Police Department | 28. Slidell Police Department (HVE) |
| 7. East Baton Rouge Sheriff's Office | 29. Sorrento Police Department (HVE) |
| 8. Gonzales Police Department (HVE) | 30. St. Martin Sheriff's Office |
| 9. Greenwood Police Department (HVE) | 31. St. Tammany Sheriff's Office (HVE) |
| 10. Hammond Police Department | 32. Tangipahoa Sheriff's Office (HVE) |
| 11. Haughton Police Department (HVE) | 33. Terrebonne Sheriff's Office |
| 12. Houma Police Department | 34. Thibodaux Police Department (HVE) |
| 13. Iberia Sheriff's Office | 35. University of LA – Monroe |
| 14. Jean Lafitte Police Department (HVE) | 36. West Monroe Police Department |
| 15. Jefferson Sheriff's Office (HVE) | 37. Westwego Police Department |
| 16. Killian Police Department (HVE) | 38. Zachary Police Department (HVE) |
| 17. Lafayette Police Department | |
| 18. Lafourche Sheriff's Office (HVE) | |
| 19. Lake Charles Police Department | |
| 20. Livingston Police Department (HVE) | |
| 21. Livingston Sheriff's Office (HVE) | |
| 22. Mandeville Police Department | |

Project Staff: Lyrica Johnson

Project Budget/Source: \$638,837.78/Section 410 FR; \$925,076.25/Section 410 HVE

Project Title: Paid Media for Impaired Driving

Project Number: 2012-80-01

Project Description: Garrison Advertising was selected under RFP beginning with the FY 2010. This contract would focus on impaired driving and 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. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$938,000.00/Section 154/164 AL; \$417,000.00/Section 410FR (Total - \$1,355,000.00)

Project Title: Paid Media Support

Project Number: 2012-80-02

Project Description: This project provides for duplication and distribution services to support the LHSC paid media program.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$32,000.00/Section 402

Project Title: Highway Safety Impaired Driving Message Development

Project Number: 2012-80-03

Project Description: Throughout the year the LHSC recognizes a particular demographic or messaging that would further enhance the overall outreach regarding impaired driving. The inhouse funds are designed to provide LHSC the funds necessary to address these needs. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$5,000.00/Section 410 FR

Project Title: Earned Media

Project Number: 2012-80-04

Project Description: Public Relations firm to provide services of Impaired Driving press releases, opinion editorials, press event coordination, and overall support of the paid media and the national mobilizations.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$48,000.00/Section 402

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
2012-10-21	Think First for Teens Program	\$63,500.00	410
2012-10-16	Sudden Impact	\$47,380.00	410
2012-10-14	Sudden Impact/Program Administrative Assistant	\$5,000.00	410
2012-10-11	DWI Policy Specialist	\$48,999.00	410
2012-10-24	Alcohol Berveral Control JUDE Task Force	\$138,276.00	410
2012-10-23	LA Cops in Shops Program	\$172,040.00	410
2012-10-15	Baton Rouge Collegiate Alliance	\$53,692.00	410
2012-10-17	NSU Alcohol Education & Prevnetion Program	\$24,500.00	410
2012-10-18	SLU Project Lion Pride	\$37,539.00	410
2012-10-14	Youth Programs Coordinator	\$49,950.00	410
2012-10-20	MADD Louisiana State Office	\$144,000.00	410FR
2012-10-10	Annual LHSC DWI Awards Program	\$18,525.00	410
2012-10-12	Alcohol Assessment Implementation Coordinator	\$49,900.00	410
2012-10-37	DPS Legal Consultant	\$11,497.00	164 AL
2012-10-32	Kenner PD Phlebotomy	\$10,000.00	410
2012-10-33	Lafourche Parish SO Phlebotomy	\$10,000.00	410
2012-10-19	LA District Attorneys Association	\$105,464.94	410
2012-10-34	Integrated SFST/DRE/POST Plus	\$25,000.00	410
2012-10-22	LA Supreme Court	\$108,092.80	410
2012-10-31	4 th Judicial District DWI Court	\$120,000.00	410

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

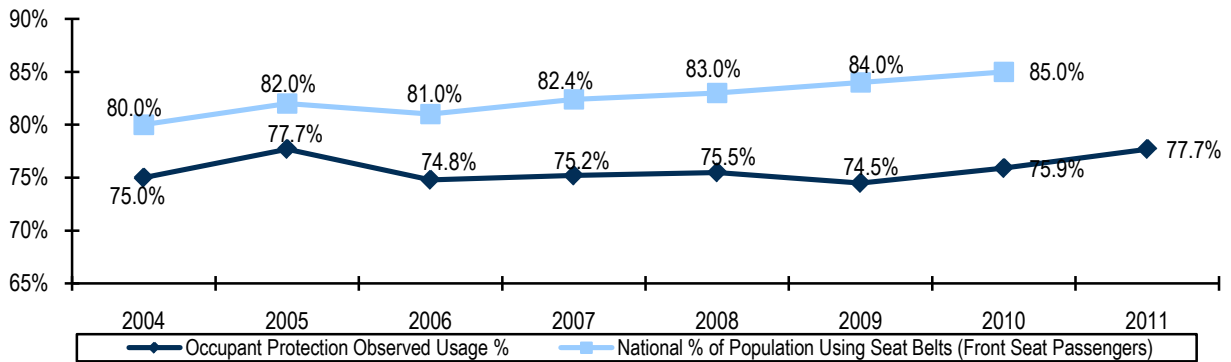
Project Number	Project Title	Budget	Budget Source
2012-10-28	14 th Judicial District DWI Court	\$120,000.00	410
2012-10-27	16 th Judicial District DWI Court (Iberia Parish)	\$133,979.00	410
2012-10-30	16 th Judicial District DWI Court (St. Mary Parish)	\$133,947.40	410
2012-10-29	22 nd Judicial District DWI Court	\$157,877.45	410
2012-10-25	32 nd Judicial District DWI Court	\$85,000.00	410
2012-10-26	Baton Rouge City Court DWI Court	\$144,520.00	410
2012-10-36	LTAP	\$80,000.00	Section 164 AL
	DWI OT Enforcement – Local Law Enforcement	\$638,837.78	410 FR
		\$925,076.25	410 HVE
2012-80-01	Paid Media for Impaired Driving	\$938,000.00	Section 154 AL
		\$417,000.00	410FR
2012-80-02	Paid Media Support	\$32,000.00	402
2012-80-03	Impaired Driving Message Development	\$5,000.00	410 FR
2012-80-04	Earned Media	\$48,000.00	402
402 Total		\$80,000.00	402
410 Total		\$1,863,182.59	410
410 FR Total		\$1,204,837.78	410 FR
410 HVE Total		\$925,076.25	410 HVE
Section 154/164 AL		\$1,029,497.00	Section 154/164 AL
Total All Funds		\$5,182,593.62	

3.2 Occupant Protection

Problem Identification and Analysis

Louisiana falls far below the national average for seat belt use. Louisiana’s seat belt use as compared to the national usage rate is shown in Figure 33.

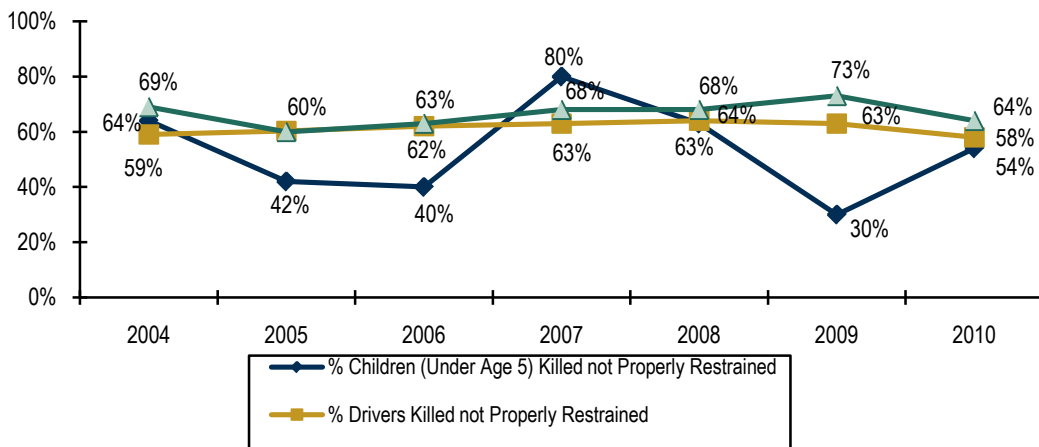
Figure 33. 2004 – 2010 Observed Seat Belt Use



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

As shown in Figure 34, in 2010, 54% of the children under age five who were killed in crashes were not properly restrained, 58% of drivers killed were not restrained, and 64% of passenger vehicle occupants killed were not properly restrained. Nonusage for children under age five increased from previous declines, while drivers and passenger vehicle occupants killed while not properly restrained remained primarily the same. In FY 2012, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of occupant protection enforcement and communication activities.

Figure 34. Percent of Unrestrained Fatalities 2004 to 2010



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

Goals

- To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012.
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year (2004-2008) average of 418 to 209 by 2030, a 2.4% annual reduction to 380 in 2012.

Performance Measures

- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2012 seat belt observation survey.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.

Strategies

1. Provide sustained enforcement of statutes addressing occupant protection per certifications and assurances.
2. Contract with law enforcement agencies for occupant protection enforcement overtime. Additional occupant protection overtime will be worked with the Louisiana State Police.
3. Support the National seat belt mobilization, "Click It or Ticket," with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
4. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the "Click it or Ticket" campaign.
5. Encourage nighttime enforcement practices to be adopted by both contracted and noncontracted law enforcement agencies. Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
6. Provide safety belt restraint, child safety seat restraint, 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.
11. Provide paid media programming to support the National "Click it or Ticket." campaign.
12. Provide paid media outreach for state planned occupant protection education.
13. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the occupant protection outreach program.
14. The LHSC will measure the Gross Rating Point average for the occupant protection campaigns for network buys at the end of the fiscal year.

Programs and Projects

Project Title: Drive Safe Louisiana

Project Number: 2012-20-01

Project Description: To support the NHTSA campaigns for occupant protection. Mr. Linden Claybrook, the Project Director, will continue to set up approximately 20 highway safety related display/exhibits at various safety expos, conferences, malls and other events throughout the state to distribute public information/education materials to promote our highway safety efforts. Exhibit booth fees and travel are included in this project.

Project Staff: Dortha Cummins

Project Budget/Source: \$30,450.00/Section 405

Project Title: Louisiana Passenger Safety Task Force Assistant

Project Number: 2012-20-04

Project Description: This individual serves as the Administrative Assistant for the Louisiana Passenger Safety Task Force to co-coordinate and organize/implement all of the child passenger safety restraint related programs and events as approved by the LPSTF Program Director for the State of Louisiana. Such duties to include: maintain database of all LA CPS technicians, provide centralized resource for all CPS activities and education, coordinates statewide quarterly meetings, orders/distributes promotional materials and supplies, coordinates CPS seat events, etc.

Project Staff: Dortha Cummins

Project Budget/Source: \$36,000.00/Section 405

Project Title: Louisiana Passenger Safety Task Force

Project Number: 2012-20-05

Project Description: To maintain the Louisiana Passenger Safety Task Force (LPSTF) occupant protection efforts through the Interim LSU Public Hospital to promote child safety seat usage, as well as safety belt usage statewide. The LPSTF will: provide a centralized resource for all CPS activities and education, gather/maintain a database of all LA CPS technicians, promote recertification of technicians every two years, conduct quarterly regional meetings, provide four Standardized Child Passenger Safety Instructor/Technician Courses and support nine regional coalitions in the Safe Community model. A new component of this project is Safe Travel of Children with Special Needs. Two technicians will be trained at Riley Hospital for Children which is the headquarters for specialized training. The technicians will attend a two day training session to gain knowledge of how to raise awareness and insure the proper

installation of child safety seats for children with disabilities. The LPSTF will hold a Transportation for Children with Special Needs Conference in which the goal is to train 40 technicians with public health or medical backgrounds who can form a subcommittee and become a resource to technicians, parents, law enforcement and medical centers throughout Louisiana for safe travel of children with special needs.

Project Staff: Dortha Cummins

Project Budget/Source: \$196,400.00/Section 405

Project Title: Southwest Louisiana Occupant Protection Coalition

Project Number: 2012-20-06

Project Description: The project director will oversee and coordinate an occupant protection coalition in the parishes of Allen, Beauregard, Calcasieu, Cameron and Jeff Davis to promote seat belt and child safety seat usage. The project director will coordinate coalition meetings and outreach efforts to government agencies, local business establishments and schools.

Project Staff: Dortha Cummins

Project Budget/Source: \$40,900.00/Section 405

Project Title: Hispanic Outreach Occupant Protection (Rapides Parish)

Project Number: 2012-20-03

Project Description: To educate the Hispanic population in the Rapides and Natchitoches parish areas to raise awareness of the importance of wearing a seat belt and using child passenger safety restraints. The Hispanic Committee of the South (HSC) will accomplish the following: conduct monthly occupant protection related educational campaigns in churches, community centers and the HSC office to inform parents about child passenger safety laws, distribute Spanish educational related materials to Hispanic families, conduct child safety seat clinics every other month, continue to promote a Buckle Up Latino Campaign using PSA's to increase seat belt usage, distribute child safety seats at clinics and participate in local events to promote and distribute occupant protection educational materials in Spanish to the Hispanic community.

Project Staff: Dortha Cummins

Project Budget/Source: \$57,100.00/Section 405

Project Title: Sheriff's Safety Town-Caddo Parish

Project Number: 2012-20-07

Project Description: This program will continue to increase occupant protection awareness and usage among 4 to 10 year olds in Bossier, Caddo and DeSoto Parishes. Funding will be used for the purchase of materials to be distributed to participants at the Sheriff's Safety Town (certificates, brochures, crayons, pencils, magnets, bags, cups and note pads).

Project Staff: Dortha Cummins

Project Budget/Source: \$7,900.00/Section 406

Project Title: Research and Assessment Surveys

Project Number: 2012-20-08

Project Description: To conduct the statewide observational surveys as required by the National Highway Traffic Safety Administration to determine adult seat belt, child passenger safety restraint and motorcycle helmet usage in Louisiana. Also provides funds for statewide attitudinal surveys on impaired driving, occupant protection, and speed. Also provides funds for another observational survey/study as needed (survey/study as requested during the legislative session). Funds will provide for the personnel, materials, administrative and logistical support to complete these surveys. Upon completion of the data collection, the Applied Technology Research Corporation will enter, tabulate and process the data to develop a final report of the surveys.

Project Staff: Dortha Cummins

Project Budget/Source: \$70,000.00/Section 405 and \$30,000.00/Section 402 (\$100,000.00 Total)

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

Project Number: 2012-20-02

Project Description: 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 Catholic Charities Archdiocese of New Orleans 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 four 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, clinics), etc. This project will build upon their existing services to reach additional clients throughout the year. This project will also include having one of their staff trained as a car seat installation technician to support the LPSTF and NOPD efforts.

Project Staff: Dortha Cummins

Project Budget/Source: \$49,987.00/Section 405

Project Title: LHSC Public Relations

Project Number: 2012-80-04

Project Description: Public relations firm to provide services of press releases, opinion editorials, press event coordination, and overall support of the paid media and the national mobilizations. Specifically on the topics of Impaired Driving, Occupant Protection, and other National Priority Program Areas. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$48,000.00/Section 402

Project Title: Occupant Protection Commercial Development

Project Number: 2012-80-05

Project Description: Throughout the year the LHSC recognizes a particular demographic or messaging that would further enhance the overall outreach regarding occupant protection. The inhouse funds are designed to provide LHSC the funds necessary to address these needs. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$5,000.00/Section 405

Project Title: Paid Media for Occupant Protection

Project Number: 2012-80-01

Project Description: Garrison Advertising was selected under RFP beginning with the FY 2010. This contract is focused on the occupant protection program area would 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. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$220,000.00/Section 402; \$330,000.00/Section 405;
\$100,000.00/Flex Funds (Total - \$650,000.00)

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
2012-20-01	Drive Safe Louisiana	\$30,450.00	405
2012-20-04	Louisiana Passenger Safety Task Force Assistant	\$36,000.00	405
2012-20-05	Louisiana Passenger Safety Task Force	\$196,400.00	405
2012-20-06	Southwest LA OP Coalition	\$40,900.00	405
2012-20-03	Hispanic Outreach Highway Safety Program (Rapides & Natchitoches Parishes)	\$57,100.00	405
2012-10-07	Sheriff's Safety Town-Caddo Parish	\$7,900.00	405
2012-20-08	Research and Assessment Surveys (Applied Technology Research Corporation)	\$70,000.00 \$30,000.00	405 402
2012-20-02	Highway to Safety: Hispanic Outreach OP Program (New Orleans area)	\$49,987.00	405
2012-80-04	LHSC Public Relations	\$48,000.00	402
2012-80-05	Occupant Protection Commercial Development	\$5,000.00	405
2012-80-01	Garrison Advertising	\$220,000.00 \$330,000.00 \$100,000.00	402 405 Flex Funds
402 Total		\$298,000.00	402
405 Total		\$823,737.00	405
Flex Funds Total (Funds contingent upon FHWA approval)		\$100,000.00	Flex Funds
Total All Funds		\$1,221,737.00	

3.3 Traffic Records Program Area

The Department of Public Safety (DPS) is responsible under state statute to receive all crash reports from investigating agencies. However, 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 408 funds provide guidance for traffic records projects to be 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 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 Goals and Performance Measures noted below are in support of the State's 2010 Section 408 Grant Application.

Please note – Traffic Records just conducted an assessment in August 2010. The strategic plan is currently being revised.

Goals

- To support the improvement of road safety through the collection, integration, and analysis of traffic safety data.
- To improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the crash data system.
- To improve the accuracy of the roadway system.
- To improve the timeliness of the citation/adjudication system.
- To improve the completeness of the driver license/history system.

Performance Measures

- LA will improve the accuracy of the CDS as measured in terms of a decrease in the percent of vehicle crash records with missing driver license number, from a baseline of 2.7 to 4 in FY 2009; 3 in FY 2010; and 3 in FY 2011.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of law enforcement agencies with a significant drop in crash reporting from one year to the next, from a baseline of 17 to 12 in FY 2009; 10 in FY 2010; 8 in FY 2011, and 6 in FY 2012.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of unreported VINs, from a baseline of 11 to 12 in FY 2009; 10 in FY 2010; and 10 in FY 2011.
- LA will improve the integration of the CDS as measured in terms of an increase in integration of all systems with the CDS, from a baseline of 8 to 33.3 percent in 2009; 50 percent in FY 2010; and 67 percent in FY 2011.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 30 days of the crash, from a baseline of 48, to 45 in FY 2009; 70 in FY 2010; 75 in FY 2011; and 80 in FY 2012.

- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 60 days of the crash, from a baseline of 52, to 60 in FY 2009; 75 in FY 2010; 80 in FY 2011; and 85 in FY 2012.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 90 days of the crash, from a baseline of 63, to 80 in FY 2009; 85 in FY 2010; and 90 in FY 2011.
- LA will improve the timeliness of the CDS as measured in terms of an increase in the percent of fatal crash reports entered into the statewide CDS within 60 days of the crash, from a baseline of 78, to 85 in FY 2009; 90 in FY 2010; and 95 in FY 2011.
- LA will improve the uniformity of the CDS as measured in terms of an increase in the percent of MMUCC compliant data elements on the crash report, from a baseline of 87, to 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.
- LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant elements in the data dictionary, from a baseline of 52 to 68 in FY 2009; 68 in FY 2010; and 95 in FY 2011.
- LA will improve the uniformity of the CDS as measured in terms of an increase in the percent compliance of the crash report's data attributes with MMUCC, from a baseline of 61, to 61 in FY 2009; 61 in FY 2010; and 95 in FY 2011.
- LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant attributes in the data dictionary, from a baseline of 68 to 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.
- LA will improve the accuracy of the roadway system as measured in terms of an increase in the percent of crash records capable of being linked with GIS, from a baseline of 63, to 70 in FY 2009; 75 in FY 2010; and 80 in FY 2011.
- LA will improve the timeliness of the Citation/Adjudication system as measured in terms of a decrease in the average number of days between conviction and driver history posting, from a baseline of 90, to 45 in FY 2009; 30 in FY 2010; and 30 in FY 2011.
- LA will improve the completeness of the Driver License/History system as measured by an increase in the percent of courts submitting conviction data, from a baseline of 33, to 50 in FY 2009; and 75 in FY 2010.
- LA will improve the accuracy of the CDS as measured in terms of an increase in the percent of records received from agencies with valid Lat/long coordinates within the State of Louisiana, from a baseline of 32 to 40 in FY 2009; 50 in FY 2010; 60 in FY 2011; and 60 in FY 2012.
- LA will improve the completeness of the CDS as measured in terms of a decrease in percent of vehicle crash reports with missing or incomplete driver information, from a baseline of 5.6 to 5 in FY 2009; 4.5 in FY 2010; 4 in FY 2011; and 3.5 in FY 2012.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 13.4 to 7 in FY 2009; 4 in FY 2010; 3.5 in FY 2011; and 3 in FY 2012.
- LA will improve the accessibility of the CDS as measured in terms of an increase in the percent of law enforcement agencies submitting crash reports electronically to the State's crash report database that have access to reporting tools allowing them to analyze their local crash data, from a baseline of 0 in FY 2009; 60 in FY 2010; 100 in FY 2011; and 100 in FY 2012.

Strategies

1. Maintain membership in the Louisiana TRCC.
2. Support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.
3. Support the TRCC as they implement the identified performance measures:
 - Identification and implementation of a system for identifying and prioritizing high-crash road segments, corridors, and intersections;
 - Process for working with engineers and other safety stakeholders at all jurisdiction levels to address high-crash locations; and
 - Recommending legislative changes to support effective traffic crash data collection.

Programs and Initiatives

Project Title: Electronic DWI Reporting System

Project Number: 2012-40-00

Project Description: This Project, which will be directed by a reporting system coordinator, provides for the implementation of an Electronic DWI Arrest Reporting System in four judicial districts in Louisiana during Phase I (FY 2012). The project consists of hiring an outside vendor, selected through an RFP process, who will design and activate this web-based system. District Attorney's offices, local police agencies, State Police troops, sheriff's departments and the Office of Motor Vehicles will all be connected with the appropriate software at no charge. The system will be housed at the Public Safety Data Processing Center. The Louisiana District Attorneys Association is also providing valuable support to this project.

Project Staff: Chuck Miller

Project Budget/Source: \$3,000,000/Section 154/164 AL

Project Title: Electronic DWI Reporting System Coordinator

Project Number: 2012-10-35

Project Description: This contractor will coordinate and direct the implementation of the electronic DWI Arrest Reporting System. After the outside software vendor has been selected through an RFP process, this contractor will work closely with this vendor, as well as DPS Data Processing personnel, the Louisiana District Attorneys Association, the Office of Motor Vehicles and the various law enforcement agencies participating in the project to ensure its success.

Project Staff: Chuck Miller

Project Budget/Source: \$49,950.00/Section 410

Project Title: Meeting and Conference Support for TRCC-related Initiatives

Project Number: 2012-40-01

Project Description: This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on meeting and conference support for TRCC members and TRCC related initiatives. Projects should help the TRCC discuss and promote their goals and objectives.

Project examples include:

Funding TRCC Executive meetings
Funding TRCC Working Group meetings
Funding LACRASH User Luncheon
Travel support to related conferences
 FARS
 ATSIP
Funding for meetings to support new crash report form

Project Staff: Chuck Miller

Project Budget/Source: \$50,000.00/Section 408

Project Title: Improve Timeliness and Accuracy of Crash Data

Project Number: 2012-40-10

Project Description: This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on improving the timeliness and accuracy of crash data. Projects should help the state receive crash data in a more timely manner and receive more complete and accurate crash data.

Project examples include:

Funding wireless broadband hotspots for law enforcement agencies
Funding computer equipment for electronic crash reporting for law enforcement agencies
Develop interface needed to auto-populate electronic based crash forms with key data items.
 Driver information based on license data
 Vehicle Information based on VIN or license plate data
Graduate assistants and students to analyze data accuracy
Roadway data integration
Development of training programs
Purchase GPS and card swipe devices for law enforcement agencies
Purchase total work stations for law enforcement agencies

Project Staff: Chuck Miller

Project Budget/Source: \$300,000.00/Section 408

Project Title: Improve Data Accessibility

Project Number: 2012-40-20

Project Description: This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on improving and measuring data accessibility. Projects should help the state measure and improve the dissemination of crash data to decision makers.

Project examples include:

Surveys to measure accessibility
Web site enhancements to make data more accessible
Projects to make data more meaningful for decision makers
Projects to promote websites and data accessibility

Project Staff: Chuck Miller

Project Budget/Source: \$650,000.00/Section 408

Project Title: Electronic Citation

Project Number: 2012-40-30

Project Description: This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on capturing, storing, analyzing, and reporting of electronic citation data. Projects should help law enforcement move from a paper based to an electronic citation system.

Project examples include:

Formation of a statewide citation form
Needed changes within current legislation
Pilot electronic citation projects
 Software development and/or licensing
 Hardware purchasing and/or leasing

Project Staff: Chuck Miller

Project Budget/Source: \$250,000.00/Section 408

Project Title: Traffic Crash Report Revision

Project Number: 2012-40-40

Project Description: This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on enhancing the uniformity of the state's crash data. Projects should help the state enhance their crash data to be more uniform with MMUCC requirements and the development of new training material.

Project examples include:

Creating a new statewide crash report form
Funding of new material needed to inform police of enhancements
Printing of new crash report forms

Project Staff: Chuck Miller

Project Budget/Source: \$50,000.00/Section 408

Project Title: Court Management

Project Number: 2012-40-50

Project Description: This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on capturing, storing, analyzing, and reporting of court management data. Projects should help the courts move from a paper based to an electronic reporting system.

Project examples include:

Automation of court management systems
Software licensing
Hardware purchasing

Project Staff: Chuck Miller

Project Budget/Source: \$150,000.00/Section 408

Project Title: EMS Injury Surveillance and Data Needs and System Integration

Project Number: 2012-40-60

Project Description: This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on capturing, storing, analyzing, and reporting of EMS and injury surveillance data. Projects should help the state identify how to capture and integrate EMS and injury surveillance data with crash data.

Project examples include:

Committee to identify the different data systems, obstacles to data integration, projects to integrate data elements

Project Staff: Chuck Miller

Project Budget/Source: \$250,000.00/Section 408

Project Title: Information Technology Applications Program Analyst

Project Number: 2012-40-04

Project Description: This position, which is physically located at the DPS Data Center, is concerned with uploading, maintaining and troubleshooting the State Police Crash data base; working with the State Police Troops, Traffic Records and Radio Maintenance in solving crash report problems; assisting Highway Safety in preparing and programming reports and electronic enhancements as requested; working with the selected vendor in the assimilation and rollout of the Electronic DWI Reporting System; and any other computer programming tasks deemed appropriate.

Project Staff: Chuck Miller

Project Budget/Source: \$95,000.00/Section 402

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
2012-40-00	Electronic DWI Reporting System	\$3,000,000.00	Section 154/164 AL
2012-10-35	Electronic DWI Reporting System Coordinator	\$49,950.00	410
2012-40-01	Meeting/Conf. Support	\$60,000.00	408
2012-40-10	Improve Timeliness and Accuracy of Crash Data	\$425,000.00	408
2012-40-20	Improve Data Accessibility	\$210,000.00	408
2012-40-30	Electronic Citation	\$360,000.00	408
2012-40-40	Traffic Crash Report Revision	\$60,000.00	408
2012-40-50	Court Management	\$225,000.00	408
2012-40-60	EMS Injury Surveillance and Data Needs and System Integration	\$360,000.00	408
2012-40-04	Information Technology Applications Program Analyst	\$95,000.00	402
402 Total		\$95,000.00	402
408 Funds		\$1,700,000.00	408
410 FR Funds		\$49,950.00	410
Section 154/164 AL		\$3,000,000.00	Section 154/164 AL
Total All Funds		\$4,844,950.00	

3.4 Motorcycle Safety Program Area

Problem Identification and Analysis

As described in the Legislative Efforts section, Louisiana maintained its motorcycle helmet law in 2011. Safety practitioners will likely need to sustain the same vigorous educational and informational efforts in FY 2012. There were 75 motorcyclist fatalities in 2010, a 27.9% decrease from 104 in 2009. Thirty-five percent of those fatalities involved alcohol impairment, a six percent decrease from 2009. Overall, motorcycle crashes decreased from 2,166 in 2009 to 1,887 in 2010. Motorcycle injuries decreased by 10.3% from 2009 to 2010. Helmet use in motorcycle crashes was 88% in 2010 as compared to 89% in 2009. 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.

Goals

- To decrease motorcycle fatalities from a five-year (2004-2008) average of 84 to 42 by 2030, a 2.6% annual reduction to 76 in 2012.
- To decrease unhelmeted motorcyclist fatalities from a five-year (2004-2008) average of 24 to 12 by 2030, a 4.8% annual reduction to 20 in 2012.

Performance Measures

- Number of motorcyclist fatalities.
- Number of unhelmeted motorcyclist fatalities.
- Number of motorcycle fatal and serious injury crashes.

Strategies

1. Maintain membership and participation in the Louisiana Motorcyclists' Safety and Awareness Committee (LMSAC).
2. Support the Department of Public Safety, Louisiana State Police in administration of the motorcycle operator training program.
3. Strongly support and defend the existing motorcycle helmet law.
4. Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired driving by motorcyclists.

Programs and Projects

Project Title: Motorcycle Awareness Committee

Project Number: 2012-50-02

Project Description: The Motorcycle Awareness Committee (MAC) will expand its reach by increasing from 8 to 12 chapters in FY 2012. 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.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$40,000.00/Section 2010

Project Title: Louisiana State Police – Motorcycle Safety and Operator Training

Project Number: 2012-50-01

Project Description: The Motorcycle Safety Foundation approved training program in Louisiana resides within the Department of Public Safety and provides Basic training courses and Advanced Rider Courses at locations throughout the state. The LHSC grant will assist the training program in expanding from 8 to 10 sites across the state.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$177,608.00/Section 2010

Motorcycle Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
2012-50-02	Motorcycle Awareness Committee	\$40,000.00	2010
2012-50-01	Motorcycle Safety Foundation Training	\$177,608.00	2010
402 Total		0	402
2010 Total		\$217,608.00	2010
Total All Funds		\$217,608.00	

3.5 Police Traffic Services Program Area

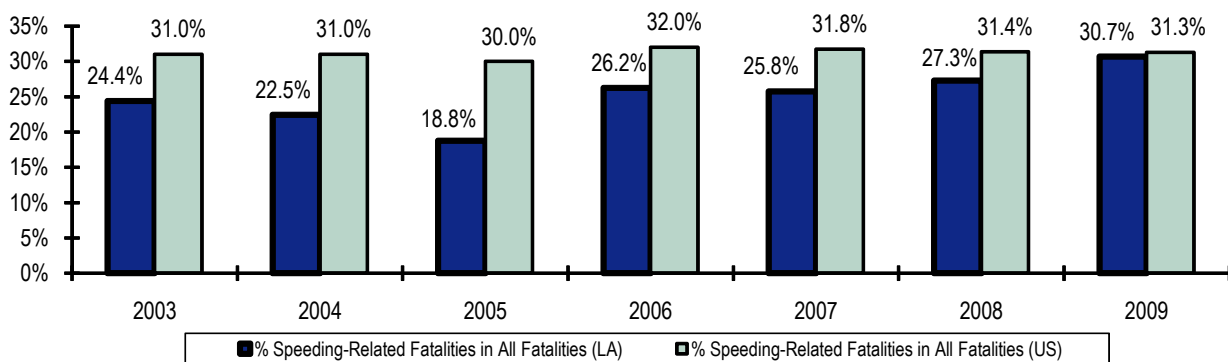
Problem Identification and Analysis

In FFY 2012, Police Traffic Services (PTS) will be funded under Sections 402, 410, Section 154/164, and DOTD Flex Funds for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. In 2010, 58% of the drivers killed in crashes were not wearing seat belts, and 64% of passengers five years of age and older killed in crashes were not wearing seatbelts. The statewide observed seatbelt use rate was 77.7% in 2011. In 2010, 43% of all fatal crashes were alcohol related.

Data from the LSU's Highway Safety Research Group 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 (33%) and fatal (38%) crashes, 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 2012, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of speed enforcement and communication activities.

Figure 37. Speed Involvement in Louisiana Fatalities Compared to U.S. Average 2003 to 2009



Source: FARS.

Goals

- To decrease speeding related fatalities from a five-year (2004-2008) average of 232 to 117 by 2030, a 2.4% annual reduction to 212 in 2012.
- To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 173 by 2030, a 2.4% annual reduction to 315 in 2012.
- To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012.
- To decrease fatal crashes involving young drivers from a five-year (2004-2008) average of 167 to 83 by 2030, a 2.4% annual reduction to 151 in 2012.
- To decrease pedestrian fatalities from a five-year (2004-2008) average of 106 to 53 by 2030, a 2.4% annual reduction to 96 in 2012.

Performance Measures

- Number of speeding related fatalities.
- Number of alcohol impaired driving traffic fatalities.
- Number of fatalities involving a driver or motorcycle operator with BAC.08+ or greater.
- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.
- Number of drivers age 20 or younger involved in fatal crashes.

- Number of pedestrian fatalities.
- Number of seat belt citations issued during grant-funded enforcement activities.
- Number of impaired driving arrests made during grant funded enforcement activities.
- Number of speeding citations issued during grant-funded enforcement activities.

Strategies

1. Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
2. 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.
3. 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.
4. Encourage nighttime occupant protection enforcement for both contracted and noncontracted law enforcement agencies.
5. 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.
6. Contract with the Louisiana State Police to conduct speed enforcement.
7. Conduct “sting,” “Cops in Shops,” and other enforcement operations to prevent underage drinking.
8. Conduct one SFST Instructor and one DRE course in 2012.
9. Support Baton Rouge Police Department in the implementation of DDACTS.
10. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

Programs and Projects

Project Title: Law Enforcement Liaison (LEL) – LSP Troop A

Project Number: 2012-30-05

Project Description: Conduct LEL services to all law enforcement agencies in the Troop A area, with top priority given to LHSC-contracted law enforcement agencies, that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of West Feliciana, East Feliciana, Pointe Coupe, East Baton Rouge, West Baton Rouge, Livingston, Ascension, northern St. James, and Iberville. The Parishes of East Baton Rouge, Livingston, and Ascension are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the 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 contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – LSP Troop B

Project Number: 2012-30-04

Project Description: Conduct LEL services to all law enforcement agencies in the Troop B area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant

protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of St. John, St. Charles, Jefferson, Orleans, St. Bernard, and Plaquemines. The Parishes of Jefferson and Orleans are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – LSP Troop C

Project Number: 2012-30-08

Project Description: Conduct LEL services to all law enforcement agencies in the Troop C area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Assumption, St. James, Lafourche, Terrebonne, and St. John. The Parishes of Lafourche and Terrebonne are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – LSP Troop D

Project Number: 2012-30-07

Project Description: Conduct LEL services to all law enforcement agencies in the Troop D area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Beauregard, Allen, Calcasieu, Jefferson Davis, and Cameron. The Parish of Calcasieu is a comprehensive problem id parish. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted

law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – LSP Troop E

Project Number: 2012-30-03

Project Description: Conduct LEL services to all law enforcement agencies in the Troop E area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Winn, Sabine, Natchitoches, Grant, Vernon, Rapides, La Salle, Catahoula, Concordia, and Avoyelles. The Parish of Rapides is a comprehensive problem id parish. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – LSP Troop F

Project Number: 2012-30-10

Project Description: Conduct LEL services to all law enforcement agencies in the Troop F area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Union, Morehouse, West Carroll, East Carroll, Lincoln, Ouachita, Richland, Madison, Jackson, Caldwell, Franklin, and Tensas. The Parish of Ouachita is a comprehensive problem id parish. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – LSP Troop G

Project Number: 2012-30-06

Project Description: Conduct LEL services to all law enforcement agencies in the Troop G area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Caddo, Bossier, Webster, Claiborne, De Soto, Red River, and Bienville. The Parishes of Caddo and Bossier are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – LSP Troop I

Project Number: 2012-30-09

Project Description: Conduct LEL services to all law enforcement agencies in the Troop I area, with top priority given to LHSC-contracted law enforcement agencies, that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Evangeline, St. Landry, Acadia, Lafayette, St. Martin, Vermillion, Iberia, and St. Mary. The Parishes of St. Landry and Lafayette are comprehensive problem id parishes. The LEL will attend national, state, and

regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

Project Title: Law Enforcement Liaison – Troop L

Project Number: 2012-30-02

Project Description: Conduct LEL services to all law enforcement agencies in the Troop L area, with top priority given to LHSC-contracted law enforcement agencies, that specifically

support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of St. Helena, Tangipahoa, Washington, and St. Tammany. The Parishes of Tangipahoa and St. Tammany are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$44,973.00/Section 402

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

Project Number: 2012-30-42










Project Description: The LSP will work DWI, speed, and OP overtime enforcement and PIO overtime activities. High fatal and injury crash locations, days, and times should be a priority for enforcement under this subgrant.

The LSP will plan and conduct specific training courses. The LSP will subcontract with one or more nationally recognized law enforcement training agencies to conduct specific training courses. These training courses will include: one 1) SFST Instructor Development Course, one 1) Radar Instructor Development Course, and one 1) DRE Instructor Course. These courses will be open and announced to all statewide law enforcement agencies. About one-half of the students scheduled for each of these courses shall be from statewide police departments and sheriffs' offices. The LSP will announce, schedule, register, and fully coordinate these courses. These training courses shall be free to all participating agencies and students. However, students and/or agencies may be charged a standard LSP Academy Dorm Room and/or Meal Card fee, if applicable. The LSP will provide the LHSC with rosters of students who complete each course, their final grades, and their agencies' names and

addresses. The LSP also will provide the LHSC a copy of each student's Course Evaluation for each course.

The use of DWI and OP Checkpoints is encouraged. DWI Checkpoints must be conducted in accordance with the Louisiana State Supreme Court Guidelines. OP Checkpoints may be conducted with as few as one officer at a specific site conducting the OP Checkpoint.

Officers working the Public Information Officer (PIO) Overtime activities will conduct Public Information Presentations throughout the sub grant year. These presentations will be used to inform the public of traffic safety issues. The Public Information presentations must include the following themes:

-  There will be additional DWI, occupant protection, and speed enforcement;
-  The advantages to drivers and passengers of properly wearing safety belts;
-  Give emphasis to 18- to 34-year-old adult male pickup truck driver seat belt usage compliance;
-  The results of enforcement efforts (pre- and post-surveys, PI&E events, etc.);
-  The laws, penalties, and risks of non seat belt usage, to include the medical, financial, and criminal risks and sanctions;
-  The laws, penalties, and risks for Drivers' License violations (including suspended, revoked, fake, expired, and no drivers' license);
-  The advantages of driving sober;
-  The advantages of using a designated driver; and
-  The laws, penalties, and risks of driving while impaired, to include the medical, financial, and criminal risks and sanctions.

Pre- and post-enforcement efforts and statistics will be publicized through print, T.V., and/or radio media throughout the duration of this sub 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 in support of this sub grant. Radio Communication Officers and Clerical personnel may be employed on an overtime basis to assist regularly assigned radio operators, process additional paperwork, and compile statistical data associated with the increased traffic enforcement patrols. There must be a minimum of two troopers working LHSC – sponsored overtime traffic enforcement a troop in order for that troop to employ a Radio Communication Officer on an overtime basis under this sub grant.

Project Staff: Lyrica Johnson

Project Budget/Source: \$205,980.00/Section 402; \$235,500.00 Section 410 FR; \$297,800.00/Section 154/164 Alcohol & \$200,000.00 Flex Funds (\$939,266.00 Total)

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Number: 2012-30-14 *through* 2012-30-61

Project Description: These projects will provide subgrants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. The police departments and sheriff's offices will provide enforcement, for a number of hours to be specified in each agency's contract with LHSC, in support of occupant protection, impaired driving, speed, and child passenger safety. This enforcement will be coordinated with the NHTSA/LHSC annual "Click It or Ticket" and "Drive Sober or Get Pulled Over." campaigns. Law enforcement agencies to be involved in this program include:

- | | |
|---------------------------------------|---|
| 1. Abbeville Police Department | 46. Mangham Police Department |
| 2. Alexandria Police Department | 47. Merryville Police Department |
| 3. Allen Sheriff's Office | 48. Monroe Police Department |
| 4. Ascension Sheriff's Office | 49. Morehouse Sheriff's Office |
| 5. Baker Police Department | 50. Natchitoches Police Department |
| 6. Baldwin Police Department | 51. New Orleans Police Department |
| 7. Baton Rouge Police Department | 52. Opelousas Police Department |
| 8. Beauregard Sheriff's Office | 53. Pineville Police Department |
| 9. Bogalusa Police Department | 54. Ponchatoula Police Department |
| 10. Bossier Police Department | 55. Port Allen Police Department |
| 11. Caddo Sheriff's Office | 56. Part Barre Police Department |
| 12. Calcasieu Sheriff's Office | 57. Rapides Sheriff's Office |
| 13. Clinton Police Department | 58. Rayne Police Department |
| 14. Cotton Valley Police Department | 59. Rosepine Police Department |
| 15. Covington Police Department | 60. Shreveport Police Department |
| 16. Cullen Police Department | 61. Slidell Police Department |
| 17. Denham Springs Police Department | 62. Sorrento Police Department |
| 18. DeQuincy Police Department | 63. Springhill Police Department |
| 19. DeRidder Police Department | 64. St. Charles Sheriff's Office |
| 20. East Baton Rouge Sheriff's Office | 65. St. Helena Sheriff's Office |
| 21. Eunice Police Department | 66. St. John the Baptist Sheriff's Office |
| 22. Franklin Police Department | 67. St. Tammany Sheriff's Office |
| 23. Franklinton Police Department | 68. Sulphur Police Department |
| 24. Golden Meadow Police Department | 69. Tangipahoa Sheriff's Office |
| 25. Gonzales Police Department | 70. Terrebonne Sheriff's Office |
| 26. Gramercy Police Department | 71. Thibodaux Police Department |
| 27. Greenwood Police Department | 72. Union Sheriff's Office |
| 28. Hammond Police Department | 73. University of LA Monroe Police Department |
| 29. Haughton Police Department | 74. Walker Police Department |
| 30. Houma Police Department | 75. Washington Sheriff's Office |
| 31. Iberia Sheriff's Office | 76. Welsh Police Department |
| 32. Iowa Police Department | 77. West Monroe Police Department |
| 33. Jean Lafitte Police Department | 78. Westwego Police Department |
| 34. Jefferson Sheriff's Office | 79. White Castle Police Department |
| 35. Jefferson Davis Sheriff's Office | 80. Winnfield Police Department |
| 36. Jennings Police Department | 81. Zachary Police Department |
| 37. Kenner Police Department | |
| 38. Killian Police Department | |
| 39. Kinder Police Department | |
| 40. Lafayette Police Department | |
| 41. Lafourche Sheriff's Office | |
| 42. Lake Charles Police Department | |

- 43. Livingston Police Department
 - 44. Livingston Sheriff's Office
 - 45. Mandeville Police Department
-

Project Staff: Lyrica Johnson

Project Budget/Source: \$909,249.70/Section 402; \$843,824.95/Flex Funds;
\$638,837.78/Section 410 FR; \$925,076.25/Section 410 HVE; \$397,189.27/Section 154 AL

Project Title: Police Traffic Safety Contractor – Troops D and I

Project Number: 2012-30-12

Project Description: The subcontractor will gather and evaluate DWI, occupant protection, speed, and other enforcement and public information and education (PI&E) statistics from LHSC contracted agencies and staff; plan and implement the 2009 Impaired Driving Program and youth Program Evaluation reports; assist LHSC with traffic safety legislation research, tracking, and testimony; coordinate implementation and evaluation of DWI Courts in Louisiana and attend DWI Court sessions and meetings as necessary; perform contract monitoring as assigned by LHSC management; and coordinate and support other LHSC initiatives.

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,950/Section 402

Project Title: Police Traffic Safety Contractor – Troops C and L

Project Number: 2012-30-11

Project Description: The subcontractor will gather and evaluate DWI, occupant protection, speed, and other enforcement and public information and education (PI&E) statistics from LHSC contracted agencies and staff; plan and implement the 2009 Impaired Driving Program and youth Program Evaluation reports; assist LHSC with traffic safety legislation research, tracking, and testimony; coordinate implementation and evaluation of DWI Courts in Louisiana and attend DWI Court sessions and meetings as necessary; perform contract monitoring as assigned by LHSC management; and coordinate and support other LHSC initiatives.

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,950/Section 402

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
2012-30-05	Law Enforcement Liaison (LEL) – LSP Troop A	\$44,973.00	402
2012-30-04	Law Enforcement Liaison (LEL) – LSP Troop B	\$44,973.00	402
2012-30-08	Law Enforcement Liaison (LEL) – LSP Troop C	\$44,973.00	402
2012-30-07	Law Enforcement Liaison (LEL) – LSP Troop D	\$44,973.00	402
2012-30-03	Law Enforcement Liaison (LEL) – LSP Troop E	\$44,973.00	402
2012-30-10	Law Enforcement Liaison (LEL) – LSP Troop F	\$44,973.00	402
2012-30-06	Law Enforcement Liaison (LEL) – LSP Troop G	\$44,973.00	402
2012-30-09	Law Enforcement Liaison (LEL) – LSP Troop I	\$44,973.00	402
2012-30-02	Law Enforcement Liaison (LEL) – LSP Troop L	\$44,973.00	402
2012-30-12	Police Traffic Safety Contractor – Troops D and I	\$49,950.00	402
2012-30-11	Police Traffic Safety Contractor – Troops C and L	\$49,950.00	402
2012-30-42	Louisiana State Police (LSP) Crash Reduction Grant	\$205,980.00	402
		\$235,500.00	410 FR
		\$297,800.00	Section 154 AL
		\$200,000.00	Flex
	Overtime Traffic Safety Laws	\$909,249.70	402
	Enforcement – Local Law	\$638,837.78	410 FR
	Enforcement	\$925,076.25	410 HVE
		\$397,189.27	Section 154AL
		\$843,824.95	Flex
402 Total		\$1,619,886.70	402
410 HVE Total		\$925,076.25	410 HVE
410 FR Total		\$874,337.78	410 FR
Section 154/164 AL Total		\$694,989.27	Section 154 AL
Flex Funds Total (Funds contingent upon FHWA approval)		\$1,043,834.90	Flex
Total All Funds		\$5,158,124.70	

3.6 Safe Communities

Problem Identification and Analysis

The Safe Communities concept has been implemented in Louisiana to empower local communities to evaluate their local needs and develop strategies to improve their traffic safety problems. This concept has worked successfully in four communities. The LHSC will continue to target local communities that have the potential to embrace this concept and 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.

Goals

- To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 173 by 2030, a 2.4% annual reduction to 315 in 2012.
- To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012.

Performance Measures

- Number of alcohol impaired driving traffic fatalities.
- Statewide seat belt use rate, front seat outboard occupants, as determined by the 2011 seat belt observation survey.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.

Strategies

1. Support the four existing Safe Community programs through maintained funding.
2. Identify two potential new safe community groups to further the Safe Communities growth.

Programs and Projects

Project Title: South Central Safe Community

Project Number: 2012-70-04

Project Description:

The South Central Planning and Development Commission (SCPDC) Safe Community Program will cover the parishes of Assumption, Lafourche, St. James, St. John the Baptist, St. Charles, and Terrebonne and the municipalities of Golden Meadow, Gramercy, Lockport, Lutcher, Napoleonville, and Thibodaux. Each Safe Community program will follow the NHTSA model that includes the establishment and maintenance of a Safe Community Coalition that includes a variety of professionals, safety advocates, and community leaders, the continual assessment of crash data, and the development and implementation of an action plan.

Additionally, Safe Community projects will include the planning and implementation of one local Traffic Safety Summit, specific outreach efforts designed to support the National

Mobilizations of Click it or Ticket and Drive Sober or Get Pulled Over, and conduct a local press event to enhance the media component of each National Mobilization.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$69,710.00/Section 402

Project Title: St. Martin Safe Community

Project Number: 2012-70-02

Project Description: The Breaux Bridge Mayor's Office will coordinate and implement the St. Martin Safe Community, encompassing the municipalities of Breaux Bridge, Henderson, St. Martinville, and Parks, along with the rural Parish areas. Each Safe Community program will follow the NHTSA model that includes the establishment and maintenance of a Safe Community Coalition that includes a variety of professionals, safety advocates, and community leaders, the continual assessment of crash data, and the development and implementation of an action plan.

Additionally, Safe Community projects with include the planning and implementation of one local Traffic Safety Summit, specific outreach efforts designed to support the National Mobilizations of Click it or Ticket and Drive Sober or Get Pulled Over, and conduct a local press event to enhance the media component of each National Mobilization.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$75,600.00/Section 402

Project Title: Lincoln Parish Safe Community

Project Number: 2012-70-01

Project Description: The Lincoln Parish Sheriff's Department and North Central Alliance for Partners in Prevention will participate in and support a Safe Community program in Lincoln Parish, serving Ruston, rural areas of Lincoln Parish, and the University of Louisiana Tech. Each Safe Community program will follow the NHTSA model that includes the establishment and maintenance of a Safe Community Coalition that includes a variety of professionals, safety advocates, and community leaders, the continual assessment of crash data, and the development and implementation of an action plan.

Additionally, Safe Community projects with include the planning and implementation of one local Traffic Safety Summit, specific outreach efforts designed to support the National Mobilizations of Click it or Ticket and Drive Sober or Get Pulled Over, and conduct a local press event to enhance the media component of each National Mobilization.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$38,020.00/Section 402

Project Title: National Safety Council – New Orleans Area Safe Community

Project Number: 2012-70-03

Project Description: The National Safety Council office in Metairie, Louisiana will coordinate the Safe Community membership in the New Orleans area. Each Safe Community program will follow the NHTSA model that includes the establishment and maintenance of a Safe Community Coalition that includes a variety of professionals, safety advocates, and community leaders, the continual assessment of crash data, and the development and implementation of an action plan.

Additionally, Safe Community projects will include the planning and implementation of one local Traffic Safety Summit, specific outreach efforts designed to support the National Mobilizations of Click it or Ticket and Drive Sober or Get Pulled Over, and conduct a local press event to enhance the media component of each National Mobilization.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$36,100.00/Section 402

Project Title: New Safe Community Programs

Project Number: 2012-70-05

Project Description: The LHSC will identify and fund up to two new Safe Community programs following a mini-RFP process that will be offered to agencies that successfully completed the Safe Community training in Baton Rouge in June 2011. Each Safe Community program will follow the NHTSA model that includes the establishment and maintenance of a Safe Community Coalition that includes a variety of professionals, safety advocates, and community leaders, the continual assessment of crash data, and the development and implementation of an action plan.

Additionally, Safe Community projects will include the planning and implementation of one local Traffic Safety Summit, specific outreach efforts designed to support the National Mobilizations of Click it or Ticket and Drive Sober or Get Pulled Over, and conduct a local press event to enhance the media component of each National Mobilization.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$50,000.00/Section 402

Safe Communities: Budget Summary

Project Number	Project Title	Budget	Budget Source
2012-70-04	S. Central Safe Community	\$69,710.00	402
2012-70-02	St. Martin Safe Community	\$75,600.00	402
2012-70-01	Lincoln Parish Safe Community	\$38,020.00	402
2012-70-03	National Safety Council - New Orleans Safe Community	\$36,100.00	402
2012-70-05	New Safe Community Programs	\$50,000.00	402
402 Total		\$269,430.00	402
Total All Funds		\$269,430.00	

3.7 Railgrade/Highway Safety

Problem Identification and Analysis

There were 11 deaths reported involving a train in 2010 compared to 6 deaths reported for 2009.

Goal

- To decrease railgrade fatalities from a five-year (2004-2008) average of 16 to 8 by 2030, a 7.7% annual reduction to 12 in 2012.

Performance Measures

- Number of highway-rail grade fatalities.

Strategies

1. Support Louisiana Operation Lifesaver.
2. Establish a legislative framework for the LHSC program throughout 2012.
3. Conduct highway-rail grade crossing public education programs.
4. Conduct highway-rail grade crossing officer training programs.
5. Support Officer on a Train educational program.
6. Encourage strict enforcement of rail crossing violations.
7. Conduct a Traffic Safety Summit with one day focused on highway-rail grade safety and one day on traffic safety.

Programs and Projects

Project Title: Operation Lifesaver - Rail

Project Number: 2012-60-01

Project Description:

1. Act as the coordinator for Louisiana Operation Lifesaver (LOL).
2. Update the Operation Lifesaver Action Plan for FY 2012 based on problem identification, regarding motor vehicle / train crashes, trespass prevention, and Louisiana Operation Lifesaver, LOL, and the LHSC goals and objectives.
3. Update existing LOL plans in first quarter of FFY.
4. Plan, organize, and conduct meetings, workshops, and presentations to support rail grade safety.
5. Maintain, and utilize the LOL "presenters" database.
6. Coordinate the maintenance of the LOL website.
7. Train volunteers statewide.
8. Promote LOL and Operation Lifesaver programs in parishes with high railroad grade collision rates.

Project Staff: Nichole Davis

Project Budget/Source: \$38,831.00/Section 402

Railgrade/Highway Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
2012-60-01	Operation Lifesaver	\$38,831.00	402
402 Total		\$38,831.00	402
Total All Funds		\$38,831.00	

3.8 Hazard Elimination

The Louisiana DOTD manages the State's Hazard Elimination Program, not the LHSC.

Programs and Projects

Project Title: Hazard Elimination Program FY12

Project Number: 2012-90-00

Project Description: Install or construct countermeasures on Louisiana's streets, roads, and highways designed to eliminate hazards to the motoring public, and thereby reduce the number of crashes. Projects within this program include, but are not limited to, the following: constructing turn lanes; retrofitting interstates and other routes with rumble strips; bridge and guard rail rehabilitation; roadway alignments; intersection improvements; signal installation and upgrades; lighting; improvements in the collection, processing, and analysis of traffic crash data; and implementation of public awareness campaigns. LHSC will participate as a Safety Selection Team member in the recommendation and prioritization of these safety projects. Provide the LHSC with a 154/164 Hazard Elimination Plan outlining project numbers, project periods, names, contracting agencies, brief project descriptions, and budget totals.

Project Staff: Chuck Miller

Project Budget/Source: \$5,675,000.00 Section 154HE and \$5,675,000.00 Section 164HE

Hazard Elimination: Budget Summary

Project Number	Project Title	Budget	Budget Source
H.009084	LA 59: St. Tammany Trace Beacons	\$8,000.00	
H.009190	Cable Barrier Repair	\$60,000.00	
H.009090	LA 18: St. John Parish Line-LA 20	\$254,000.00	
H.009222	LA 108: Restriping @ Dubach Dr.	\$17,000.00	
H.006554	Eden Church Rd	\$500,000.00	
H.009108	US 11: Turn Lanes	\$250,000.00	
H.009195	I-20: Viaduct Barrier Rail Repair	\$275,000.00	
H.009311	Satsuma Exit Ramp Impr.	\$100,000.00	
H.009061	LA 159: Lewisville Rd@Country Club Rd.	\$10,000.00	
H.001912	LA 1183-Simmesport	\$2,500,000.00	
H.007008	LA Operation Lifesaver	\$60,000.00	
H.005979	Data Analysis	\$2,000,000.00	
	Local Roads	\$5,000,000.00	
	Local Circuit Rider	\$132,000.00	
	Miscellaneous Projects	\$184,000.00	
Total All Funds		\$11,350,000.00	
Total All Funds		\$11,350,000.00	

3.9 Planning and Administration

Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of the LHSC Highway Safety Plan. 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 8 and 9. 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 2012, the LHSC is not proposing to fund any equipment purchases.

Goals

- To administer the State and Community Highway Safety Grant Program and other state and Federal funded highway safety programs.
- To plan for coordinated highway safety activities.
- To use strategic resources most effectively.
- To decrease traffic crashes, deaths, and injuries.

Performance Measures

- Quality and timeliness of annual programs, plans, and evaluation reports.

Strategies

1. Provide staff the opportunity to receive training and attend various traffic safety conferences to improve skills and knowledge.
2. Provide three grant application trainings.
3. Follow guidance provided by the LHSC accountant to limit planning and administration costs to the 10% maximum.

<u>Planning and Administration Activities</u>	<u>Federal</u>	<u>State Match</u>
Salaries (Executive Director, Planner (60%), Accountant, Accounting Assistant)	\$238,825	\$60,500
Fringe Benefits (29%)	\$68,285	\$7,030
Travel	\$30,000	
Other Fees	\$10,000	
Operating Services/Supplies	\$52,320	
Professional Services*	\$30,000	\$63,194
Indirect Costs		\$298,706
	\$429,430	\$429,430

*For data and statistical analysis for the State HSP and legislative requests/reports.

Table 8. Planning and Administration Activities

Project No.	Funding Source	Project Name	Description	2012 Proposed Funding
2012-01-00	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.	\$429,430
<i>Program Management Projects</i>				
2012-10-00	402	Program Management (Alcohol)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.	\$359,185
2012-20-00	402	Program Management (Occupant Protection)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.	\$102,312
2012-30-00	402	Program Management (Police Traffic Services)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.	\$266,096
2012-40-00	402	Program Management (Traffic Records)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.	\$144,613
2012-50-00	402	Program Management (Motorcycle)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC motorcycle safety program.	\$16,662
2012-70-00	402	Program Management (Safe Communities)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC safe communities program.	\$17,939
2012-60-00	402	Program Management (Railroad/Highways)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC railroads/highway program.	\$9,320
<i>Program Support Projects</i>				
2012-30-13	402	LHSC Sponsored Travel and Training	Program provides funding for in and out-of-state travel to conferences and training.	\$25,000
2012-40-02	402	Traffic Safety Program Consultant	Provides for a traffic safety program consultant.	\$32,000
2012-40-03	402	H &M Consulting	Provides for statistical analysis of identified traffic safety needs.	\$24,000

Table 9. Positions and Funding Source

Position	Current Staff		Federal	State	AL	OP	PT	TR	SA	MC	RH
Executive Director	Col. John A. LeBlanc	Planning and Administration	50%	50%							
Accountant (LHSC Program Coordinator 2)	Linda Tillman	Planning and Administration	100%								
Assistant Director (LHSC Program Coordinator 3)	Ken Trull	Program Management	100%		29%	10%	43%	13%	2%	2%	1%
LHSC Program Coordinator 2/Planner	Dortha Cummins	P/A (60%) and Program Management	100%			40%					
Program Coordinator 2	vacant	Program Management	100%	100%							
Program Coordinator 2	Lyrica Johnson	Program Management	100%				100%				
Program Coordinator 2	Nichole Davis	Program Management	100%		94%						6%
Public Information Coordinator (LHSC Program Coordinator 2)	Jamie Ainsworth	Program Management	100%		55%	26%			10%	9%	
Grants/Reviewer 1	Juanita Crotwell	Program Management	100%		29%	10%	43%	13%	2%	2%	1%
Administrative Secretary	Cynthia Wheeler	Program Management	100%		29%	10%	43%	13%	2%	2%	1%
Administrative Coordinator 2	Ladricka Hill Minor	Planning and Administration	100%								
IT Applications Analyst 2	Kathy Stansberry	Program Management	100%					100%			
Program Coordinator 2	Chuck Miller	Program Management	100%		5%			95%			
Clerical Assistant	Chela Mitchell	Program Management	100%		29%	10%	43%	13%	2%	2%	1%

Table 10. Project Summary Table for FFY 2012

Coordinator	Project Number	Agency	Project Title	Proposed Funding	Funding Source	Prog Area
Chuck	2012-10-10	Linda Hull	DWI Award Program	\$ 18,525.00	Section 410 Programmatic	AL
Nichole	2012-10-11	Cathy Childers Consulting	DWI Policy Specialist	\$ 48,999.00	Section 410 Programmatic	AL
Chuck	2012-10-12	Mike Barron	LA Impaired Driving Assessment Coord.	\$ 49,900.00	Section 410 Programmatic	AL
Nichole	2012-10-13	Dinnika T. Lawrence	Program Admin. Asst. (part-time), Southeast La. DWI Task Force Coordinator (part-time)	\$ 5,000.00	Section 410 Programmatic	AL
Nichole	2012-10-14	Unassigned	Youth Program Coordinator	\$ 49,950.00	Section 410 Programmatic	AL
Nichole	2012-10-15	LSU	Baton Rouge Collegiate Alliance (BRCA)	\$ 53,692.03	Section 410 Programmatic	AL
Nichole	2012-10-16	Interim LSU Public Hospital	Sudden Impact - Comprehensive Regional Program	\$ 47,380.00	Section 410 Programmatic	AL
Nichole	2012-10-17	Northwestern State University	NSU Alcohol Education and Prevention Program	\$ 24,500.00	Section 410 Programmatic	AL
Nichole	2012-10-18	Southeastern Louisiana University	Project Lion Pride	\$ 37,539.00	Section 410 Programmatic	AL
Cathy	2012-10-19	Louisiana District Attorney's Association	Prosecutor/Law Enforcement Training Program	\$ 105,464.94	Section 410 Programmatic	AL
Cathy	2012-10-20	Mothers Against Drunk Driving (MADD)	MADD - Court Monitoring	\$ 144,000.00	Section 410FR	AL
Nichole	2012-10-21	ThinkFirst of the Ark-La-Tex, Inc.	ThinkFirst for Teens Programs	\$ 63,500.00	Section 410 Programmatic	AL
Cathy	2012-10-22	La. Supreme Court	La. Supreme Court DWI Court Program	\$ 108,092.80	Section 410 Programmatic	AL
Nichole	2012-10-23	Louisiana Office of Alcohol and Tobacco Control	Louisiana Cops in Shops Program	\$ 172,040.00	Section 410 Programmatic	AL

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Nichole	2012-10-24	EBR Alcohol Beverage Control	Alcohol Beverage Control J.U.D.E Task Force	\$ 138,276.00	Section 410 Programmatic	AL
Cathy	2012-10-25	Terrebonne Parish District Attorney	Terrebonne Parish DWI Court	\$ 85,000.00	Section 410 Programmatic	AL
Cathy	2012-10-26	Baton Rouge City Court	Baton Rouge City Court - Sobriety Court	\$ 144,520.00	Section 410 Programmatic	AL
Cathy	2012-10-27	Iberia Parish Government	Iberia Parish DWI Court	\$ 133,979.00	Section 410 Programmatic	AL
Cathy	2012-10-28	14th Judicial District Attorney's Office	14th JDC Treatment Court Program	\$ 120,000.00	Section 410 Programmatic	AL
Cathy	2012-10-29	22nd Judicial District Court	22nd Judicial DWI Court	\$ 157,877.45	Section 410 Programmatic	AL
Cathy	2012-10-30	St. Mary Parish Government	St. Mary DWI Court	\$ 133,947.40	Section 410 Programmatic	AL
Cathy	2012-10-31	4th Judicial District Attorney's Office	4th Judicial District Attorney's DWI Court	\$ 120,000.00	Section 410 Programmatic	AL
Ken	2012-01-00	Planning and Administration	Planning and Administration	\$ 399,430.00	Section 402	PA
Ken	2012-10-00	Program Management - Alcohol	Program Management - Alcohol	\$ 358,185.41	Section 402	AL
Cathy	2012-10-32	Kenner PD	Kenner PD Phlebotomy	\$ 10,000.00	Section 410 Programmatic	AL
Cathy	2012-10-33	Lafourche Parish SO	Lafourche Parish SO Phlebotomy	\$ 10,000.00	Section 410 Programmatic	AL
Chuck	2012-10-34	Louisiana Commission on Law Enforcement (LCLE)	Integrated SFST/DRE/POST Plus Database	\$ 25,000.00	Section 410 Programmatic	AL
Chuck	2012-10-35	RMS Consulting (Richard Patrick)	Coordination of Automated DWI Processing System	\$ 49,950.00	Section 410 Programmatic	AL
Chuck	2012-10-36	LTAP	Training Courses for Law Enforcement	\$ 80,000.00	Section 164AL	AL
Dortha	2012-10-37	Brandee Ketchum 25%	Legal Assistant for DWI Efforts	\$ 11,497.00	Section 164AL	AL
Ken	2012-20-00	Program Management - Occupant Protection	Program Management - Occupant Protection	\$ 102,312.32	Section 402	OP
Dortha	2012-20-01	Linden Claybrook	Drive Safe Louisiana	\$ 30,450.00	Section 405	OP
Dortha	2012-20-02	Catholic Charities of New Orleans	Hispanic Apostolate Highway Safety Initiative	\$ 49,987.00	Section 405	OP

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Dortha	2012-20-03	Hispanic Committee of the South	Hispanic Outreach Occupant Protection	\$ 57,100.00	Section 405	OP
Dortha	2012-20-04	Dinnika T. Lawrence	Louisiana Passenger Task Force Assistant	\$ 36,000.00	Section 405	OP
Dortha	2012-20-05	Interim LSU Public Hospital (MCLNO)	Louisiana Passenger Safety Task Force	\$ 196,400.00	Section 405	OP
Dortha	2012-20-06	Wayne McElveen	Southwest La. Occupant Protection Coalition	\$ 40,900.00	Section 405	OP
Dortha	2012-20-07	Friends of Safety Town	Sheriff's Safety Town - Caddo Parish	\$ 7,900.00	Section 405	OP
Dortha	2012-20-08	Applied Technology Research	Applied Technology Research	\$ 70,000.00	Section 405	OP
Dortha	2012-20-08	Applied Technology Research	Applied Technology Research	\$ 30,000.00	Section 402	PA
Ken	2012-30-00	Program Management - PTS	Program Management - PTS	\$ 266,096.26	Section 402	PTS
Kenny	2012-30-02	Aaron Chabaud	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Lyrice	2012-30-03	Bobby Potter	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Lyrice	2012-30-04	Brad McGlothren	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Lyrice	2012-30-05	Brad Stewart	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Lyrice	2012-30-06	Don Campbell	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Darrell	2012-30-07	Frank Vaughan	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Kenny	2012-30-08	Morris Beverly	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Darrell	2012-30-09	Pete Stout	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Lyrice	2012-30-10	Ted Riser	Law Enforcement Liaison Troop	\$ 44,973.00	Section 402	PTS
Lyrice	2012-30-11	Kenny Williams	PTS Coordinator	\$ 49,950.00	Section 402	PTS
Lyrice	2012-30-12	Darrell Hebert	PTS Coordinator	\$ 49,950.00	Section 402	PTS
Chela	2012-30-13	Travel/Training Various Agencies as approved	LHSC Travel/Training	\$ 25,000.00	Section 402	PTS

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Lyrice	2012-30-14	Alexandria PD	Alexandria PD	\$ 53,025.00	Section 402	PTS
Lyrice	2012-30-14	Alexandria PD	Alexandria PD	\$ 9,975.00	Flex	PTS
Lyrice	2012-30-15	Ascension Parish SO	Concentrated Accident Reduction Enforcement	\$ 12,400.00	Flex	PTS
Lyrice	2012-30-15	Ascension Parish SO	Ascension Parish SO	\$ 52,000.00	Section 402	PTS
Lyrice	2012-30-16	Baker PD	Baker PD	\$ 2,000.00	Section 402	PTS
Lyrice	2012-30-16	Baker PD	Baker PD	\$ 5,500.00	Flex	PTS
Lyrice	2012-30-16	Baker PD	Baker PD	\$ 7,500.00	Section 410HVE	PTS
Lyrice	2012-30-17	Baton Rouge PD	Baton Rouge PD	\$ 254,520.00	Section 402	PTS
Lyrice	2012-30-17	Baton Rouge PD	Baton Rouge PD	\$ 36,000.00	Flex	PTS
Lyrice	2012-30-17	Baton Rouge PD	Baton Rouge PD	\$ 124,000.00	Section 410HVE	PTS
Lyrice	2012-30-17	Baton Rouge PD	Baton Rouge PD	\$ 99,980.00	Section 410FR	PTS
Lyrice	2012-30-18	Caddo Parish SO	Caddo Parish SO	\$ 34,770.00	Section 402	PTS
Lyrice	2012-30-18	Caddo Parish SO	Caddo Parish SO	\$ 10,050.00	Flex	PTS
Darrell	2012-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$ 43,015.00	Flex	PTS
Darrell	2012-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$ 8,245.00	Section 402	PTS
Darrell	2012-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$ 58,765.00	Section 410HVE	PTS
Darrell	2012-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$ 25,725.00	Section 410FR	PTS
Lyrice	2012-30-20	City of Denham Springs	Denham Springs PD	\$ 14,980.00	Flex	PTS
Lyrice	2012-30-20	City of Denham Springs	Denham Springs PD	\$ 43,820.00	Section 402	PTS
Kenny	2012-30-21	City of Thibodaux	Thibodaux PD	\$ 7,800.00	Flex	PTS
Kenny	2012-30-21	City of Thibodaux	Thibodaux PD	\$ 23,400.00	Section 410HVE	PTS
Kenny	2012-30-21	City of Thibodaux	Thibodaux PD	\$ 12,500.00	Section 410FR	PTS
Lyrice	2012-30-22	Cotton Valley PD	Cotton Valley PD	\$ 3,006.00	Flex	PTS
Lyrice	2012-30-22	Cotton Valley PD	Cotton Valley PD	\$ 5,004.00	Section 154AL	PTS
Kenny	2012-30-23	Covington PD	Covington PD	\$ 7,417.50	Section 402	PTS
Kenny	2012-30-23	Covington PD	Covington PD	\$ 9,997.50	Flex	PTS
Kenny	2012-30-23	Covington PD	Covington PD	\$ 14,835.00	Section 154AL	PTS
Lyrice	2012-30-24	Cullen PD	Cullen PD	\$ 1,800.00	Flex	PTS

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Lyrice	2012-30-24	Cullen PD	Cullen PD	\$ 2,520.00	Section 154AL	PTS
Lyrice	2012-30-25	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$ 40,000.00	Flex	PTS
Lyrice	2012-30-25	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$ 78,800.00	Section 402	PTS
Lyrice	2012-30-25	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$ 50,000.00	Section 410FR	PTS
Lyrice	2012-30-26	Gonzales PD	Gonzales PD	\$ 15,015.00	Flex	PTS
Lyrice	2012-30-26	Gonzales PD	Gonzales PD	\$ 16,850.00	Section 402	PTS
Lyrice	2012-30-26	Gonzales PD	Gonzales PD	\$ 31,164.00	Section 410HVE	PTS
Lyrice	2012-30-26	Gonzales PD	Gonzales PD	\$ 1,680.00	Section 410FR	PTS
Lyrice	2012-30-27	Greenwood PD	Greenwood PD	\$ 8,576.00	Flex	PTS
Lyrice	2012-30-27	Greenwood PD	Greenwood PD	\$ 8,576.00	Section 410HVE	PTS
Lyrice	2012-30-27	Greenwood PD	Greenwood PD	\$ 768.00	Section 402	PTS
Kenny	2012-30-28	Hammond PD	Hammond PD	\$ 11,700.00	Flex	PTS
Kenny	2012-30-28	Hammond PD	Hammond PD	\$ 4,647.50	Section 410FR	PTS
Kenny	2012-30-28	Hammond PD	Hammond PD	\$ 18,720.00	Section 154AL	PTS
Lyrice	2012-30-29	Haughton PD	Haughton PD	\$ 2,000.00	Flex	PTS
Lyrice	2012-30-29	Haughton PD	Haughton PD	\$ 2,800.00	Section 410HVE	PTS
Kenny	2012-30-30	Houma PD	Houma PD	\$ 14,615.00	Section 402	PTS
Kenny	2012-30-30	Houma PD	Houma PD	\$ 14,985.00	Flex	PTS
Kenny	2012-30-30	Houma PD	Houma PD	\$ 25,900.00	Section 410FR	PTS
Kenny	2012-30-30	Houma PD	Houma PD	\$ 38,110.00	Section 154AL	PTS
Darrell	2012-30-31	Iberia Parish SO	Iberia Parish SO	\$ 12,500.00	Flex	PTS
Darrell	2012-30-31	Iberia Parish SO	Iberia Parish SO	\$ 25,000.00	Section 154AL	PTS
Lyrice	2012-30-32	Jean Lafitte PD	Jean Lafitte PD	\$ 10,000.00	Flex	PTS
Lyrice	2012-30-32	Jean Lafitte PD	Jean Lafitte PD	\$ 15,000.00	Section 410HVE	PTS
Lyrice	2012-30-33	Jefferson Parish SO	Jefferson Parish SO	\$ 7,004.00	Flex	PTS
Lyrice	2012-30-33	Jefferson Parish SO	Jefferson Parish SO	\$ 18,700.00	Section 402	PTS
Lyrice	2012-30-33	Jefferson Parish SO	Jefferson Parish SO	\$ 122,400.00	Section 410HVE	PTS

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Lyrice	2012-30-34	Kenner PD	Kenner PD	\$ 6,970.00	Flex	PTS
Lyrice	2012-30-34	Kenner PD	Kenner PD	\$ 22,755.00	Section 402	PTS
Lyrice	2012-30-35	Killian PD	Killian PD	\$ 2,000.00	Flex	PTS
Lyrice	2012-30-35	Killian PD	Killian PD	\$ 2,000.00	Section 410HVE	PTS
Darrell	2012-30-36	Lafayette PD	Lafayette PD	\$ 8,354.00	Section 402	PTS
Darrell	2012-30-36	Lafayette PD	Lafayette PD	\$ 80,198.40	Flex	PTS
Darrell	2012-30-36	Lafayette PD	Lafayette PD	\$ 73,139.27	Section 154AL	PTS
Kenny	2012-30-37	Lafourche Parish SO	Lafourche Parish SO	\$ 31,750.00	Section 410HVE	PTS
Kenny	2012-30-37	Lafourche Parish SO	Lafourche Parish SO	\$ 10,000.00	Section 410FR	PTS
Kenny	2012-30-37	Lafourche Parish SO	Lafourche Parish SO	\$ 25,500.00	Flex	PTS
Darrell	2012-30-39	Lake Charles PD	Lake Charles PD	\$ 50,881.00	Flex	PTS
Darrell	2012-30-39	Lake Charles PD	Lake Charles PD	\$ 50,881.00	Section 410HVE	PTS
Lyrice	2012-30-40	Livingston Parish SO	Livingston Parish SO	\$ 20,025.00	Flex	PTS
Lyrice	2012-30-40	Livingston Parish SO	Livingston Parish SO	\$ 11,475.00	Section 402	PTS
Lyrice	2012-30-40	Livingston Parish SO	Livingston Parish SO	\$ 49,500.00	Section 410HVE	PTS
Lyrice	2012-30-41	Livingston PD	Livingston PD	\$ 7,988.60	Flex	PTS
Lyrice	2012-30-41	Livingston PD	Livingston PD	\$ 5,551.40	Section 402	PTS
Lyrice	2012-30-41	Livingston PD	Livingston PD	\$ 10,155.00	Section 410HVE	PTS
Lyrice	2012-30-42	Louisiana State Police (LSP)	Crash Reduction	\$ 297,800.00	Section 154AL	PTS
Lyrice	2012-30-42	Louisiana State Police (LSP)	Crash Reduction	\$ 205,980.00	Section 402	PTS
Lyrice	2012-30-42	Louisiana State Police (LSP)	Crash Reduction	\$ 200,000.00	Flex	PTS
Lyrice	2012-30-42	Louisiana State Police (LSP)	Crash Reduction	\$ 235,500.00	Section 410FR	PTS
Kenny	2012-30-43	Mandeville PD	Mandeville PD	\$ 11,900.00	Flex	PTS
Kenny	2012-30-43	Mandeville PD	Mandeville PD	\$ 6,800.00	Section 410FR	PTS
Kenny	2012-30-43	Mandeville PD	Mandeville PD	\$ 8,500.00	Section 410HVE	PTS
Lyrice	2012-30-44	New Orleans Police Department	New Orleans Police Department	\$ 50,015.00	Flex	PTS

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Lyrice	2012-30-44	New Orleans Police Department	New Orleans Police Department	\$ 68,495.00	Section 402	PTS
Lyrice	2012-30-44	New Orleans Police Department	New Orleans Police Department	\$ 169,995.00	Section 410HVE	PTS
Lyrice	2012-30-45	University of Louisiana at Monroe	University of Louisiana at Monroe PD	\$ 15,260.00	Section 154AL	PTS
Lyrice	2012-30-46	Monroe PD	Monroe PD	\$ 15,001.20	Flex	PTS
Lyrice	2012-30-46	Monroe PD	Monroe PD	\$ 72,478.80	Section 402	PTS
Darrell	2012-30-47	Opelousas PD	Opelousas PD	\$ 12,000.00	Flex	PTS
Darrell	2012-30-47	Opelousas PD	Opelousas PD	\$ 18,000.00	Section 154AL	PTS
Lyrice	2012-30-48	Pineville PD	Pineville PD	\$ 15,000.00	Flex	PTS
Lyrice	2012-30-48	Pineville PD	Pineville PD	\$ 46,110.00	Section 402	PTS
Kenny	2012-30-49	Ponchatoula PD	Ponchatoula PD	\$ 11,648.00	Flex	PTS
Kenny	2012-30-49	Ponchatoula PD	Ponchatoula PD	\$ 12,152.00	Section 410FR	PTS
Kenny	2012-30-49	Ponchatoula PD	Ponchatoula PD	\$ 11,200.00	Section 154AL	PTS
Lyrice	2012-30-50	Rapides Parish SO	Rapides Parish SO	\$ 24,990.00	Flex	PTS
Lyrice	2012-30-50	Rapides Parish SO	Rapides Parish SO	\$ 11,730.00	Section 402	PTS
Lyrice	2012-30-50	Rapides Parish SO	Rapides Parish SO	\$ 36,720.00	Section 410HVE	PTS
Lyrice	2012-30-51	Shreveport PD	Shreveport PD	\$ 66,044.00	Flex	PTS
Lyrice	2012-30-51	Shreveport PD	Shreveport PD	\$ 20,026.00	Section 402	PTS
Lyrice	2012-30-51	Shreveport PD	Shreveport PD	\$ 86,032.00	Section 410HVE	PTS
Kenny	2012-30-52	Slidell PD	Slidell PD	\$ 19,200.00	Flex	PTS
Kenny	2012-30-52	Slidell PD	Slidell PD	\$ 36,800.00	Section 410HVE	PTS
Kenny	2012-30-52	Slidell PD	Slidell PD	\$ 40,000.00	Section 410FR	PTS
Lyrice	2012-30-53	Sorrento PD	Sorrento PD	\$ 5,000.00	Flex	PTS
Lyrice	2012-30-53	Sorrento PD	Sorrento PD	\$ 5,000.00	Section 410HVE	PTS
Kenny	2012-30-54	St. Tammany Parish SO	St. Tammany Parish SO	\$ 70,917.00	Section 410HVE	PTS
Kenny	2012-30-54	St. Tammany Parish SO	St. Tammany Parish SO	\$ 33,770.00	Flex	PTS
Kenny	2012-30-54	St. Tammany Parish SO	St. Tammany Parish SO	\$ 29,177.28	Section 410FR	PTS
Kenny	2012-30-55	St. Martin Parish SO	St. Martin Parish SO	\$ 10,000.00	Section 410HVE	PTS

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Kenny	2012-30-56	Tangipahoa Parish SO	Tangipahoa Parish SO	\$ 19,182.00	Flex	PTS
Kenny	2012-30-56	Tangipahoa Parish SO	Tangipahoa Parish SO	\$ 10,994.00	Section 410HVE	PTS
Kenny	2012-30-56	Tangipahoa Parish SO	Tangipahoa Parish SO	\$ 13,800.00	Section 410FR	PTS
Kenny	2012-30-57	Terrebonne Parish SO	Terrebonne Parish SO	\$ 25,200.00	Flex	PTS
Kenny	2012-30-57	Terrebonne Parish SO	Terrebonne Parish SO	\$ 28,476.00	Section 410FR	PTS
Kenny	2012-30-57	Terrebonne Parish SO	Terrebonne Parish SO	\$ 30,520.00	Section 154AL	PTS
Lyrice	2012-30-58	Walker PD	Walker PD	\$ 6,108.25	Flex	PTS
Lyrice	2012-30-58	Walker PD	Walker PD	\$ 6,108.25	Section 410HVE	PTS
Lyrice	2012-30-59	West Monroe PD	West Monroe PD	\$ 26,000.00	Flex	PTS
Lyrice	2012-30-59	West Monroe PD	West Monroe PD	\$ 65,000.00	Section 154AL	PTS
Lyrice	2012-30-60	Westwego PD	Westwego PD	\$ 20,500.00	Flex	PTS
Lyrice	2012-30-60	Westwego PD	Westwego PD	\$ 20,500.00	Section 154AL	PTS
Lyrice	2012-30-61	Zachary PD	Zachary PD	\$ 12,400.00	Flex	PTS
Lyrice	2012-30-61	Zachary PD	Zachary PD	\$ 15,500.00	Section 410HVE	PTS
Lyrice	2012-30-61	Zachary PD	Zachary PD	\$ 744.00	Section 402	PTS
Lyrice	2012-30-70-00	Various Law Enforcement TBD	Special Enforcement Waves	\$ 108,675.05	Flex	PTS
Lyrice	2012-30-70-00	Various Law Enforcement TBD	Special Enforcement Waves	\$ 343,749.01	Section 164AL	PTS
Lyrice	2012-30-70-01	Leesville PD	Leesville PD	\$ 2,500.00	Flex	PTS
Lyrice	2012-30-70-01	Leesville PD	Leesville PD	\$ 2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-02	Marksville PD	Marksville PD	\$ 2,500.00	Flex	PTS
Lyrice	2012-30-70-02	Marksville PD	Marksville PD	\$ 2,500.00	Section 164AL	PTS
Darrell	2012-30-70-03	Abbeville PD	Abbeville PD	\$ 2,500.00	Flex	PTS
Darrell	2012-30-70-03	Abbeville PD	Abbeville PD	\$ 2,500.00	Section 164AL	PTS
Darrell	2012-30-70-04	Allen Parish SO	Allen Parish SO	\$ 2,500.00	Flex	PTS
Darrell	2012-30-70-04	Allen Parish SO	Allen Parish SO	\$ 2,500.00	Section 164AL	PTS
Darrell	2012-30-70-05	Baldwin PD	Baldwin PD	\$ 2,500.00	Flex	PTS
Darrell	2012-30-70-05	Baldwin PD	Baldwin PD	\$ 2,500.00	Section 164AL	PTS

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Darrell	2012-30-70-06	Beauregard Parish SO	Beauregard Parish SO	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-06	Beauregard Parish SO	Beauregard Parish SO	\$	2,500.00	Section 164AL	PTS
Kenny	2012-30-70-07	Bogalusa PD	Bogalusa PD	\$	2,500.00	Flex	PTS
Kenny	2012-30-70-07	Bogalusa PD	Bogalusa PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-08	Bossier City PD	Bossier City PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-08	Bossier City PD	Bossier City PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-09	Clinton PD	Clinton PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-09	Clinton PD	Clinton PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-10	DeQuincy PD	DeQuincy PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-10	DeQuincy PD	DeQuincy PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-11	DeRidder PD	DeRidder PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-11	DeRidder PD	DeRidder PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-12	Eunice PD	Eunice PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-12	Eunice PD	Eunice PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-13	Franklin PD	Franklin PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-13	Franklin PD	Franklin PD	\$	2,500.00	Section 164AL	PTS
Kenny	2012-30-70-14	Franklinton PD	Franklinton PD	\$	2,500.00	Flex	PTS
Kenny	2012-30-70-14	Franklinton PD	Franklinton PD	\$	2,500.00	Section 164AL	PTS
Kenny	2012-30-70-15	Golden Meadow PD	Golden Meadow PD	\$	2,500.00	Flex	PTS
Kenny	2012-30-70-15	Golden Meadow PD	Golden Meadow PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-16	Gramercy PD	Gramercy PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-16	Gramercy PD	Gramercy PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-17	Iowa PD	Iowa PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-17	Iowa PD	Iowa PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-18	Jefferson Davis SO	Jefferson Davis SO	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-18	Jefferson Davis SO	Jefferson Davis SO	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-19	Jennings PD	Jennings PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-19	Jennings PD	Jennings PD	\$	2,500.00	Section 164AL	PTS

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Darrell	2012-30-70-20	Kinder PD	Kinder PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-20	Kinder PD	Kinder PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-21	Mangham PD	Mangham PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-21	Mangham PD	Mangham PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-22	Merryville PD	Merryville PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-22	Merryville PD	Merryville PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-23	Morehouse Parish SO	Morehouse Parish SO	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-23	Morehouse Parish SO	Morehouse Parish SO	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-24	Natchitoches PD	Natchitoches PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-24	Natchitoches PD	Natchitoches PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-25	Port Allen PD	Port Allen PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-25	Port Allen PD	Port Allen PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-26	Port Barre PD	Port Barre PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-26	Port Barre PD	Port Barre PD	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-27	Rayne PD	Rayne PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-27	Rayne PD	Rayne PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-28	Rosepine PD	Rosepine PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-28	Rosepine PD	Rosepine PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-29	Springhill PD	Springhill PD	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-29	Springhill PD	Springhill PD	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-30	St. Charles SO	St. Charles Parish SO	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-30	St. Charles SO	St. Charles Parish SO	\$	2,500.00	Section 164AL	PTS
Kenny	2012-30-70-31	St. Helena SO	St. Helena Parish SO	\$	2,500.00	Flex	PTS
Kenny	2012-30-70-31	St. Helena SO	St. Helena Parish SO	\$	2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-32	St. John the Baptist SO	St. John the Baptist SO	\$	2,500.00	Flex	PTS
Lyrice	2012-30-70-32	St. John the Baptist SO	St. John the Baptist SO	\$	2,500.00	Section 164AL	PTS
Darrell	2012-30-70-33	Sulphur PD	Sulphur PD	\$	2,500.00	Flex	PTS
Darrell	2012-30-70-33	Sulphur PD	Sulphur PD	\$	2,500.00	Section 164AL	PTS

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Lyrice	2012-30-70-34	Union Parish SO	Union Parish SO	\$ 2,500.00	Flex	PTS
Lyrice	2012-30-70-34	Union Parish SO	Union Parish SO	\$ 2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-35	Union Parish SO	Union Parish SO	\$ 2,500.00	Flex	PTS
Lyrice	2012-30-70-35	Union Parish SO	Union Parish SO	\$ 2,500.00	Section 164AL	PTS
Kenny	2012-30-70-36	Washington Parish SO	Washington Parish SO	\$ 2,500.00	Flex	PTS
Kenny	2012-30-70-36	Washington Parish SO	Washington Parish SO	\$ 2,500.00	Section 164AL	PTS
Darrell	2012-30-70-37	Welsh PD	Welsh PD	\$ 2,500.00	Flex	PTS
Darrell	2012-30-70-37	Welsh PD	Welsh PD	\$ 2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-38	White Castle PD	White Castle PD	\$ 2,500.00	Flex	PTS
Lyrice	2012-30-70-38	White Castle PD	White Castle PD	\$ 2,500.00	Section 164AL	PTS
Lyrice	2012-30-70-39	Winnfield PD	Winnfield PD	\$ 2,500.00	Flex	PTS
Lyrice	2012-30-70-39	Winnfield PD	Winnfield PD	\$ 2,500.00	Section 164AL	PTS
Ken	2012-40-00	Program Management - Traffic Records	Program Management - Traffic Records	\$ 144,613.19	Section 402	TR
Chuck	2012-40-00	DPS Data Processing Section	Automated DWI Processing	\$ 2,480,569.36	Section 154AL	AL
Chuck	2012-40-00	DPS Data Processing Section	Automated DWI Processing	\$ 3,519,430.64	Section 164AL	AL
Chuck	2012-40-01	LSU Highway Safety Research Center	TRCC Meeting and Conference Support Initiatives	\$ 1,420,879.41	Section 408 TR	TR
Chuck	2012-40-02	Bobby Breland	Traffic Safety Programs Contractor	\$ 32,000.00	Section 402	TR/402
Chuck	2012-40-03	H&M Consulting	Statistical Analysis	\$ 24,000.00	Section 402	TR/402
Chuck	2012-40-04	DPS Data Processing Section	Program Analyst	\$ 95,000.00	Section 402	TR
Chuck	2012-40-10	LSU Highway Safety Research Center	Improve Timeliness and Accuracy of Crash Data	\$ 425,000.00	Section 408	TR
Chuck	2012-40-20	LSU Highway Safety Research Center	Improve Data Accessibility	\$ 210,000.00	Section 408	TR
Chuck	2012-40-30	LSU Highway Safety Research Center	Electronic Citation	\$ 360,000.00	Section 408	TR
Chuck	2012-40-40	LSU Highway Safety Research Center	Traffic Crash Report Revision	\$ 60,000.00	Section 408	TR

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Chuck	2012-40-50	LSU Highway Safety Research Center	Court Management	\$ 225,000.00	Section 408	TR
Chuck	2012-40-60	LSU Highway Safety Research Center	EMS/Injury Surveillance Data Needs and System Integration	\$ 360,000.00	Section 408	TR
Ken	2012-50-00	Program Management - Motorcycle	Program Management - Motorcycle	\$ 16,661.54	Section 402	MC
Jamie	2012-50-01	Louisiana State Police	LSP Motorcycle Training and Operator Course	\$ 177,608.16	Section 2010 MC	MC
Jamie	2012-50-02	Motorcycle Awareness Campaign	Motorcycle Awareness	\$ 40,000.00	Section 2010 MC	MC
Ken	2012-60-00	Program Management - Railroad/Highway	Program Management - Railroad/Highway	\$ 9,319.71	Section 402	MC
	2012-60-01	Louisiana Operation Lifesaver, Inc.	Louisiana Operation Lifesaver	\$ 38,831.00	Section 402	RH
Ken	2012-70-00	Program Management - Safe Communities	Program Management - Safe Communities	\$ 17,938.66	Section 402	SA
Jamie	2012-70-01	Lincoln Parish SO	Lincoln Parish SO Safe Community	\$ 38,020.00	Section 402	SA
Jamie	2012-70-02	St. Martin Parish Safe Community	St. Martin Parish Safe Community	\$ 75,600.00	Section 402	SA
Jamie	2012-70-03	National Safety Council	Who Dat Safe Community Coalition	\$ 36,100.00	Section 402	SA
Jamie	2012-70-04	South Central Planning & Development Commission	South Central Safe Community Partnership	\$ 69,710.00	Section 402	SA
Jamie	2012-70-05	New Safe Communities	New Safe Communities	\$ 50,000.00	Section 402	SA
Jamie	2012-80-01	Garrison Advertising	Paid Media for LHSC	\$ 335,000.00	Section 405	PMOP
Jamie	2012-80-01	Garrison Advertising	Paid Media for LHSC	\$ 100,000.00	Flex	PMOP
Jamie	2012-80-01	Garrison Advertising	Paid Media for LHSC	\$ 220,000.00	Section 402	PMOP
Jamie	2012-80-01	Garrison Advertising	Paid Media for LHSC	\$ 417,000.00	Section 410FR	PMAL
Jamie	2012-80-01	Garrison Advertising	Paid Media for LHSC	\$ 938,000.00	Section 154AL	PMAL
Jamie	2012-80-02	Unassigned	Paid media support	\$ 32,000.00	Section 402	PMAL
Jamie	2012-80-03	Unassigned	Impaired Driving Commercial Development	\$ 5,000.00	Section 410FR	PMAL
Jamie	2012-80-04	Rafael Bermudez and Associates	Earned Media	\$ 24,000.00	Section 402	PMAL

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Jamie	2012-80-04	Rafael Bermudez and Associates	Earned Media	\$ 24,000.00	Section 402	PMOP
Jamie	2012-80-05	Unassigned	OP Commercial Development - backseat law	\$ 5,000.00	Section 405	PMOP
Chuck	2012-90-00	Dept of Transportation and Development	Hazard Elimination Projects	\$ 11,350,000.00	Section 154/164HE	HE
				\$ 31,036,211.29		

4.0 Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

(23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702);:

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.

2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
 - e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
 - f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information

of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage

sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

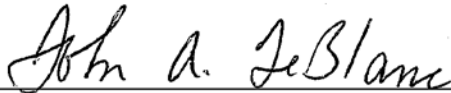
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

- b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



John A. LeBlanc
Governor's Representative for Highway Safety

Louisiana
State or Commonwealth

2012
For Fiscal Year

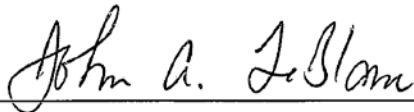
August 30, 2011
Date

2011 State Certification for Louisiana Safety Belt Use

Seat Belt Use Rate for Calendar Year 2011: 77.7 percent

In accordance with the provisions of 23 CFR 1240.12 c (2), I hereby certify as follows:

1. The seat belt use rate reported above is based on a survey whose design was approved by NHTSA, in writing, on or after June 29, 1992, under provisions of the grant program authorized by 23 USC 153.
2. The survey design has remained unchanged since the survey was approved (except to the extent that the requirements of paragraph three constitute a change).
3. The survey samples all passenger motor vehicles (including cars, pickup trucks, vans, minivans, and sports utility vehicles), measures seat belt use by all front board occupants in the sampled vehicles, and counts seat belt use completely within the calendar year for which the seat belt use rate is reported.



John A. LeBlanc
Governor's Representative for Highway Safety

August 30, 2011

Documentation to Support Appropriate Use of Funds Received by the LHSC

Section 405 Funds support the occupant protection program and occupant protection paid media only and all activities are planned based upon allowable activities found in 23 CFR 1345.

The projects listed in the alcohol program are primarily funded from Section 410, including 410 High Visibility and High Fatality Rate. Section 410 also provides support to DWI courts, Louisiana’s youth programs and paid media outreach. As a high fatality rate state, Louisiana provides at least half of the allocated funding for high visibility enforcement conducted quarterly via saturation patrols and checkpoints and provides a paid media program to support the high visibility enforcement. Funds are planned based upon allowable activities found in 23 CFR 1313.6. The high fatality funds and high visibility funds are not fully planned at initial submission of the FY 2012 HSP.

	Enforcement	Research/ Judicial	Paid/Earned Media	Public Information and Education	Underage Impaired Driving Projects	Total
410	\$355,316	\$1,257,731	\$0	\$23,525	\$276,561	\$1,913,133
410 High Fatality	\$596,338	\$144,000.00	\$422,000	\$0	\$0	\$1,162,338
410 High Visibility	\$994,457					\$994,457

Motorcycle projects are funded from Section 2010 and planned for awareness programs, including paid media.

2012 Indirect Cost Rate Calculation

**LOUISIANA HIGHWAY SAFETY COMMISSION
SECTION 402 CALCULATION**

A. FY 2012 Indirect Cost	\$298,706
B. Carry Forward	0
C. Total Indirect Cost Pool (A + B)	\$298,706
D. FY 2011 Direct Salary Expenditure	\$759,174
E. FY 2012 Proposed Indirect Cost Rate (C/D)	39.34%

Note: Direct Salary Expenditures = Regular Salaries + Other Compensation. This amount does not include Related Benefits. The Direct Salary Expenditures are those paid with 402 funds.

The latest approved rate for the Louisiana Highway Safety Commission (LHSC) is for 2009 at 40.93 percent. Documentation of this rate may be obtained from the LHSC and is provided following Section 5.0.

NHTSA Planning and Administration	Federal	State	Total
Cash	\$429,430	\$130,724	\$560,154
In-Kind		\$298,706	\$298,706
NHTSA Total	\$429,430	\$429,430	\$858,860

FFY 2012 Available Funding

Section	FY 2011 Underrun Total	FY 2011 Anticipated Funds (add to Underrun)	FY 2012 New Appropriation	Total FY 2012 Projected Funds
Section 402 State and Community Highway Safety Funds	\$669,560.69		\$3,023,144.10	\$3,692,704.79
Section 405a (K2) Occupant Protection SAFETEA-LU	\$443,371.65		\$385,365.35	\$828,737.00
Section 410 (K8) Alcohol SAFETEA-LU Programmatic	\$337,024.37	\$1,576,108.25	\$0.00	\$1,913,132.62
Section 410 Alcohol SAFETEA-LU High Visibility Enforcement	\$176,258.30	\$818,198.95	\$0.00	\$994,457.25
Section 410 Alcohol SAFETEA-LU High Fatality Rate	\$344,137.98	\$818,198.95	\$0.00	\$1,162,337.78
Section 408 Traffic Records	\$1,420,879.41			\$1,420,879.41
Section 2010 Motorcycle	\$110,162.16	\$107,446.00		\$217,608.16
Section 154 Hazard Elimination Funds to DOTD	\$31,262,516.06		\$7,000,000.00	\$38,262,516.06
Section 164 Hazard Elimination Funds to DOTD	\$31,262,516.06		\$7,000,000.00	\$38,262,516.06
Section 154 Impaired Driving	\$3,629,177.63		\$425,000.00	\$4,054,177.63
Section 164 Impaired Driving	\$3,627,176.65		\$425,000.00	\$4,052,176.65
Flex Funds			\$1,350,000.00	\$1,350,000.00
Totals	\$73,282,780.96	\$3,319,952.15.00	\$19,608,510.30	\$96,211,243.41

5.0 Program Cost Summary

The Highway Safety Plan Cost Summary for FFY 2012 is provided in the following pages.

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Highway Safety Plan Cost Summary

State: Louisiana U.S. Department of Transportation National Highway Traffic Safety Administration Page: 1
Highway Safety Plan Cost Summary Report Date: 08/29/2011
 2012-HSP-1
 For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-01-00-00	Planning and Administration	\$.00	\$429,430.00	\$.00	\$429,430.00	\$429,430.00	\$.00
	Planning and Administration Total		\$.00	\$429,430.00	\$.00	\$429,430.00	\$429,430.00	\$.00
Alcohol								
	AL-2012-10-00-00	Alcohol Program Management	\$.00	\$.00	\$.00	\$358,185.41	\$358,185.41	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$358,185.41	\$358,185.41	\$.00
Motorcycle Safety								
	MC-2012-50-00-00	Motorcycle Program Management	\$.00	\$.00	\$.00	\$16,661.54	\$16,661.54	\$.00
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$16,661.54	\$16,661.54	\$.00
Occupant Protection								
	OP-2012-20-00-00	Occupant Protection Program Management	\$.00	\$.00	\$.00	\$102,312.32	\$102,312.32	\$.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$102,312.32	\$102,312.32	\$.00
Police Traffic Services								
	PT-2012-20-01-00	Police Traffic Services Projects	\$.00	\$.00	\$.00	\$1,588,886.70	\$1,588,886.70	\$1,217,799.51
	PT-2012-30-00-00	PTS Program Management	\$.00	\$.00	\$.00	\$266,096.26	\$266,096.26	\$.00
	PT-2012-99-00-00	Matching Funds	\$.00	\$815,818.70	\$.00	\$.00	\$.00	\$.00
	Police Traffic Services Total		\$.00	\$815,818.70	\$.00	\$1,854,982.96	\$1,854,982.96	\$1,217,799.51
Traffic Records								
	TR-2012-40-00-00	Traffic Records Projects	\$.00	\$.00	\$.00	\$144,613.19	\$144,613.19	\$.00
	TR-2012-40-01-00	Traffic Records Projects	\$.00	\$.00	\$.00	\$151,000.00	\$151,000.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$295,613.19	\$295,613.19	\$.00
Railroad/Highway Crossings								
	RH-2012-60-00-00	Railroad Highway Program Management	\$.00	\$.00	\$.00	\$9,319.71	\$9,319.71	\$.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Louisiana

Highway Safety Plan Cost Summary

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2012-HSP-1

Report Date: 08/29/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	RH-2012-60-01-00	Railroad/Highway Projects	\$.00	\$.00	\$.00	\$38,831.00	\$38,831.00	\$.00
	Railroad/Highway Crossings Total		\$.00	\$.00	\$.00	\$48,150.71	\$48,150.71	\$.00
Safe Communities								
	SA-2012-70-00-00	Safe Communities Program Management	\$.00	\$.00	\$.00	\$17,938.66	\$17,938.66	\$.00
	SA-2012-70-01-00	Safe Communities Projects.	\$.00	\$.00	\$.00	\$269,430.00	\$269,430.00	\$269,430.00
	Safe Communities Total		\$.00	\$.00	\$.00	\$287,368.66	\$287,368.66	\$269,430.00
Paid Advertising								
	PM-2012-00-00-00	Paid Media Projects	\$.00	\$.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	Paid Advertising Total		\$.00	\$.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	NHTSA 402 Total		\$.00	\$1,245,248.70	\$.00	\$3,692,704.79	\$3,692,704.79	\$1,487,229.51
405 OP SAFETEA-LU								
	K2-2012-00-00-00	Occupant Protection Projects	\$.00	\$.00	\$.00	\$488,737.00	\$488,737.00	\$.00
	K2-2012-99-00-00	State Match for K2 Occupant Protection	\$.00	\$2,486,211.00	\$.00	\$.00	\$.00	\$.00
	405 Occupant Protection Total		\$.00	\$2,486,211.00	\$.00	\$488,737.00	\$488,737.00	\$.00
405 Paid Media								
	K2PM-2012-00-00-00	Paid Media for Occupant Protection	\$.00	\$.00	\$.00	\$340,000.00	\$340,000.00	\$.00
	405 Paid Media Total		\$.00	\$.00	\$.00	\$340,000.00	\$340,000.00	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$2,486,211.00	\$.00	\$828,737.00	\$828,737.00	\$.00
408 Data Program SAFETEA-LU								
	K9-2012-00-00-00	Traffic Records Projects	\$.00	\$.00	\$.00	\$1,420,879.41	\$1,420,879.41	\$.00
	K9-2012-99-00-00	State Match for Traffic Records	\$.00	\$355,219.85	\$.00	\$.00	\$.00	\$.00
	408 Data Program Incentive Total		\$.00	\$355,219.85	\$.00	\$1,420,879.41	\$1,420,879.41	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$355,219.85	\$.00	\$1,420,879.41	\$1,420,879.41	\$.00
410 Alcohol SAFETEA-LU								
	K8-2012-00-00-00	Alcohol Projects	\$.00	\$.00	\$.00	\$1,913,132.62	\$1,913,132.62	\$.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Louisiana

Highway Safety Plan Cost Summary

Page: 3

2012-HSP-1

Report Date: 08/29/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	K8-2012-99-00-00	State Match for Section 410 Programmatic	\$.00	\$5,739,397.86	\$.00	\$.00	\$.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$5,739,397.86	\$.00	\$1,913,132.62	\$1,913,132.62	\$.00
	410 High Fatality Rate							
	K8FR-2012-00-00-00	Alcohol Projects	\$.00	\$.00	\$.00	\$1,162,337.78	\$1,162,337.78	\$.00
	K8FR-2012-99-00-00	Alcohol Projects	\$.00	\$3,487,013.34	\$.00	\$.00	\$.00	\$.00
	410 High Fatality Rate Total		\$.00	\$3,487,013.34	\$.00	\$1,162,337.78	\$1,162,337.78	\$.00
	410 High Visibility							
	K8HV-2012-00-00-00	Alcohol Projects	\$.00	\$.00	\$.00	\$994,457.25	\$994,457.25	\$.00
	K8HV-2012-99-00-00	State Match for High Visibility Program	\$.00	\$2,983,371.75	\$.00	\$.00	\$.00	\$.00
	410 High Visibility Total		\$.00	\$2,983,371.75	\$.00	\$994,457.25	\$994,457.25	\$.00
	2010 Motorcycle Safety							
	K6-2012-00-00-00	Motorcycle Projects	\$.00	\$.00	\$.00	\$217,608.16	\$217,608.16	\$.00
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$217,608.16	\$217,608.16	\$.00
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$217,608.16	\$217,608.16	\$.00
	154 Transfer Funds							
	154AL-2012-00-00-00	Alcohol Projects	\$.00	\$.00	\$.00	\$3,116,177.63	\$3,116,177.63	\$3,060,037.95
	154 Alcohol Total		\$.00	\$.00	\$.00	\$3,116,177.63	\$3,116,177.63	\$3,060,037.95
	154 Paid Media							
	154PM-2012-00-00-00	Paid Media for Alcohol	\$.00	\$.00	\$.00	\$938,000.00	\$938,000.00	\$.00
	154 Paid Media Total		\$.00	\$.00	\$.00	\$938,000.00	\$938,000.00	\$.00
	154 Hazard Elimination							
	154HE-2012-00-00-00	Hazard Elimination Projects	\$.00	\$.00	\$.00	\$38,262,516.06	\$38,262,516.06	\$.00
	154 Hazard Elimination Total		\$.00	\$.00	\$.00	\$38,262,516.06	\$38,262,516.06	\$.00
	154 Transfer Funds Total		\$.00	\$.00	\$.00	\$42,316,693.69	\$42,316,693.69	\$3,060,037.95

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2012

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Louisiana

Highway Safety Plan Cost Summary

2012-HSP-1

For Approval

Page: 4

Report Date: 08/29/2011

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
164 Transfer Funds								
	164AL-2012-00-00-00	Alcohol Projects	\$.00	\$.00	\$.00	\$4,052,176.65	\$4,052,176.65	\$3,796,930.64
	164 Alcohol Total		\$.00	\$.00	\$.00	\$4,052,176.65	\$4,052,176.65	\$3,796,930.64
164 Hazard Elimination								
	164HE-2012-00-00-00	Hazard Elimination Projects	\$.00	\$.00	\$.00	\$38,262,516.06	\$38,262,516.06	\$.00
	164 Hazard Elimination Total		\$.00	\$.00	\$.00	\$38,262,516.06	\$38,262,516.06	\$.00
	164 Transfer Funds Total		\$.00	\$.00	\$.00	\$42,314,692.71	\$42,314,692.71	\$3,796,930.64
	NHTSA Total		\$.00	\$16,296,462.50	\$.00	\$94,861,243.41	\$94,861,243.41	\$8,344,198.10
	Total		\$.00	\$16,296,462.50	\$.00	\$94,861,243.41	\$94,861,243.41	\$8,344,198.10



U.S. Department of Justice

Office of Justice Programs
810 7th Street, NW
Washington, D.C. 20531

RECEIVED
AUG 09 2011
LHSC

July 21, 2011

Ms. Linda Tillman
Financial Specialist
Louisiana Highway Safety Commission
940 N. Tyler Rd., Ste. 204
Wichita, KS 67212

Dear Ms. Tillman:

Enclosed is an original and three copies of the Indirect Cost Negotiated Agreement. These documents reflect an understanding reached between the State of Louisiana Highway Commission and the Department of Justice concerning a fixed carry forward indirect cost rates for the fiscal year ended June 30, 2009. Your request for the rate of 40.93% has been approved based on total direct costs.

Please have the appropriate official sign, date the original and two copies and return them to me for acceptance by the Chief Financial Officer. All returned copies must bear original signatures. No xeroxing or other duplicating of signatures are acceptable. The fourth copy may be retained by you pending receipt of a fully executed agreement.

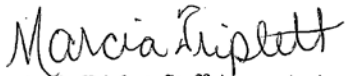
We request that you submit your indirect cost allocation plan for your fiscal year ending June 30, 2008 no later than six months after the close of the fiscal year for which the proposal is based upon. Your proposal must be submitted with the following documentation:

- (1) Organization chart showing the structure of the agency during the period for which the proposal applies, along with a functional statement noting the duties and/or responsibilities of all units that comprise the agency.
- (2) A copy of the financial statements prepared by either a certified public accountant or State government auditor, or a copy of the official budget of that department, if the budget reports the actual expenditures for the year on which the proposal is based. (Also, transmit a copy of the audit report transmittal letter addressed to the cognizant federal agency, when it becomes available. The original transmittal letter and audit report should be sent to your lead cognizant agency and also the DOJ Regional Inspector General for Audit. Audit reports should be prepared consistent with OMB Circular A-133).

- (3) Indirect Cost Certification (indirect cost rate proposal was prepared in a manner consistent with the cost principle of OMB Circular A-122).
- (4) Indirect cost rate proposal detailing indirect expenses by function and cost category and reconcile with the financial report for the applicable years.
- (5) A listing of grants and contracts by Federal agency, amounts, period of performance, and the indirect cost (overhead) limitations (if any) applicable to each, such as ceiling rates or amounts restricted by administrative or statutory regulations.

If you have any questions, please contact me on (202) 616-3810.

Sincerely,



Marcia Triplett, Staff Accountant
Grants Financial Services Division
Office of the Chief Financial Officer

Enclosures

**STATE AND LOCAL UNITS OF GOVERNMENT
INDIRECT COST NEGOTIATED AGREEMENT**

Institution: Louisiana Highway Safety Commission
7919 Independence Boulevard
Baton Rouge, LA 70806

Date: 07/21/2011

Filing Ref: This is an initial negotiated indirect cost agreement.

Subject: The indirect cost rate(s) contained herein is for use on grants and contracts with the U.S. Department of Justice and other Federal agencies to which OMB Circular A-87 applies, subject to the limitations contained in Section II, of this agreement.II.

SECTION I: RATES

Indirect Costs

<u>Type</u>	<u>Effective Period</u>		<u>Rate</u>	<u>Locations</u>	<u>Applicable To</u>
	<u>From</u>	<u>To</u>			
Fixed (FCF)	07/01/08	06/30/09	40.93%	All	All Programs

***Base:** Total direct cost salaries and wages excluding fringe benefits.

***Treatment of Fringe Benefits:** Fringe benefits applicable to direct salaries and wages are treated as direct costs.

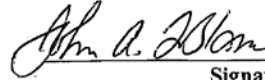
SECTION II: GENERAL

- A. Limitations:** Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (1) that no costs other than those incurred by the grantee/contractor were included in its indirect cost pool as finally accepted and that such costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially incomplete or inaccurate.
- B. Accounting Changes:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowance.
- C. Reimbursement:** Indirect cost reimbursement on all awards will be determined based upon indirect cost rates established for the fiscal period in which the applicable direct expenditures are incurred.
- D. Notification to Federal Agencies:** Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.
- E. Special Remarks:** Federal programs currently reimbursing indirect costs to this Department / Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U. S. Department of Justice
Office of Justice Programs

Louisiana Highway Safety
Commission

Signature: Marcia Triplett, Staff Accountant
Grants Financial Management Division



Signature

Date

John A. LeBlanc, Executive Director

Name and Title (print or type)

8-15-11

Date

Negotiated by: Marcia Triplett
(202)616-3810