

***LOUISIANA HIGHWAY
SAFETY PLAN
Federal Fiscal Year 2017***



prepared for

National Highway Traffic Safety Administration

prepared by

Louisiana Highway Safety Commission

July 1, 2016

report

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List of Acronyms

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

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

Executive Summary

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

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

The Louisiana HSP for Federal Fiscal Year (FFY) 2017 serves as the State of Louisiana's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds available under Sections 402 and 405 of the Moving Ahead for Progress in the 21st Century Transportation Act (MAP-21) and more recently the Fixing America's Surface Transportation (FAST) Act. The plan also identifies all funding sources for the State's planned highway safety program for FFY 2017. The LHSC's goals, strategies, and performance measures are described in this plan.

In recent years, encouraging improvements have been seen in some safety areas, such as the observed seat belt usage rate and speeding-related fatalities. However, some areas, such as impaired driving, continue to be a safety concern on our roadways. Overall, in 2014 a total of 737 lives were lost on Louisiana roadways, a 2 percent increase from 2010. Drivers under the age of 21 fatally injured in crashes decreased from 87 in 2013 to 81 in 2014. While in 2014, the motor vehicle fatality crash rate per 100 million vehicle miles traveled (MVMT) was 1.53 as compared to 1.47 in 2013. The MVMT fatality rate in 2014 was 0.45 higher in Louisiana versus the national average. In 2014, Louisiana saw 105 pedestrian fatalities, 83 motorcyclist fatalities, and 12 bicyclist and other cyclist fatalities among these vulnerable users. Lastly, in 2014 there were 283 unrestrained occupant fatalities compared to 284 fatalities in 2010.

Based on these facts, and the data presented in Sections 2.0 and 3.0, the LHSC identified the following program areas to be addressed through this plan in FFY 2017: impaired driving (including alcohol-impaired young drivers), occupant protection, traffic records, motorcycle safety, police traffic services (including speeding and aggressive driving), pedestrian and bicycle safety, distracted driving, paid media, additional programs (rail-highway safety), and planning and administration. In addition, the LHSC has programmed strategies, including law enforcement activities, public education and outreach, and traffic records strategies that will potentially impact multiple problem areas.

Legislative Summary

Legislation passed in the 2016 legislative session makes a number of administrative changes to Louisiana's laws pertaining to highway safety. The LHSC is confident these legislative changes will lead to safer roadways in the future.

1. Acts 96 and 343, effective August 1, 2016, authorize the production of medical marijuana under the auspices of the LSU or Southern University for prescription only distribution through board approved pharmacies for therapeutic purposes.
2. Act 104, effective August 1, 2016, extends from five to 60 days the time by which a coroner must report a death resulting from a motor vehicle collision to the Louisiana Department of Public Safety and Corrections. It is hoped that this change will provide better information on blood alcohol content of deceased drivers or victims of motor vehicle collisions.
3. Act 293, effective August 1, 2016, authorizes the Department of Public Safety, through the Office of Motor Vehicles to issue cease and desist orders to third party testers who are unlawfully providing commercial driver license training or testing without a contract with or license from the Department.
4. Act 317, effective August 1, 2016, authorizes the Louisiana Department of Public Safety, Office of Motor Vehicles to issue a class E instructional permit to an applicant at least 15 years of age and enrolled in an approved driver education course , valid only while operating a motor vehicle under the instruction and supervision of an authorized driving instructor.
5. Act 318, effective August 1, 2016, defines "autonomous technology" within the Louisiana Highway Regulatory Act as technology within a motor vehicle with the capability to drive the vehicle without human supervision.
6. Act 354, effective August 1, 2016, removes the possibility of jail or driver license suspension for a minor under 21 years of age charged with illegal possession of alcohol. The only penalty remaining is a fine. A citation is to be issued for the offense.
7. Act 366, effective August 1, 2016, provides for an automatic stay order extending driving privileges and delaying suspension when a licensee has been arrested for operating a motor vehicle while intoxicated, has failed or refused the chemical test for intoxication and has timely appealed an adverse administrative hearing result to the district court. The judge does not need to issue a stay order, but can for cause recall the automatic stay order. This law preserves the Louisiana approach that a full due process hearing is a pre-condition to license suspension under the Implied Consent Law. In 2012, the Louisiana law changed to forbid the compulsory testimony of law enforcement officers at the administrative hearing level. Said officers, however, may be compelled to testify upon appeal at the trial de novo in district court. This law prevents the suspension from being imposed before the licensee has a chance to confront and cross-examine the arresting officer(s), thereby depriving licensee petitioners of a ground for constitutional challenge to the law.

8. Act 445, effective August 1, 2016, increases seat belt fines from \$25 to \$50 for first offense and from \$50 to \$75 for second and subsequent offenses.
9. Act 472, effective June 13, 2016, increases the fine for operating a motor vehicle while texting or using social media on a wireless communication device from \$175 to \$500 for first offense(\$100 to \$250 for a minor) and from \$500 to \$1000 for subsequent offenses(\$250 to \$500 for a minor). A 60-day driver license suspension is added for use of a wireless communications device in a school zone.
10. HB 481 has passed the legislature and has been sent to the governor. It will authorize a digital driver license provided on a mobile communications application provided by the Office of Motor Vehicles. Coupled with Act 197 of 2016, effective August 1, 2016, the digital driver license shall serve as proof of license even if the physical license is not available.
11. HB 1052 has passed the legislature and has been sent to the governor. It creates the "Swift and Certain" probation pilot program in the 24th Judicial District Court in Jefferson Parish that is modeled on the HOPE probation model of intense supervision and random drug testing of drug-addicted probationers.
12. SB 123 has passed the legislature and been sent to the governor. It is a bail reform bill which would remove the mandate that offenders failing to install an ignition interlock device as a condition of bail be revoked and incarcerated. They may still be revoked and incarcerated in the discretion of the judge, but that is no longer mandatory.

1.0 Louisiana’s Highway Safety Planning Process

1.1 Introduction

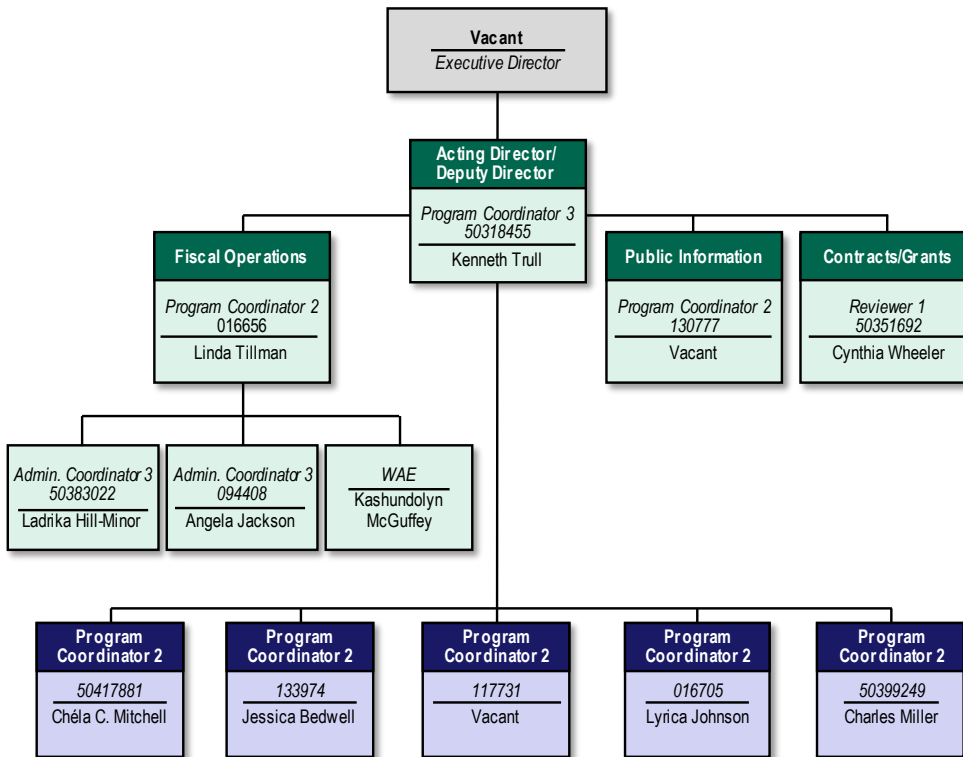
Mission Statement

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

Organization

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

Figure 1.1 Organizational Chart



Note: The hiring process is underway to fill vacancies.

Governor's Appointed Commission

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

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

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

Louisiana projects support the nine National Priority Safety Programs identified by NHTSA and Railroad Safety.

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

1.2 Overview of the Planning Process

This HSP contains the goals, performance measures, and strategies Louisiana has set for FFY 2017 and is provided as part of the Louisiana application for FFY 2017 Federal highway safety funds.

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

Planning Partners

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

These include, but are not limited to the following:

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

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

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

Data Sources

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

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

Steps in the Planning Process

Project selection begins with a request for proposals process inviting eligible state, parish, and local public and nonprofit agencies, along with organizations involved in traffic safety, to submit project and funding proposals to address the identified problems. The problem identification process is posted on the LHSC web site with the call for proposals, and each grant proposal must reference the appropriate problem identification data to support the proposed project. The LHSC program coordinators review the proposals and provide recommendations for funding to a review panel consisting of the Executive Director, Deputy Director, Fiscal Manager, and other program coordinators. All proposals for highway safety grants must be data driven, address critical safety needs, and utilize proven safety countermeasures to address the identified problems. NHTSA’s Countermeasures That Work, Eight Edition, 2015, DOT HS 812 202 is utilized by LHSC program coordinators to select projects. Projects are identified, approved by the Commission, and will be awarded for FFY 2017 project activity following NHTSA’s approval of the HSP.

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

Table 1.1 Annual HSP Planning Calendar

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

Coordination with the Strategic Highway Safety Plan

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

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

The 2011 SHSP can be found at <http://www.destinationzerodeaths.com/strategic/>, with the aforementioned quote found in Section 2.1. The LHSC and DOTD have also adopted common performance measures for fatalities, fatality rate, and serious injuries. LHSC met with DOTD staff to discuss alignment of the fatality, serious injury, and fatality rate performance targets in the HSP and Highway Safety Improvement Program (HSIP). Since FHWA recently released the safety performance measure final rule for state DOTs to use as guidance, DOTD is currently working with LHSC to make the appropriate adjustments for the final rule so they can update the targets listed in the HSIP. However, targets were agreed upon for the three shared performance targets described in this HSP for FY 2017 between LHSC and DOTD.

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

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

1.3 Problem Identification Process

Participants

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

Data Sources

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

The number of fatalities in 2014 was 737 as reported on the NHTSA's State Traffic Safety Information (STSI) web site. The LHSC Contract Planner utilizes the Louisiana Traffic Records Data Report and the STSI web site to analyze parish-level data on licensed driver populations and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services.

Excerpts from the Louisiana Traffic Records Data Report, available on-line at <http://datareports.lsu.edu/CrashReportIndex.aspx>, are also used in this plan. As an example, Table 1.2 provides an overview of Louisiana's vehicle miles traveled, licensed drivers, population, registered vehicles, and crash trends from 2005 to 2014. For each category one-year and five-year differences are also shown.

Table 1.2 Traffic Information Overview

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities	Driver Fatalities	Number of Vehicles Involved in Fatal Crashes	Property Damage-Only Crashes (1,000)
2005	450	2,869	4,577	3,874	49.5	82.9	872	963	649	1,364	108.1
2006	454	2,856	4,303	3,934	48.8	80.1	890	987	688	1,350	112.5
2007	454	2,838	4,376	3,991	48.1	78.9	900	993	662	1,326	110.4
2008	450	2,851	4,436	4,048	46.5	76.0	821	916	597	1,202	110.3
2009	449	2,860	4,492	4,105	45.3	73.9	729	824	556	1,078	109.9
2010	455	2,869	4,544	4,155	42.5	68.8	644	721	469	962	104.6
2011	465	2,902	4,575	4,053	43.3	70.3	634	680	468	991	105.8
2012	468	2,927	4,602	3,889	44.1	72.5	652	723	458	965	107.9
2013	478	2,941	4,625	3,957	43.5	70.6	651	703	489	987	109.8
2014	483	2,941	4,650	3,887	44.8	72.7	662	737	491	948	111.5
Difference											
1-Year	1.0%	0.0%	0.5%	-1.8%	3.0%	3.0%	1.7%	4.8%	0.4%	-4.0%	1.5%
5-Year	7.6%	2.8%	3.5%	-5.3%	-1.1%	-1.6%	-9.2%	-10.6%	-11.7%	-12.1%	1.5%

Source: Fatality Analysis Reporting System, 2015.

Note: Injury and Property Damage Crash Statistics: <http://datareports.lsu.edu/Reports.aspx?yr=2014&rpt=A1&p=ci>.

<http://datareports.lsu.edu/Reports.aspx?yr=2008&rpt=A1&p=ci>.

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

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

- <http://www.lahighwaysafety.org/>;
- <http://hsrg.lsu.edu/>; <http://lacrash.lsu.edu/>;
- <http://www-fars.nhtsa.dot.gov/Main/index.aspx>;
- <http://www.nhtsa.gov/>;
- <http://www-nrd.nhtsa.dot.gov/CATS/Index.aspx>; and
- http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22_LA/2014/22_LA_2014.htm.

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

The LHSC also conducts multiple assessments and surveys each year. The LHSC has conducted an Observational Safety Belt Usage survey since 1986 and has conducted a Child Passenger Safety Usage survey since 1991. Both surveys provide additional data sources for the LHSC to utilize in reviewing progress and setting future objectives. In 2012, 2013 and 2015, the LHSC conducted a Nighttime Adult Seat Belt Observational Usage survey.

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

Steps in the Problem Identification Process

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

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

The following steps were used in the problem identification process for the FFY 2017 highway safety programs:

- **Step 1** – The most recent available data (currently 2014 FARS and 2015 state data) were used to compare parishes using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related fatal and injury crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.
- **Step 2** – Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs concerning injury crashes, fatal crashes, and total fatalities. Data from the Louisiana Traffic Records Data Report are used to evaluate each parish within population groupings and evaluate a five-year trend in each identified category. A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC goal is to consistently reach 85 percent of the State’s population and a minimum of 70 percent of the State problem in each category.
- **Step 3** – A five-year trend is used for an additional analysis of “hot topic” issues, i.e., motorcycle helmet usage, railroad, and pedestrian issues. Allocations to program areas are based on the magnitude of each problem based on the analysis. Survey results (belt use, helmet use, and public perception) are also analyzed.

Selection Process Steps

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

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

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

performance targets, innovation, evidence-based, adequate evaluation plans, and input provided by partners.

- **Step 3** – The LHSC Executive Director may present the recommendations to the Executive Committee, if requested, and subsequently presents the recommended projects to the LHSC Commission for approval.
- **Step 4** – Upon Commission approval, the LHSC staff creates contracts based on Commission approval and solicits participation from the agency identified in the plan.
- **Step 5** – All approved contract agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1, or immediately upon receipt if after the Federal Fiscal Year date of October 1, 2016, subject to the availability of federal funds.

Statewide Demographics, Performance Trends, Measures, and Targets

Louisiana State Demographics

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

The 2015 population estimates identified Louisiana as having a population of 4,670,724 people. The population is distributed with approximately 66 percent in urbanized areas and 34 percent in rural areas. Most of the people live in the metropolitan areas of Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport-Bossier City.

The median household income is \$44,991 in Louisiana compared to \$53,482 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 19.8 percent compared to 14.8 percent nationally.

As shown in Table 1.3, Whites comprise 63.4 percent of Louisiana's population with African Americans comprising 32.5 percent, the second largest racial group. Asians, American Indians and Alaska Natives, and persons reporting two or more races comprise the remaining amount. The Hispanic ethnicity represents 4.8 percent of the population.

Table 1.3 Louisiana Population Demographics
2015

Group	Percentage
White	63.4%
Black or African American	32.5%
American Indian and Alaska Native	0.8%
Asian	1.8%
Native Hawaiian and Other Pacific Islander	0.1%
Persons Reporting Two or More Races	1.5%
Hispanic or Latino	4.8%

Source: U.S. Census Bureau, 2015.

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

Three national activity measures are also noted that track citations issued and arrests made were during grant-funded enforcement activities only. The data below are collected by the Louisiana Highway Safety Commission from annual grant reports. States are required to track, but are not required to set annual performance targets, for these activity measures.

In 2014² there were:

- 662 fatal crashes, 11 more than in 2013;
- 737 people killed, a 4.8 percent increase from 703 in 2013;³
- 44,797 injury crashes, which represents an increase of 2.9 percent from 2013;
- 72,713 injuries in motor vehicle crashes, an increase of 2.9 percent from 2013; and
- 111,500 property damage only (PDO) crashes, an increase of 1.5 percent from 2013.

Of the fatal crashes in 2014:

² State data provided throughout this document (obtained through the Highway Safety Research Group at Louisiana State University) are current as of June 2, 2016, and subject to change. All 2014 crash data provided reflects state data (provided by the Highway Safety Research Group at Louisiana State University) unless otherwise noted.

³ Fatality data obtained from FARS and current as of June 2, 2016.

- 56 percent of all occupants killed (six years and older) were not properly restrained, which represents an increase of 4 percent from 2013 (52 percent);
- Alcohol impaired fatalities increased from 33 percent of all fatalities in 2013 to 34 percent of all fatalities in 2014;³
- Fatal crashes involving drivers 18- to 20-year olds as a percent of all fatal crashes was 8.6 percent, an increase of 0.3 percent from 8.3 percent in 2013;² and
- 11.3 percent of fatalities involved a motorcycle, a decrease of 1.0 percentage points from 2013 (12.3 percent).

Table 1.4 FY 2014 Louisiana Core Performance Measures
2010 to 2014

CORE OUTCOME MEASURES			2010	2011	2012	2013	2014
C-1	Traffic Fatalities (FARS)	Annual	721	680	723	703	737
		5-Year Moving Average	888	827	773	730	713
	Reduce the number of fatalities by 9 percent from 713 (2010 to 2013 average) to 649 in 2017						
C-2	Serious Injuries ^a in Traffic Crashes (State Crash File)	Annual	13,397	13,474	13,554	13,443	13,435
		5-Year Moving Average	15,001	14,604	14,152	13,732	13,460
	Reduce the number of serious injuries by 9.3 percent from 13,460 (2010 to 2014 average) to 12,214 in 2017						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.59	1.46	1.54	1.47	1.53
		5-Year Moving Average	1.96	1.82	1.69	1.58	1.52
	Reduce the fatality rate per 100 MVMT by 24 percent from 1.52 (2010 to 2014 average) to 1.15 in 2017						
	Rural Fatalities/VMT	Annual	2.05	1.73	1.70	1.73	1.78
	Urban Fatalities/VMT	Annual	1.25	1.26	1.41	1.29	1.22
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	284	270	240	248	283
		5-Year Moving Average	382	348	309	279	265
	Reduce unrestrained passenger fatalities by 33.2 percent from 265 (2010 to 2014 average) to 172 in 2017						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	226	219	235	235	253
		5-Year Moving Average	320	290	262	241	234
	Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 32.1 percent from 234 (2010 to 2014 average) to 158 in 2017						
C-6	Speeding-Related Fatalities (FARS)	Annual	239	214	211	193	204
		5-Year Moving Average	259	250	241	229	212
	Reduce speeding-related fatalities by 14.7 percent from 212 (2010 to 2014 average) to 181 in 2017						
C-7	Motorcyclist Fatalities (FARS)	Annual	74	80	78	86	83
		5-Year Moving Average	88	85	83	84	80

CORE OUTCOME MEASURES			2010	2011	2012	2013	2014	
	Reduce motorcyclist fatalities by 5.5 percent from 50 (2010 to 2014 average) to 76 in 2017							
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	10	14	4	18	10	
	5-Year Moving Average		20	20	17	14	11	
	Reduce unhelmeted motorcyclist fatalities by 39.3 percent from 11 (2010 to 2014 average) to 7 in 2017							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	108	94	99	87	81	
	5-Year Moving Average		146	129	113	104	94	
	Reduce fatal crashes involving drivers age 20 or younger by 43.6 percent from 94 (2010 to 2014) to 53 in 2017							
C-10	Pedestrian Fatalities (FARS)	Annual	77	90	119	97	105	
	5-Year Moving Average		100	99	100	98	98	
	Reduce pedestrian fatalities by 1.3 percent from 98 (2010 to 2014 average) to 96 in 2017							
C-11	Bicyclist Fatalities (FARS)	Annual	11	18	24	14	12	
	5-Year Moving Average		16	15	15	16	16	
	Reduce bicycle fatalities by 13.9 percent from 16 (2010 to 2014 average) to 14 in 2017							
CORE BEHAVIOR MEASURE			2011	2012	2013	2014	2015	
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	78.0%	79.3%	82.5%	84.1%	85.9%	
	Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 1.7 percentage points from 85.9 percent in 2015 to 87.6 percent in 2017							
ACTIVITY MEASURE			2010	2011	2012	2013	2014	2015
A-1	Seat Belt Citations	Annual	53,471	69,432	62,348	65,462	74,979	60,174
A-2	Impaired Driving Arrests		4,739	6,481	5,474	8,741	9,499	7,594
A-3	Speeding Citations		12,811	10,638	8,696	8,926	7,961	20,300

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

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

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

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

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

	2012	2013	2014	2015
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"	92.6%	95.5%	95.4%	95.3%
What do you think the chances are of getting a ticket if you do not wear your safety belt? "Very likely" and "Somewhat likely"	75%	78.2%	77%	75.5%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? "Yes"	55.5%	45.1%	43.3%	37.9%
What do you think the chances are of getting a ticket if you drive over the speed limit? "Very Likely" and "Somewhat Likely"	86.1%	88.5%	87.6%	86.8%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? "Yes"	38.8%	43.8%	35.5%	38.2%
On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour? "Always" and "Nearly Always"	19.8%	20.2%	18.4%	15.9%
On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour? "Always" and "Nearly Always"	13.2%	11.1%	9.7%	11.3%
What do you think the chances are of someone being arrested if they drive after drinking? "Very Likely" and "Somewhat Likely"	87.4%	89.9%	84%	83.1%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? "Yes"	69.6%	62.9%	63.7%	69.2%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? "None"	84.5%	56.8%	57%	57.6%

Note: Telephone surveys were of 700 licensed motorists statewide.

2015 Attitudinal Survey data provided in this table is from the Seat Belts, Speeding, Electronic Device Use, and Impaired Driving Attitudinal Survey conducted for the LHSC by Applied Technology Research Corporation. There is a 95 percent certainty that the statistics presented for the results are not more than 3.7 percentage points above or below the figure that would have been obtained if all of the licensed motorists would have been interviewed.

The 2016 attitudinal data will not be available until after August 1, 2016.

Louisiana Highway Safety Problem ID Parishes

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

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

In 2014, Louisiana's problem ID parishes accounted for:

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

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

1. Orleans;
2. East Baton Rouge;
3. Jefferson;
4. Lafayette;
5. Caddo;
6. Calcasieu;
7. St. Tammany;
8. Terrebonne;
9. Ascension;
10. Livingston;
11. Lafourche;
12. Rapides;
13. Ouachita;
14. Tangipahoa;
15. St. Landry; and
16. Acadia.

In 2014, these 16 parishes accounted for 70.3 percent of all alcohol-related fatal and injury crashes.

A copy of Louisiana's entire problem identification file can be accessed at the following link:
<http://www.lahighwaysafety.org/grant.html>.

Highest Priorities for FFY 2017

Based upon the problem identification conducted, the following program areas will be pursued in FFY 2017: impaired driving occupant protection, traffic records, motorcycle safety, police traffic services (speeding, and aggressive driving), young drivers, community traffic safety programs, distracted driving, railroad/highway crossing safety, and hazard elimination (Highway Safety Improvement Program).

1.4 Performance Measures and Targets

Overview

The LHSC used the following process to identify realistic and measurable single-year performance targets, and identify performance measures for each program area. The LHSC reviewed actual fatalities and linear trends for five-year periods. The trends were evaluated as to whether a linear target for 2017 was realistic. In most cases, a linear trend-derived target was adopted. In a few cases, maintenance of the most recent low number is the target or another target is chosen. The rationale for the selected targets is also included in Table 2.6. The targets will be revised from year to year based on the previous year's accomplishments. The LHSC reports on three grant activity-based performance measures (i.e., the number of seat belt citations, impaired driving arrests, and speeding citations issued during grant funded enforcement activities) each year, however these are not included in Table 2.6. because annual targets are not set for these measures.

Performance Measures

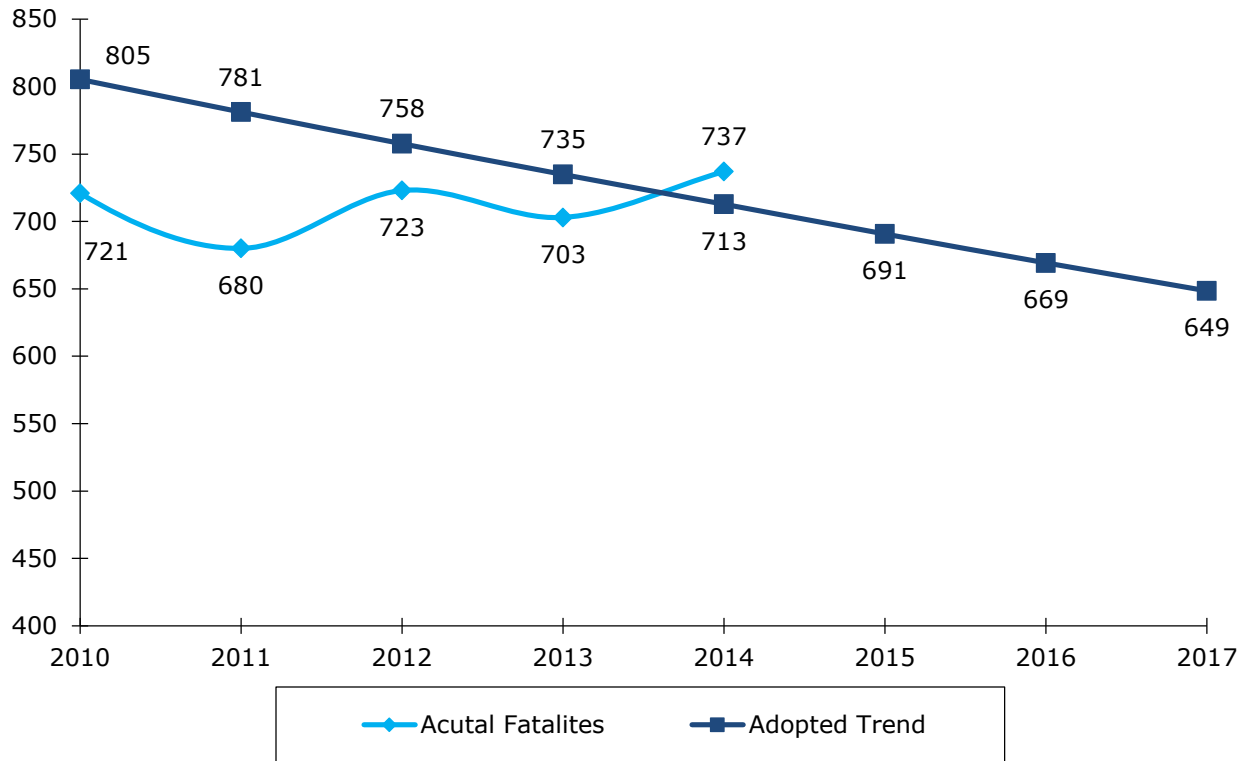
The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. Louisiana's Strategic Highway Safety Plan (SHSP), which the DOTD oversees, reflects this overall goal as well. The LHSC and DOTD have adopted common performance measures for fatalities, fatality rate, and serious injuries. Table 2.6 identifies the program areas that will be emphasized in Louisiana's highway safety program in FFY 2017, with related performance targets and measures.

Table 1.6 Program Area Targets and Performance Measures

Program Area	Performance Targets	Rationale	Performance Measures
Overall	Reduce the number of fatalities by 9 percent from 713 (2010 to 2014 average) to 649 in 2017. (C-1)	Used base of 2010 to 2014 average and decreased annually by 3.1 percent to align with SHSP approach.	Number of motor vehicle-related fatalities.
	Reduce the number of serious injuries by 9.3 percent from 13,460 (2010 to 2014 average) to 12,214 in 2017. (C-2)	Single-year target; linear reduction using 5-year moving average.	Number of motor vehicle-related serious injuries.
	Reduce the fatality rate per 100 MVMT by 24 percent from 1.52 (2010 to 2014 average) to 1.15 in 2017. (C-3)	Single-year target; linear reduction using 5-year moving average.	Fatality rate per 100 million VMT.
	Reduce the rural fatality rate per 100 MVMT by 26.0 percent from 1.82 (2010 to 2014 average) to 1.33 in 2017.	Single-year target; linear reduction using 5-year moving average.	Rural fatality rate per 100 million VMT.
	Reduce the urban fatality rate per 100 MVMT by 21.5 percent from 1.29 (2010 to 2014 average) to 1.01 in 2017.	Single-year target; linear reduction using 5-year moving average.	Urban fatality rate per 100 million VMT.
Occupant Protection	Reduce unrestrained passenger fatalities by 33.2 percent from 257 (2012 to 2014 average) to 172 in 2017. (C-4)	Single-year target; linear reduction using 5-year moving average.	Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
	Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 1.7 percentage points from 85.9 percent in 2015 to 87.6 percent in 2017. (B-1)	Single-year target; linear increase using reasonable growth.	Observed seat belt use of front seat outboard occupants.

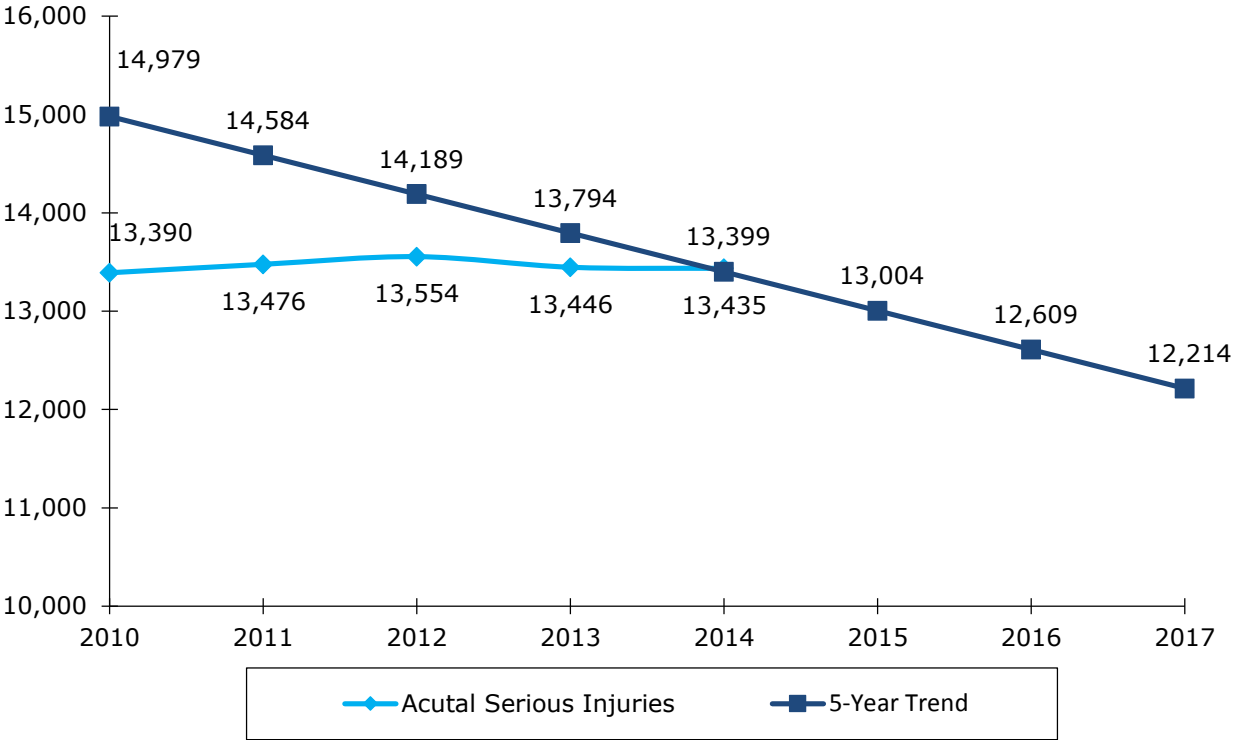
Program Area	Performance Targets	Rationale	Performance Measures
Alcohol Impaired Driving	Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 32.3 percent from 233 (2010 to 2014 average) to 158. (C-5)	Single-year target; linear reduction using 5-year moving average.	Number of fatalities involving a driver or motorcycle operator with BAC at 0.08 and greater.
Police Traffic Services	Reduce speeding-related fatalities by 14.7 percent from 212 (2010 to 2014 average) to 181 in 2017. (C-6)	Single-year target; linear reduction using 5-year moving average.	Number of speeding-related fatalities.
Motorcycles	Reduce motorcyclist fatalities by 5.5 percent from 80 (2012 to 2014 average) to 76 in 2017. (C-7)	Single-year target; linear trend.	Number of motorcyclist fatalities.
	Reduce unhelmeted motorcyclist fatalities by 39.3 percent from 11 (2010 to 2014 average) to 7 in 2017. (C-8)	Single-year target; linear reduction using 5-year moving average.	Number of unhelmeted motorcyclist fatalities.
Young Drivers	Reduce fatal crashes involving drivers age 20 or younger by 43.6 percent from 94 (2010 to 2014 average) to 53 in 2017. (C-9)	Single-year target; linear reduction using 5-year moving average.	Number of drivers age 20 or younger involved in fatal crashes.
Bicycle and Pedestrian	Reduce pedestrian fatalities by 1.3 percent from 98 (2010 to 2014 average) to 96 in 2017. (C-10)	Single-year target; linear reduction using 5-year moving average.	Number of pedestrian fatalities.
	Reduce bicycle fatalities 13.9 percent from 16 (2010 to 2014 average) to 14 in 2017. (C-11)	Single-year target; linear reduction using 5-year moving average.	Number of bicycle fatalities.
Rail-Highway	Reduce rail-highway fatalities by 65.8 percent from 7 (2010 to 2014 average) to 2 in 2017.	Single-year target; linear reduction using 5-year moving average.	Number of rail-highway fatalities.
Distracted Driving	Reduce distracted driving fatalities by 27 percent from 41 (2012 to 2014 average) to 30 in 2017.	Single-year target; linear reduction using 5-year moving average.	Number of distracted driving related fatalities.

Figure 1.2 Fatalities Trend Line Analysis



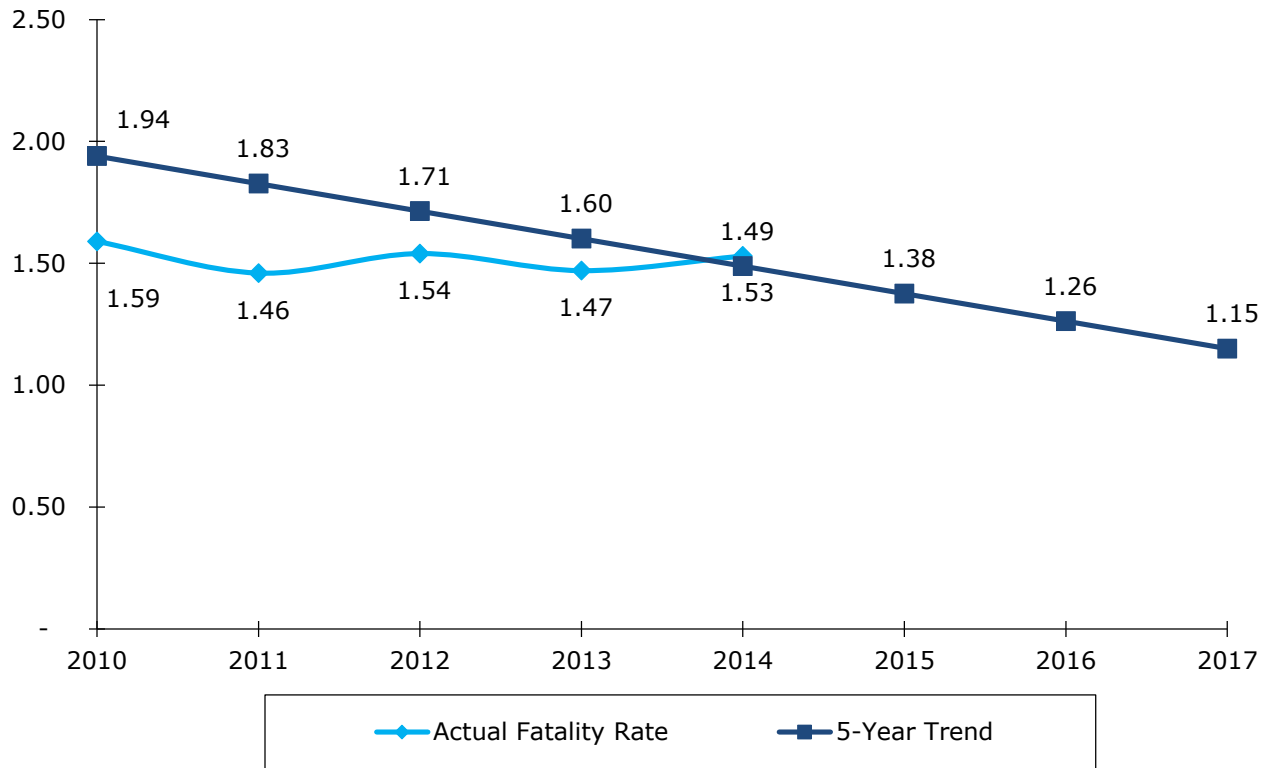
Note: Based on historical data, the number of fatalities has fluctuated over the last five years but overall has trended down despite the rise in fatalities to 737 in 2014. A five-year average trend line was chosen as the most practical justification for determining the 2017 target based on trends and current programs enacted to address overall fatalities. To achieve the 2017 target, fatalities will have to reduce by nine percent from 713 (2010 to 2014 average) to 649 in 2017.

Figure 1.3 Serious Injuries Trend Line Analysis



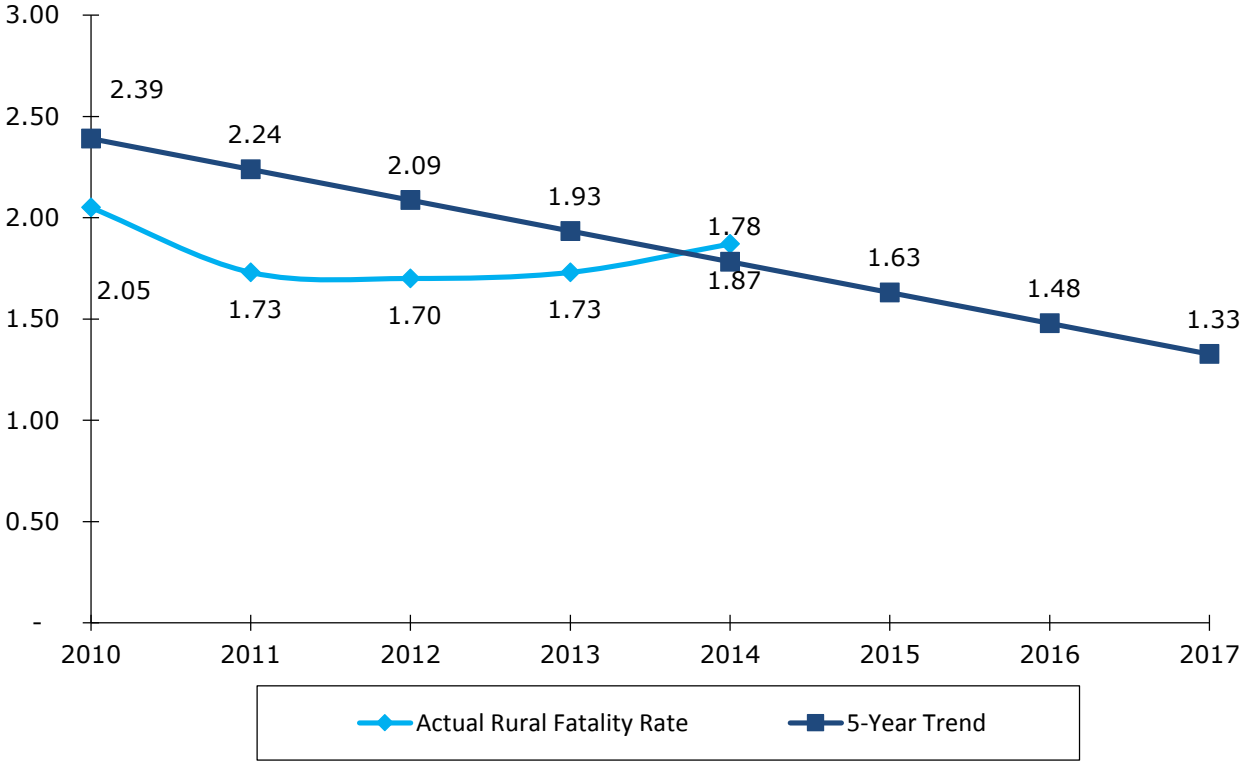
Note: Based on historical data, the number of serious injuries has flattened over the last five years, but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address the overall injuries. To achieve the 2017 target, injuries will have to reduce by 9.3 percent from 13,460 (2010 to 2014 average) to 12,214 in 2017.

Figure 1.4 Fatality Rate per 100 MVMT Trend Line Analysis



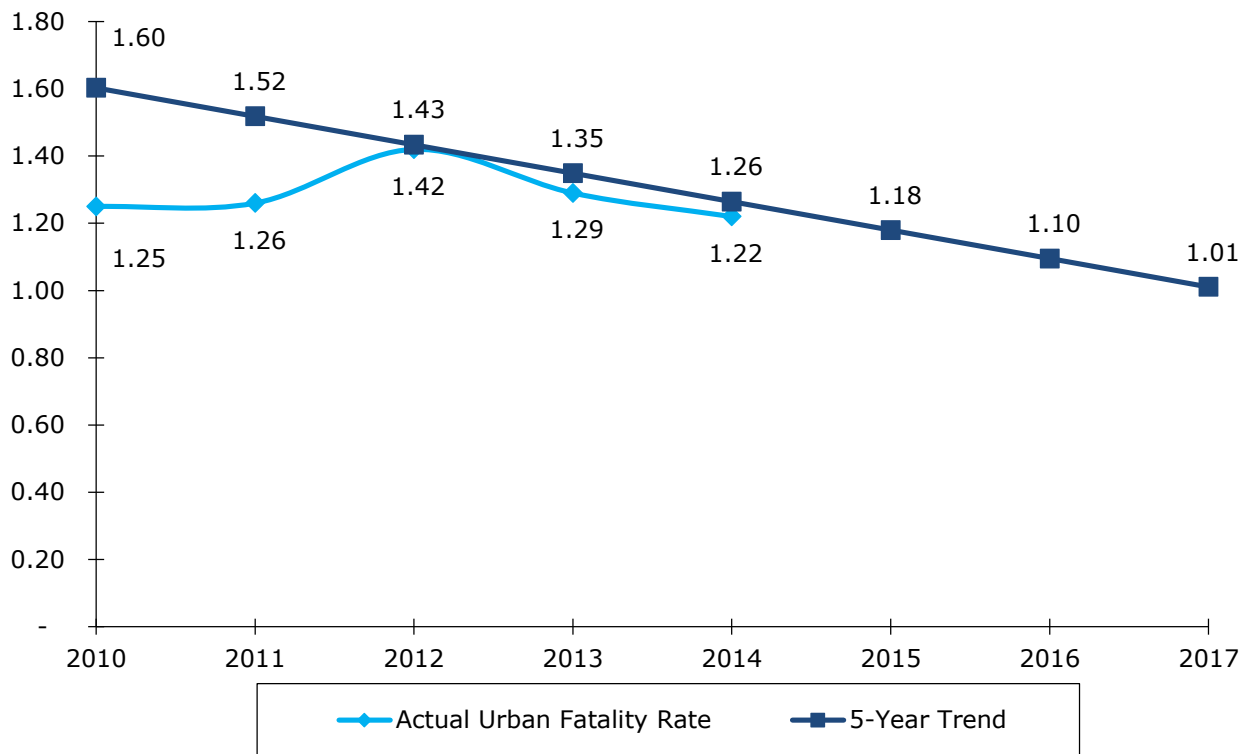
Note: Based on historical data, the fatality rate per 100 MVMT has flattened over the last five years, but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address the overall fatality rate. To achieve the 2017 target, the fatality rate will have to be reduced by 24 percent from 1.52 (2010 to 2014 average) to 1.15 in 2017.

Figure 1.5 Rural Fatality Rate per 100 MVMT Trend Line Analysis



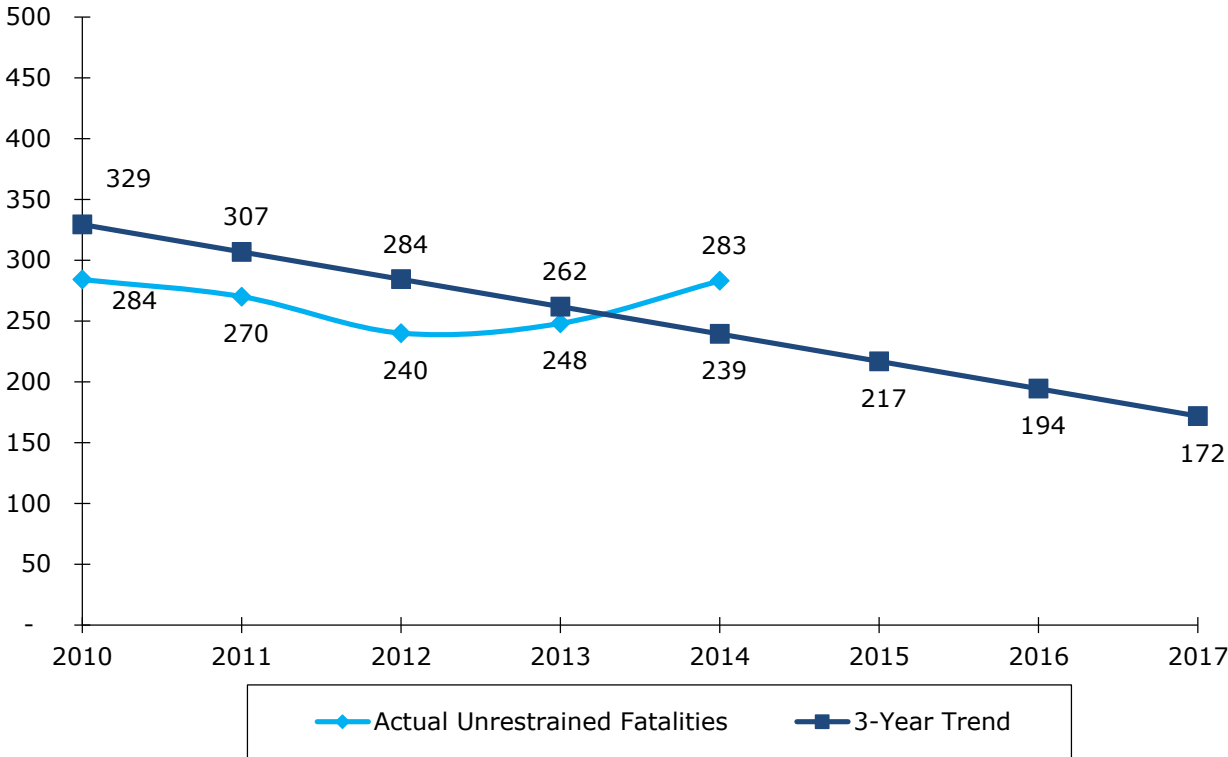
Note: Based on historical data, the fatality rural fatality rate per 100 MVMT has fluctuated over the last five years, but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address rural fatalities. To achieve the 2017 target, rural fatalities will have to reduce by 26.0 percent from 1.82 (2010 to 2014 average) to 1.33 in 2017.

Figure 1.6 Urban Fatality Rate per 100 MVMT Trend Line Analysis



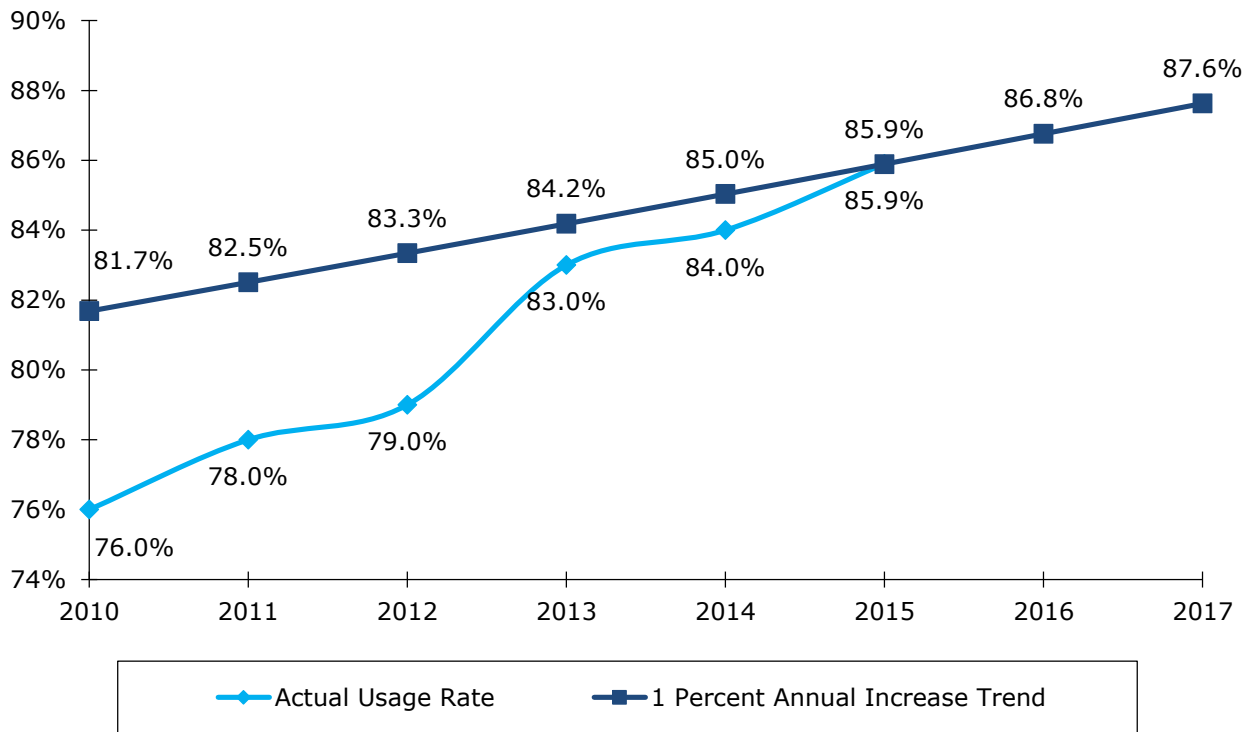
Note: Based on historical data, the urban fatality rate per 100 MVMT has fluctuated over the last five years, but overall has trended down. A five-year trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address urban fatalities. To achieve the 2017 target, urban fatalities will have to reduce by 21.5 percent from 1.29 (2010 to 2014 average) to 1.01 in 2017.

Figure 1.7 Unrestrained Fatalities Trend Line Analysis



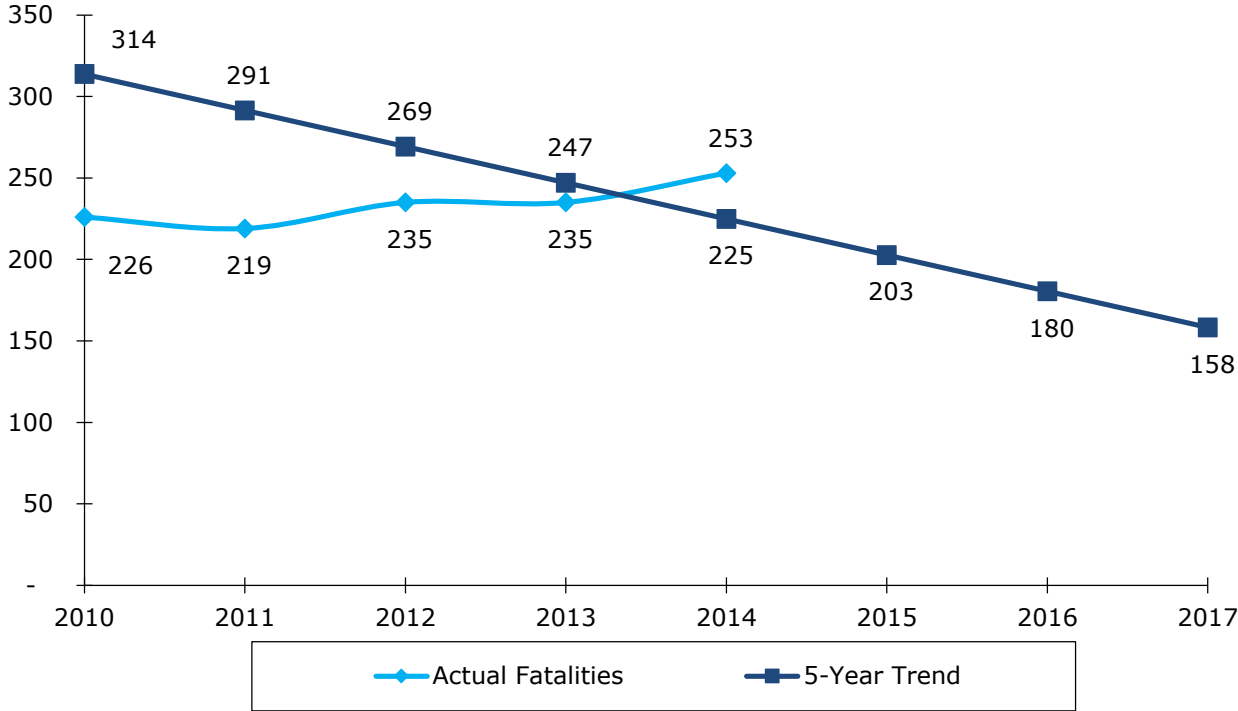
Note: Based on historical data, the number of unrestrained fatalities has flattened out over the last five years, and while overall has trended down; the increase in the last three years is a reason to be conservative. A three-year trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address unrestrained fatalities. To achieve the 2017 target, unrestrained fatalities have to reduce by 33.2 percent from 257 (2012 to 2014 average) to 172 in 2017.

Figure 1.8 Observed Usage Rate Trend Line Analysis



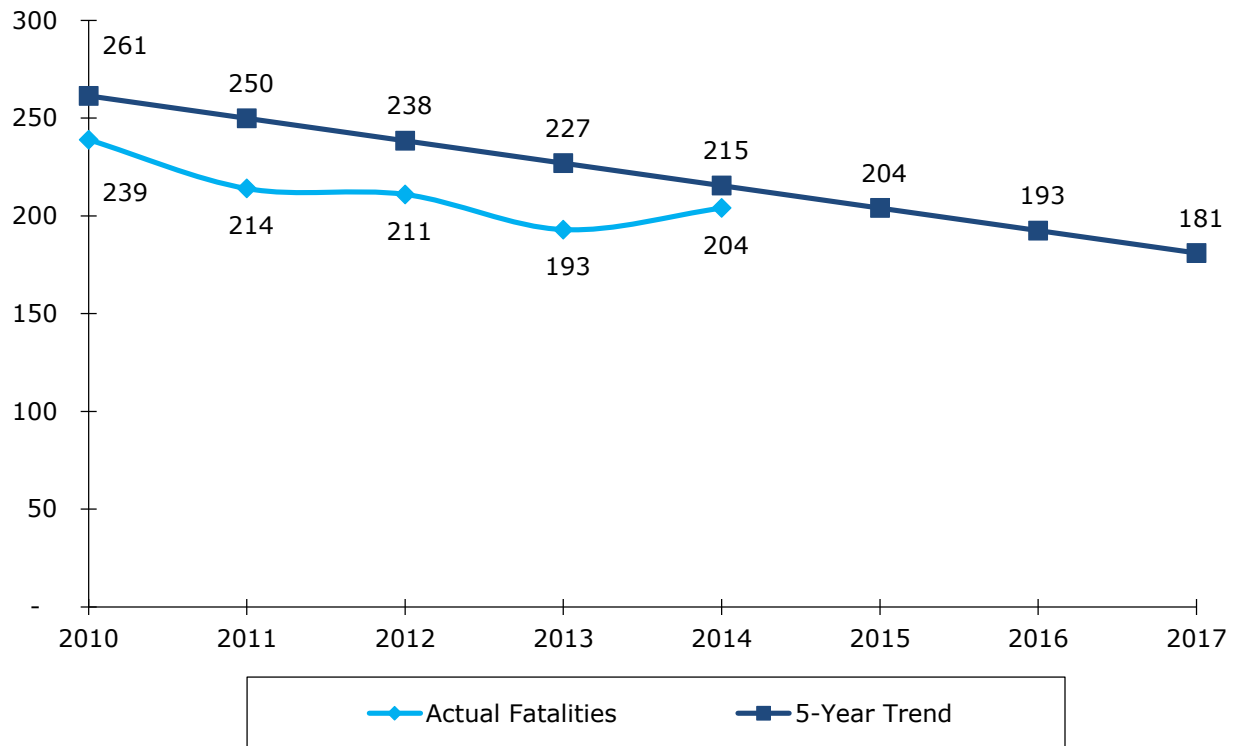
Note: Based on historical data, the observed seat belt rate has increased over the last several years to 85.9 percent in 2015. With no new occupant protection legislation enacted, it is expected that the observed seat belt usage rate will level off as we begin to address the hardcore nonbelt use population. With only a \$25 seat belt fine it will become progressively difficult to increase the usage rate year over year. A modest 1.7 percent annual increase to 87.6 percent is considered a realistic performance target for 2017.

Figure 1.9 Alcohol Impaired Fatalities Trend Line Analysis



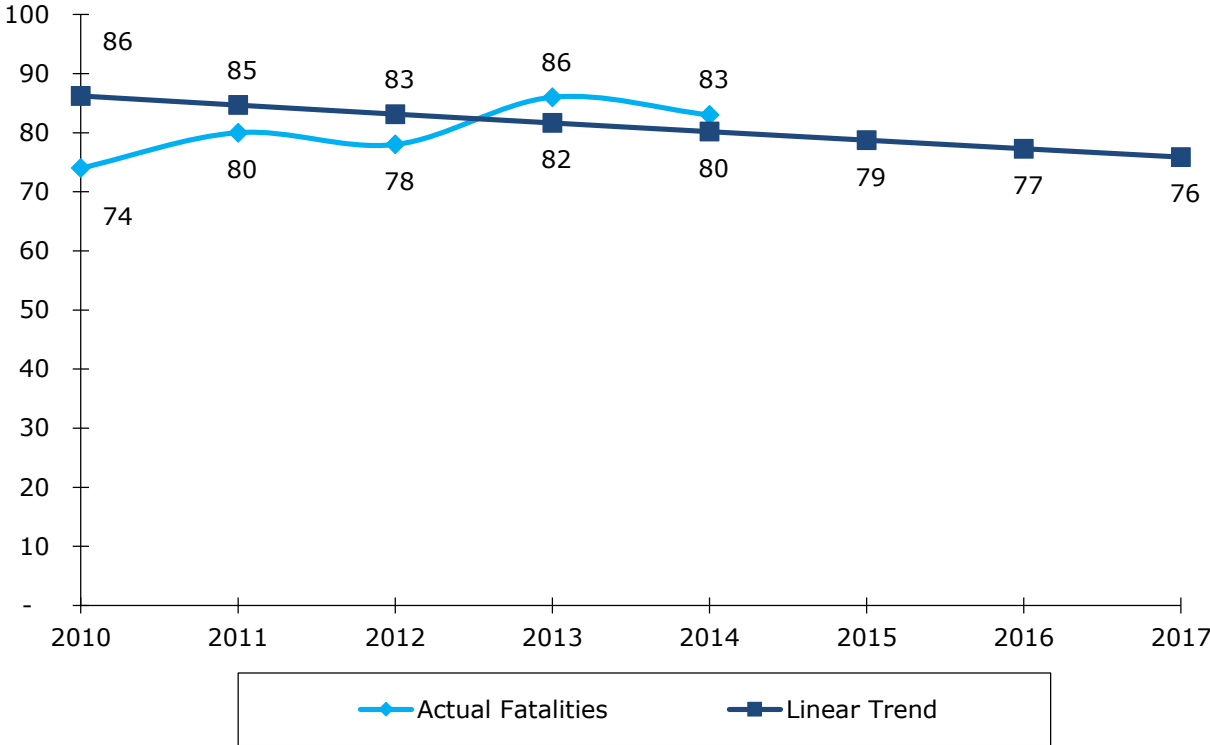
Note: Based on historical data, the number of alcohol-impaired fatalities has flattened out over the last five years, however, over the last year the number has started to trend upwards. A five-year trend line was chosen as the most practical justification for determining the 2017 target. To achieve the 2017 target, alcohol impaired fatalities will have to reduce by 32.3 percent from 234 (2010 to 2014 average) to 158.

Figure 1.10 Speeding-Related Fatalities Trend Line Analysis



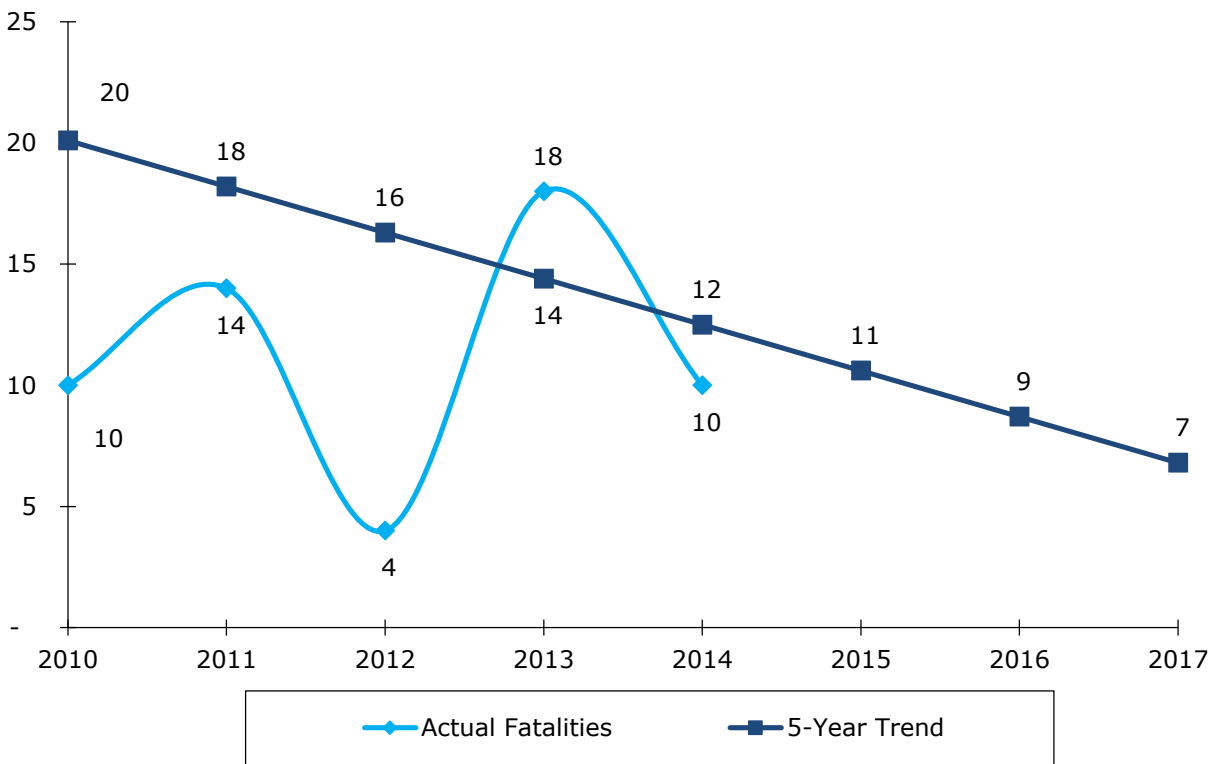
Note: Based on historical data, the number of speeding-related fatalities is flattening out over the last five years, but the overall trend is downward. A five-year trend line was chosen as the most practical justification for determine the 2017 target based on trends and current countermeasure programs enacted to address speeding-related fatalities. To achieve the 2017 target, speeding-related fatalities will have to reduce by 14.7 percent from 212 (2010 to 2014 average) to 181 in 2017.

Figure 1.11 Motorcyclist Fatalities Trend Line Analysis



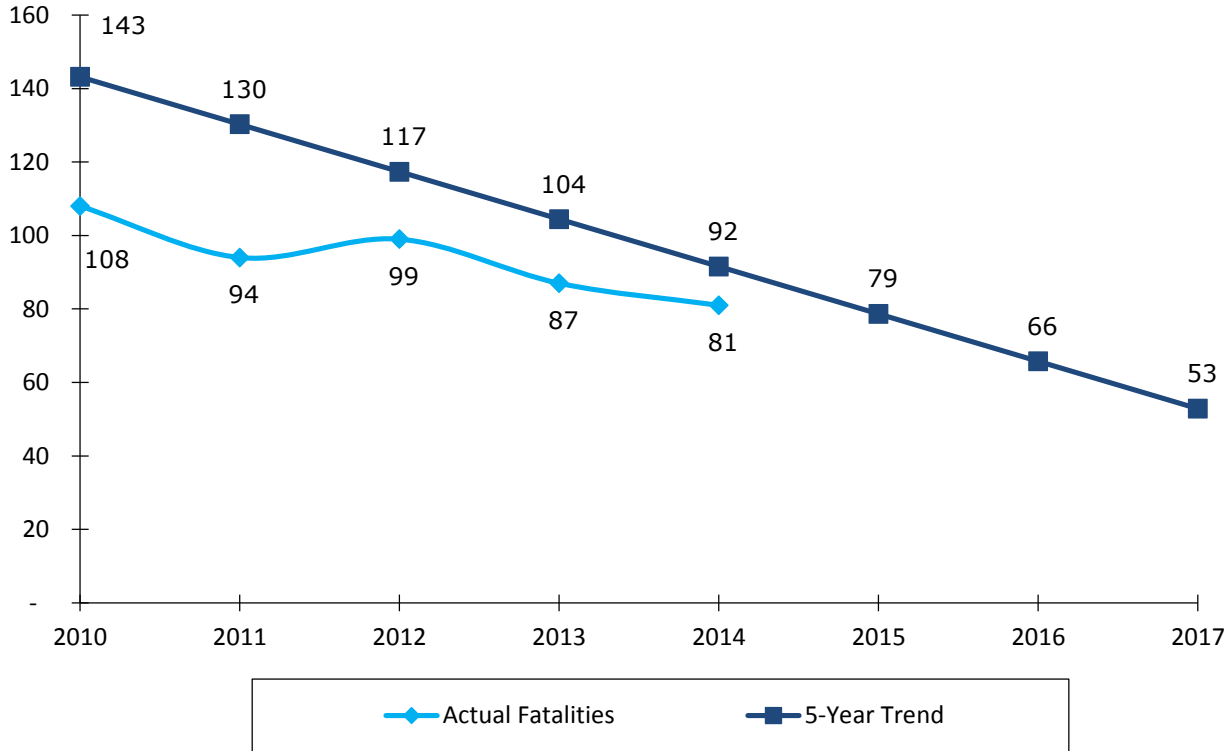
Note: There was an average of 80 motorcycle fatalities for the three-year average between 2012 and 2014. With the fluctuations in motorcycle fatalities over the last five years, the three-year average of reducing fatalities by an average of 5.5 percent was chosen. To achieve the 2017 target, motorcyclist fatalities will have to reduce by 5.5 percent from 80 (2012 to 2014 average) to 76 in 2017.

Figure 1.12 Unhelmeted Motorcyclist Fatalities Trend Line Analysis



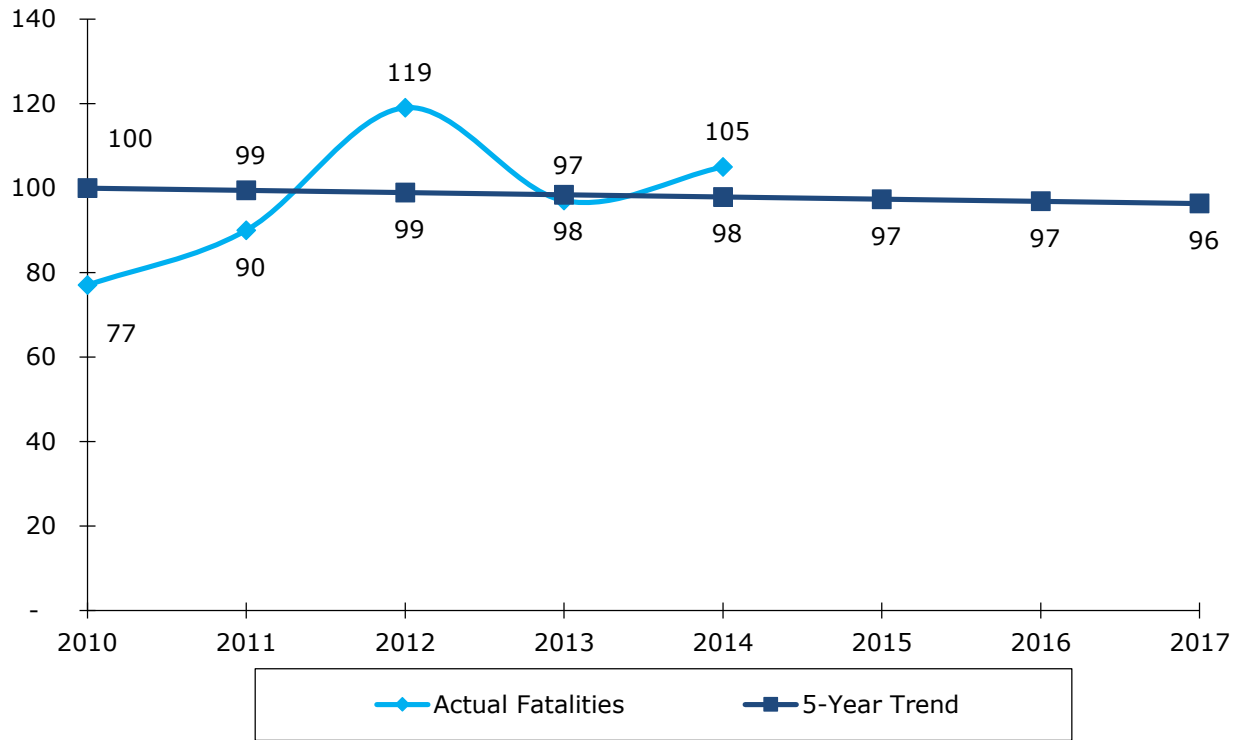
Note: Based on historical data, the number of unhelmeted motorcyclist fatalities has fluctuated considerably. A key consideration in the trend over the last five years is the relatively low numbers of fatalities, which makes it increasingly difficult to account for fluctuations from one year to the next. Because of the high potential for variation from year to year, a five-year trend line was chosen to set the target for 2017. To achieve this target, unhelmeted motorcyclist fatalities will need to reduce by 39.3 percent from 11 (2010 to 2014 average) to 7 in 2017.

Figure 1.13 Young Drivers Fatalities Trend Line Analysis



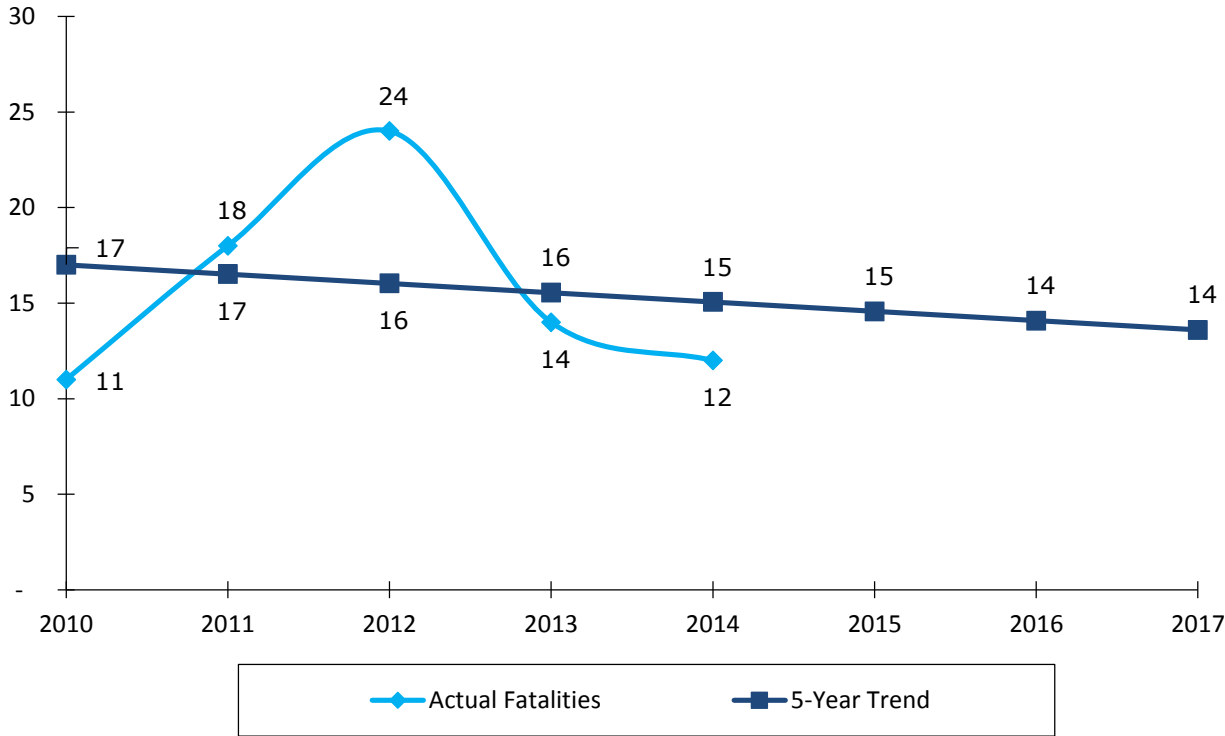
Note: Based on historical data, the number of drivers under the age of 21 fatally injured in crashes has trended downward in the last five years. A five-year trend line was selected as the most practical justification for selecting the 2017 target based on trends and current countermeasure programs enacted to address young driver fatalities. To achieve the 2017 target, young driver fatalities need to decrease by 43.6 percent from 94 (2010 to 2014 average) to 53 in 2017.

Figure 1.14 Pedestrian Fatalities Trend Line Analysis



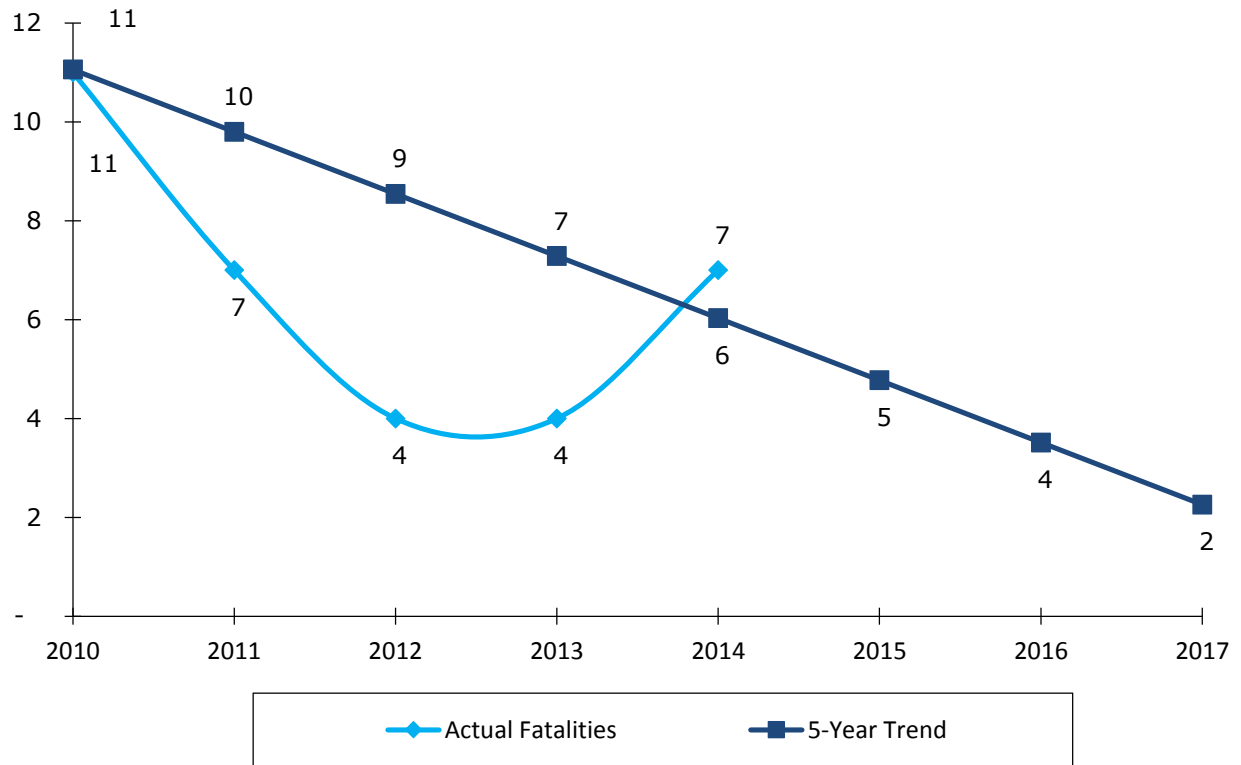
Note: Based on historical data, the number of pedestrian fatalities has fluctuated significantly over the last five years. The five-year trend line indicates that while the general trend has been downward, building on the expected reduction in pedestrian fatalities based on past performance could be challenging. To achieve the 2017 target, the number of pedestrian fatalities needs to reduce by 1.3 percent from 98 (2010 to 2014 average) to 96. This conservative target reflects the past challenges in reducing pedestrian fatalities.

Figure 1.15 Bicyclist Fatalities Trend Line Analysis



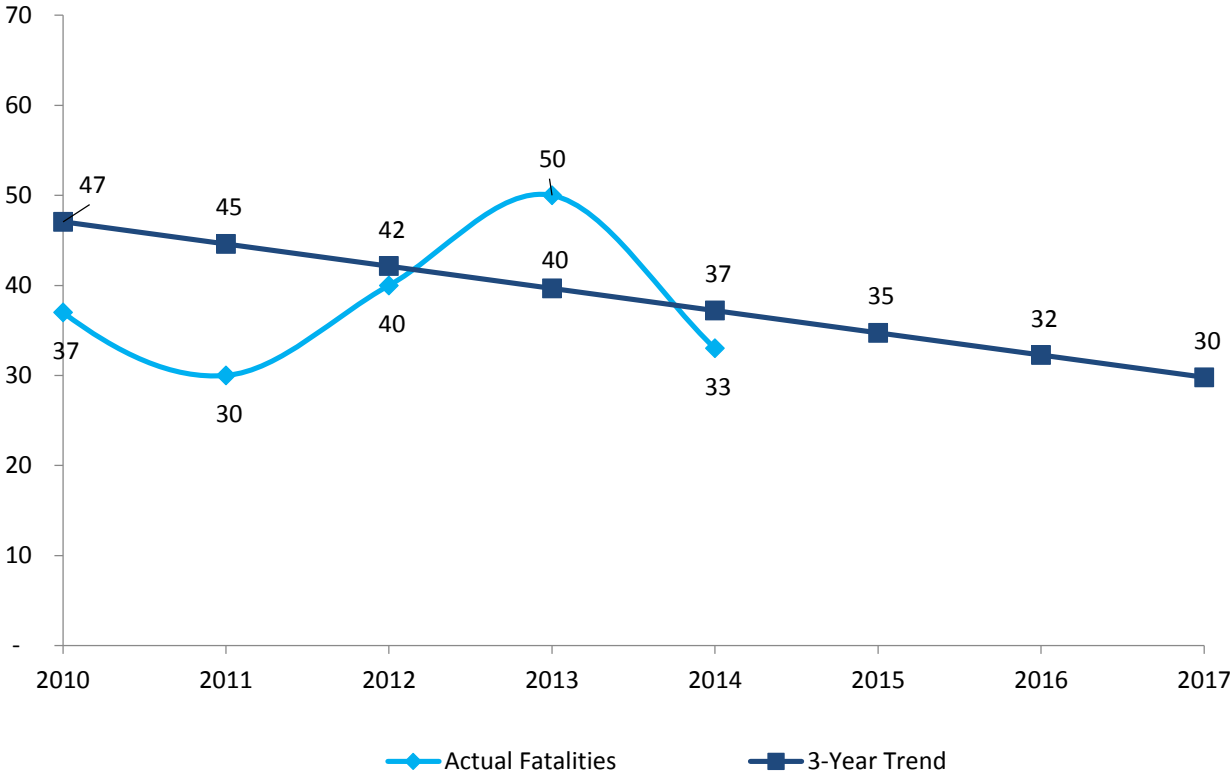
Note: With low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. Because of this, a single-year target linear reduction using a five-year moving average (2010 to 2014) was selected. To achieve the 2017 target, bicycle fatalities will have to be reduced by 13.9 percent from 16 (2010 to 2014 average) to 14 in 2017.

Figure 1.16 Rail-Highway Fatalities Trend Line Analysis



Note: With low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. Because of this, a single-year target linear reduction using a five-year moving average (2010 to 2014) was selected. To achieve the 2017 target, rail-highway fatalities will have to be reduced by 65.8 percent from 7 (2010 to 2014 average) to 2 in 2017.

Figure 1.17 Distracted Driving Fatalities Trend Line Analysis



Note: Based on historical data, the number of distracted driving related fatalities has trended downward in the last three years. A three-year trend line was selected as the most practical justification for selecting the 2017 target based on trends and current countermeasure programs enacted to address distracted driving fatalities. To achieve the 2017 target, distracted driving fatalities need to decrease by 27 percent from 41 (2012 to 2014 average) to 30 in 2017.

1.5 Evidence-Based Enforcement Plan and Project Selection Process

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

Participants Involved

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

Data Sources

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

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

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies. The LHSC uses the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, 2015 as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Louisiana's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data, or utilize the data provided by HSRG (<http://datareports.lsu.edu/CrashReportIndex.aspx>), to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, failure to wear seatbelts, and speeding. Additional strategies deployed include enforcement during specific times of day when more crashes occur, nighttime impaired driving checkpoints, and enforcement of high-risk occupant protection populations, such as at night with additional focus on occupant protection of pickup truck occupants. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Continuous Monitoring

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

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

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

2.0 Highway Safety Plan

The following sections describe the LHSC's program areas for FFY 2017 and provide details on the program areas, performance targets and measures, strategies, programs, and projects planned for the upcoming year. A comprehensive table of all projects is provided at Table 5.3.

The project descriptions at the end of each program area include citations referencing the performance targets and evidence of effectiveness. The LHSC used the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 HSP program areas. Evidence of effectiveness citations, which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, and Section 2.1), are identified in the project descriptions, and denote the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for projects such as LHSC administrative functions and activities. The 2015 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf.

2.1 Impaired Driving

Problem Identification and Analysis

Louisiana's alcohol-related fatal crash percentage rose to 47 percent in 2014, while the percentage of alcohol-impaired fatal crashes has stayed consistent with national trends. The 2014 FARS data for alcohol-impaired driving fatalities with a BAC 0.08 or greater indicates 253 fatalities and the HSRG data indicate there were 310 alcohol-related crashes in total. According to HSRG from 2010 to 2014, there were 666 predicted alcohol fatalities between 6 p.m. and 12 a.m., followed by 615 from 12 a.m. to 6 a.m., 193 from 12 p.m. to 6 p.m., and 77 from 6 a.m. to 12 p.m. Friday, Saturday, and Sunday were also shown to be the top three days when alcohol fatalities occurred. While impaired driving continues to be a concern, Louisiana now ranks as a Section 405d midrange state. Driving after drinking continues to be taken too lightly in Louisiana. A cultural shift toward understanding the realities and consequences of drinking and driving must take place.

Louisiana has a Zero Tolerance law (0.02 blood alcohol concentration (BAC)) for drivers less than 21 years of age. However, 18- to 20-year olds are allowed to enter bars in Louisiana. Among the drivers age 18 to 20 there were 328 alcohol-involved fatal and injury crashes in Louisiana in 2014. In FFY 2015, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and found when asked "What do you think the chances are of someone getting arrested if they drive after drinking?", 83.1 percent of respondents noted 'Very Likely' and 'Somewhat Likely'. However, when asked, "In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?", 57.6 percent of respondents indicated 'None'.

Impaired driving is not solely limited to alcohol impairment. In Louisiana, drugs also are prominent in the toxicology reports provided by the State Crime Laboratory. Of the traffic impairment reports identified in Table 2.1, over two-thirds of drivers tested had drugs or drug metabolites in their system and, perhaps more alarming, the drivers had an average of three drugs in their system. The State will consider a drug impaired driving performance target in 2017. Dr. Schneider, LSU Highway Safety Research Group, is completing a research project on drugged driving. This research project will inform our drugged driving activities in FFY 2018.

Table 2.1 General Statistics

	2012	2013	2014	2015
Total traffic impairment TOX/ BAC reports released ^a	4,316	4,327	4,486	5,042
BAC reports (BAC >0.08%)	1,927 (44.6%)	1,843 (42.6%)	2,103 (46.9%)	2,037 (40.4%)
TOX reports (BAC <0.08%)	2,389 (55.4%)	2,484 (57.4%)	2,383 (53.1%)	3,006 (59.6%)
Traffic/Impairment Only				
Toxicology reports released	2,389	2,484	2,216 ^a	3,006
Reports that had no drugs of toxicological significance	619 (25.9%)	695 (27.9%)	624 (28.2%)	930 (30.9%)
Reports that had insufficient sample to process	70 (2.9%)	112 (4.5%)	158 (7.1%)	68 (2.3%)
Remaining reports that yielded drugs or drug metabolites	1,784 (74.7%)	1,677 (67.5%)	1,434 (64.7%)	2,008 (66.8%)
Drugs or drug metabolites identified	5,549	4,903	4,076	5,616
Average drugs per case	3.1	2.9	2.8	2.8

Source: Louisiana State Police Crime Lab.

^a Total released (coroner, etc.).

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

Table 2.2 details the percentages of all traffic impairment cases in 2012, 2013, 2014, and 2015, in which the driver was at or above the legal limit for alcohol and had at least one drug of impairment in their system. Only 15 to 22 percent of the drivers in the cases reported had no drugs or an insufficient sample in their system.

Table 2.2 Traffic Impairment Cases

What percentage of all traffic impairment cases reported?	2012	2013	2014	2015
...at or above the legal limit for alcohol?	44.6%	42.6%	46.8%	28% ^a
...at least one drug of impairment?	39.5%	38.8%	35.8%	50%
...no drugs and/or insufficient sample?	15.9%	18.6%	17.4%	22%

Source: Louisiana State Police Crime Lab.

^a This may be because of more Intoxilyzer information on submittal forms

Table 2.3 provides a breakdown of the types of drugs detected in the traffic impairment cases and the percent of times sufficient amounts of each specific drug was detected.

Table 2.3 Drugs Detected in Traffic Impairment Cases

Toxicology/Drug	2012		2013		2014		2015		Trend
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
Hydrocodone (Lortab)	906	16.35%	490	9.99%	356	8.69%	350	6.23%	Down
Carisoprodol (Soma)	871	15.72%	743	15.15%	464	11.35%	413	7.35%	Down
Cocaine	567	10.23%	416	8.48%	346	8.48%	562	10.01%	Up
Diazepam (Valium)	438	7.90%	473	9.65%	336	8.23%	397	7.07%	Steady
Prescription Antidepressants (except Alprazolam and Diazepam)	407	7.35%	411	8.38%	410	10.02%	272	4.84%	Down
Over-the-Counter (OTC) Drugs (except Benadryl)	358	6.46%	387	7.89%	251	6.18%	390	6.94%	Steady
THC (Marijuana)	293	5.29%	443	9.04%	435	10.65%	842	14.99%	Up
Oxycodone (OxyContin)	257	4.64%	245	5.00%	200	4.90%	230	4.10%	Steady
Prescription Pain Reliever (other than Hydrocodone and Oxycodone)	228	4.11%	156	3.18%	140	3.45%	203	3.61%	Steady
Other Pharmaceuticals (each less than 15)	173	3.12%	67	1.37%	40	1.00%	71	1.26%	Steady
Methadone	163	2.94%	176	3.59%	149	3.66%	235	4.18%	Steady
Prescription Sleep Aids (except Ambien)	160	2.89%	83	1.69%	38	0.93%	49	0.87%	Steady
Amphetamine (Adderall)	154	2.78%	163	3.32%	214	5.27%	401	7.14%	Up
Alprazolam (Xanax)	120	2.17%	38	0.78%	83	2.05%	111	1.98%	Steady
Barbiturates	110	1.99%	117	2.39%	81	2.00%	77	1.37%	Steady
Methamphetamine	92	1.66%	165	3.37%	209	5.15%	425	7.57%	Up

Toxicology/Drug	2012		2013		2014		2015		Trend
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
Codeine (Prescription Cough Syrup)	77	1.39%	83	1.69%	69	1.70%	197	3.51%	Steady
Prescription Muscle Relaxer (other than Carisoprodol)	47	0.85%	56	1.14%	51	1.26%	79	1.41%	Steady
Phencyclidine (PCP)	32	0.58%	44	0.90%	43	1.07%	35	0.62%	Steady
Heroin and/or Morphine	30	0.54%	104	2.12%	100	2.45%	190	3.38%	Up
Prescription Epilepsy	21	0.38%	9	0.18%	14	0.35%	23	0.41%	Steady
Schedule I Hallucinogens and/or Cathinones	20	0.36%	23	0.47%	34	0.84%	45	0.80%	Steady
Prescription Stimulants (other than Amphetamine)	17	0.31%	11	0.22%	13	0.30%	19	0.34%	Steady
Total	5,541	100.00%	4,903	100.00%	4,076	100.00%	5,616	100%	

Source: Louisiana State Police Crime Lab.

Louisiana has a comprehensive impaired driving program that incorporates broad-ranging strategies and actions designed to reduce impaired driving fatalities and injuries. The LHSC utilizes data analysis and strategic planning to guide all funding decisions outlined in the HSP with the intention that the comprehensive nature of the impaired driving program will achieve the overall impaired driving goal. The LHSC used the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 impaired driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. Although several of these impaired driving projects address prevention programs for young adults and for underage drinking, they are coordinated by LHSC assigned program coordinators to ensure the projects contribute to our overall highway safety impaired driving program.

Impaired Driving Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. In addition, the Governor’s Task Force on DWI-Vehicular Homicide (Governor’s Task Force) has been instrumental in shaping impaired driving countermeasure strategies since its inception in 1996 and is recognized by NHTSA as an appropriate venue for the required Statewide Impaired Driving Plan (SIDP). The Impaired Driving Task Force considers the latest problem identification conducted by the LHSC when tracking progress and updating the SIDP. The strategies and actions included in the plan are data-driven, evidence-based, and considered best practices by NHTSA. The FFY 2017 HSP includes strategies and projects from the SIDP and is coordinated with the State’s SHSP. By using these evidence-based selection strategies for impaired driving countermeasures, the likelihood of our strategies reaching our goals is enhanced.

Performance Target

- Reduce alcohol-impaired (BAC of 0.08 or greater for drivers and motorcyclists) fatalities by 32.3 percent from 234 (2010 to 2014 average) to 158 in 2017.

Performance Measures

- Number of fatalities involving a driver or motorcycle operator with BAC 0.08 and greater.
- Number of impaired driving arrests issued during grant funded enforcement activities.

Strategies

1. Provide sustained enforcement of statutes addressing impaired driving/riding.
2. Support the National “Drive Sober or Get Pulled Over” campaign with specific overtime enforcement and paid media based on data-driven demographic and geographic locations.

LHSC will measure the Gross Rating Point average for the impaired driving campaign network buys and evaluate the paid media via attitudinal surveys.

3. Promote Juvenile Underage Drinking Enforcement (JUDE) enforcement with local law enforcement agencies.
4. Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15- to 23-year olds.
5. Produce and distribute public information and educational materials to combat impaired driving/riding and underage drinking and provide paid media outreach for state-planned impaired driving education.
6. Develop new, and strengthen existing, impaired driving prevention networks and associations.
7. Address repeat offenders through legislation, education, public information, and support of eight DWI Courts.
8. Streamline the electronic DWI processing system to reduce the time needed to process a DWI arrest.
9. Provide Drug Recognition Expert (DRE) training to revitalize the DRE program, and conduct SFST Instructor, SFST Training Field Courses.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Other impaired driving projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and Young Driver Traffic Safety Program.

Project Number: 2017-10-10

Project Title: TRACC Coalition- No Refusal Support Program

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

Project Budget/Source: 54,994.00/Section 154 AL

Project Number: 2017-10-11

Project Title: Impaired Driving Policy Specialist

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

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

Project Number: 2017-10-13

Project Title: Prosecutor/Law Enforcement Training Program

Project Description: Through the Louisiana District Attorneys Association (LDAA), the LHSC provides funding for a Traffic Safety Resource Prosecutor (TSRP) to help law enforcement, prosecutors, and judges align their efforts to prosecute DWI cases. The grant funds will be used to host and facilitate trainings; funding for participants to attend is not included. The LDAA plans to facilitate and present impaired driving courses to a minimum of 225 prosecutors and 75 law enforcement officers during FFY 2017. This training is offered statewide. (CTW, Chapter 1: Section 1.1, 1.3, 1.4, 1.5; Chapter 3: 3.2, 3.4)

Project Budget/Source: \$241,260.00/Section 405d Mid

Project Number: 2017-10-14

Project Title: DPS Legal Consultant

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

Project Budget/Source: \$25,000.00/Section 164AL

Project Number: 2017-10-15

Project Title: Louisiana Impaired Driving Assessment Coordinator

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

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

Project Number: 2017-10-16

Project Title: No Refusal Blood Draw Program - Acadian Ambulance

Project Description: Acadian Ambulance will provide trained medical personnel to provide blood draw capability at DWI checkpoints and call outs. Having trained personnel on station at checkpoints will significantly decrease the time needed to draw blood once a search warrant is issued. This will be a pilot project in the Troop I area with the intent to expand to other parts of the Acadian Ambulance response area. (CTW, Chapter 1: Section 2.1)

Project Budget/Source: \$25,000.00/Section 405d Mid

Project Number: 2017-10-17

Project Title: Mothers Against Drunk Driving – Court Monitoring

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

Project Budget/Source: \$181,100.00/Section 164AL

Project Number: 2017-10-18

Project Title: Judicial Outreach Liaison

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

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

Project Number: 2017-10-19

Project Title: Forensic Analysis of DWI Cases- North Louisiana Criminalistics Laboratory

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

Project Budget/Source: \$68,500.00/Section 154AL

Project Number: 2017-10-20

Project Title: DWI Court Management Program

Project Description: The Supreme Court Drug Court Office (SCDCO) will provide oversight, administration, and monitoring to five Louisiana DWI Courts currently, as provided to the 47 Louisiana Drug Courts (these DWI Courts are listed separately and not managed by the SCDCO). All courts are required to adhere to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. The grant funds pay for 10 percent FTE for Supreme Court oversight of DWI courts, and contractual costs with the five DWI courts for program management, and training programs and supplies. (CTW, Chapter 1: Section 3.1)

Project Budget/Source: \$536,050.00/405d Mid

Project Number: 2017-10-21

Project Title: 14th Judicial District DWI Court

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

Project Budget/Source: \$52,500.00/Section 405d Mid

Project Number: 2017-10-22

Project Title: 4th Judicial District DWI Court

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

Project Budget/Source: \$52,500.00/Section 405d Mid

Project Number: 2017-10-23

Project Title: Terrebonne Parish DWI Court

Project Description: The 32nd Judicial District DWI Court serves Terrebonne Parish and accepts first offenders and second offenders into a minimum 12-month treatment program. DWI offenders receiving a first DWI are placed into a probation program and the charge is dismissed, but if a second first offense is committed, the offender is then accepted into the DWI court. Other DWI offenders may be accepted if it is deemed beneficial to public safety. The court

adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. (CTW, Chapter 1: Section 3.1)

Project Budget/Source: \$52,500.00/Section 405d Mid

Project Number: 2017-10-24

Project Title: NSU Alcohol Education & Prevention Program

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. This is a peer-to-peer campaign led by the Northwestern State University S.W.A.T. team (Students with a Target). The target demographic is all incoming freshmen. Program effectiveness will be measured through pre- and post-tests. (CTW, Chapter 1: Section 5.2, 6.5, 7.3; Chapter 4: Section 2.1, 2.2)

Project Budget/Source: \$30,500.00/Section 164AL

Project Number: 2017-10-30

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

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

Project Budget/Source: \$114,645.00/Section 154AL

Project Number: 2017-10-31

Project Title: Louisiana Cops in Shops Program

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

Project Budget/Source: \$164,076.00/Section 405d Mid

Project Number: 2017-10-32

Project Title: "We've Got Your BAC"

Project Description: The Capital Region Transportation Safety Coalition (CRTSC) will offer the "We've Got Your BAC" program to survey and educate area drinkers on BAC by inviting drinkers to take part in a PBT demonstration. This local project uses law enforcement volunteers and CRTSC members to test drinkers in the Baton Rouge area and educate them on the consequences of impaired driving and what their BAC actually means. This alcohol awareness education project, which did not take place in FY 2016, was well received by the local press previously. The State plans to expand this program to other Tier 1 alcohol parishes as a pilot program in FFY 2017 and use pre- and post-surveys of participants to measure effectiveness. (CTW, Chapter 1: Section 5, 5.2, 5.4)

Project Budget/Source: \$12,100.00/Section 154AL

Project Number: 2017-10-33

Project Title: Louisiana State Police (LSP) Crime Lab

Project Description: The LSP Crime Lab has seen a significant increase in the request for analysis of synthetic drugs. In 2014 they outsourced the analysis of 15 cases. In 2015, the number of outsourced analysis cases rose to 50. In addition, the negative analysis results in toxicology cases has increased from 24 percent to 28 percent, which is believed to be a direct result of the use of synthetic drugs which are undetectable using the current instruments. A new proposal application has been approved by the TRCC for this project concept in which the LSP crime lab will purchase lab equipment to quantitatively measure amounts of illegal drugs in blood sample of drivers involved in crashes. This project began late in FFY 2016 and may not be need in 2017, if funding is not needed in FY 2017 a modification request will be submitted. (CTW, Chapter 1: Section 7.1)

The following is a list of the equipment which is planned to be purchased*:

Shimadzu LCMS 8040 - This LCMS (Mass Spec) to be used exclusively for toxicological testing. This is new equipment and will not replace existing equipment. (Total Cost - \$290,075.89)

A ELISA made by Dynex DSX -This equipment is necessary to screen the blood for the Shimadzu Mass Spec. This is new equipment and will not replace existing equipment. (Total Cost - \$62,925.00)

A cold storage unit - (Total Cost - \$4,595.00)

Total Equipment Cost: \$357,595.00

*Note: Documentation provided by the LSP Crime Lab indicates that 93 percent of all toxicology cases at the crime lab annually involve traffic crashes. Therefore, LHSC will reimburse LSP for 93 percent of the total cost of the equipment.

Project Budget/Source: \$357,595.00/Section 405d

Project Number: 2017-10-34

Project Title: DWI Enforcement Training Specialist

Project Description: This specialist will assist LHSC in FY 2017 with additional law enforcement training, including LADRIVING, courtroom testimony, and other impaired driving issues. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

Project Budget/Source: \$49,990.00/Section 164AL

Project Number: 2017-10-35

Project Title: Travel/Training Funds for Impaired Driving

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

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

Project Number: 2017-10-42

Project Title: LADRIVING DWI Automation Project

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

Project Budget/Source: \$1,595,009.00/Section 154AL

Project Number: 2017-30-80

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

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

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

at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month, per Rollover.

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

Project Budget/Source: \$520,451.00/Section 164AL; \$36,330.00/ Section 402; \$409,608.00/Section 405b

Project Number: 2017-30-10 *through* 2017-30-59 listed in Table 2.4

Project Title: Local Law Enforcement

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

Project Budget/Source: \$365,577.00/Section 402; \$2,242,737.00/Section 164AL

Project Number: 2017-35-## (Projects will be numbered sequentially)

Project Title: Special Waves Enforcement – Drive Sober Get Pulled Over

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

Project Budget/Source: \$220,000.00/164AL

Project Number: 2017-55-10

Project Title: Sudden Impact Comprehensive Statewide Project

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

Project Budget/Source: \$140,000.00/Section 154AL; and \$35,000.00/Section 402

Project Number: 2017-55-11

Project Title: Ready, Set, DRIVE!

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

Project Budget/Source: \$66,375.00/Section 154AL; \$81,125.00/Section 402

Project Number: 2017-55-12

Project Title: Think First for Teens Program

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

Project Budget/Source: \$54,750.00 Section 154AL; and \$54,750.00/Section 402

Project Number: 2017-55-15

Project Title: Social Norms and Marketing Project (SNAP)

Project Description: Social Norms and Marketing Project will combine social norms and social marketing theory to reduce alcohol-impaired fatal traffic fatalities at five high schools in alcohol-impaired Tier 1 parishes in southwest Louisiana. A unique social norms campaign focused on

impaired driving will be implemented within each school. The project evaluation will consist of both process and outcome measures. (CTW, Chapter 1: Section 6.5 and http://www.alanberkowitz.com/articles/social_norms.pdf)

Project Budget/Source: \$130,046.00/Section 154AL

Project Number: 2017-55-16

Project Title: Children's Coalition for Northeast Louisiana – Young Driver Program

Project Description: The Children's Coalition for Northeast Louisiana will promote awareness and educate young drivers about the dangers of impaired and distracted driving. The educational component will be accompanied by a driving simulator to create scenarios of high risk driving behavior and encourage positive modification of driving behavior among participants. These presentations will take place in seven high schools located in Ouachita, Lincoln, and Union Parishes and three colleges – Louisiana Tech University, University of Louisiana – Monroe, and Grambling State University. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$25,400.00/Section 154AL/\$25,400.00/Section 402

Project Number: 2017-70-02

Project Title: Traffic Safety Diversity Outreach Program

Project Description: This program will provide outreach to politicians, clergy, HBCU campuses (Historically Black Colleges and Universities), and high schools to reduce the number of serious injury and fatal crashes specific to impaired driving, occupant protection, and distracted driving. Educational material promoting traffic safety will be distributed at diversity forums, press event for major activities will be coordinated, and traffic safety programs will be established on HBCU campuses in Caddo Parish, East Baton Rouge Parish, Lafayette Parish, and Orleans Parish. Efforts will be sustained year-long and will be coordinated with LHSC and NHTSA during national campaigns. (CTW Chapter 1: Section 6.5)

Project Budget/Source: \$48,723.00/Section 154AL; \$48,724.00/Section 402

Project Number: 2017-80-01

Project Title: Paid Media for Impaired Driving

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

and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

Project Budget/Source: \$1,007,319.00/Section 405d Mid

Project Number: 2017-80-03

Project Title: LHSC Public Relations

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

Project Budget/Source: \$24,750/Section 405d Mid; \$24,750.00 Section 405b Low

Table 2.4 Impaired Driving Budget Summary

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2017-10-10	TRACC No Refusal Support Program	\$54,994.00	Section 164AL
2017-10-11	Impaired Driving Policy Specialist	\$49,000.00	Section 405d Mid
2017-10-13	Prosecutor/Law Enforcement Training Program	\$241,260.00	Section 405d Mid
2017-10-14	Legal Assistant for DWI Cases	\$25,000.00	Section 164AL
2017-10-15	Louisiana Impaired Driving Assessment Coordinator	\$49,900.00	Section 405d Mid
2017-10-16	No Refusal Blood Draw Program- Acadian Ambulance	\$25,000.00	Section 405d Mid
2017-10-17	MADD- Court Monitoring	\$181,100.00	Section 164AL
2017-10-18	Judicial Outreach Project	\$100,000.00	Section 164AL
2017-10-19	Forensic Toxicology for the NL Crime Lab	\$68,500.00	Section 164AL
2017-10-20	DWI Court Management Program	\$536,050.00	Section 405d Mid
2017-10-21	14 th Judicial District DWI Court Program	\$52,500.00	Section 405d Mid
2017-10-22	4 th Judicial District DWI Court Program	\$52,500.00	Section 405d Mid
2017-10-23	Terrebonne Parish DWI Court Program	\$52,500.00	Section 405d Mid

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2017-10-24	NSA Alcohol Education & Prevention	\$30,500.00	Section 164AL
2017-10-30	Alcoholic Beverage Control JUDE Task Force	\$114,645.00	Section 154AL
2017-10-31	Louisiana Cops in Shops Program	\$164,076.00	Section 405d Mid
2017-10-32	"We've Got Your BAC"	\$12,100.00	Section 154AL
2017-10-33	Crime Lab DUI Training Program	\$357,595.00	Section 405d Mid
2017-10-34	DWI Enforcement Training Specialist	\$49,990.00	Section 164AL
2017-10-35	Travel/Training for Impaired Driving	\$15,100.00	Section 164AL
2017-10-42	LADRIVING: DWI Automation Project	\$1,529,317.00	Section 164AL
2017-30-10	Abbeville Police Department	\$6,600.00	Section 164AL
2017-30-11	Alexandria Police Department	\$15,111.00	Section 164AL
2017-30-12	Ascension Parish Sheriff's Office	\$25,250.00	Section 164AL
2017-30-13	Baton Rouge Police Department	\$495,335.00	Section 164AL
2017-30-14	Bogalusa Police Department	\$41,599.00	Section 164AL
2017-30-15	Bossier City Police Department	\$13,150.00	Section 164AL
2017-30-16	Caddo Parish Sheriff Office	\$41,220.00	Section 164AL
2017-30-17	Calcasieu Parish Sheriff Office	\$59,426.00	Section 164AL
2017-30-18	East Baton Rouge Parish Sheriff's Office	\$202,914.00	Section 164AL
2017-30-19	East Jefferson Levee District	\$32,160.00	Section 164AL
2017-30-20	Franklinton Police	\$26,834.00	Section 164AL
2017-30-23	Gonzales Police Department	\$30,210.00	Section 164AL
2017-30-24	Greater New Orleans Expressway	\$51,786.00	Section 164AL
2017-30-25	Hammond Police Department	\$31,200.00	Section 164AL
2017-30-27	Houma Police Department	\$67,672.00	Section 164AL
2017-30-28	Iberia Parish Sheriff's Office	\$27,585.00	Section 164AL
2017-30-30	Jefferson Parish Sheriff's Office	\$112,843.00	Section 164AL
2017-30-31	Kenner Police Department	\$11,000.00	Section 164AL
2017-30-32	Killian Police Department	\$12,041.00	Section 164AL

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2017-30-33	Lafayette Police Department	\$89,312.00	Section 164AL
2017-30-34	Lafourche Parish Sheriff's Office	\$121,258.00	Section 164AL
2017-30-35	Lake Charles Police Department	\$26,389.00	Section 164AL
2017-30-37	Livingston Parish Sheriff Office	\$77,714.00	Section 164AL
2017-30-38	Madisonville Police Department	\$10,120.00	Section 164AL
2017-30-39	Mandeville Police Department	\$47,071.00	Section 164AL
2017-30-40	Monroe Police Department	\$41,250.00	Section 164AL
2017-30-41	Natchitoches Police Department	\$21,795.00	Section 164AL
2017-30-42	New Orleans Police Department	\$199,356.00	Section 402
2017-30-44	Patterson Police Department	\$11,908.00	Section 164AL
2017-30-45	Pineville Police Department	\$13,640.00	Section 164AL
2017-30-46	Plaquemines Parish Sheriff's Office	\$13,200.00	Section 164AL
2017-30-47	Rapides Parish Sheriff's Office	\$46,777.00	Section 164AL
2017-30-48	Shreveport Police Department	\$40,000.00	Section 164AL
2017-30-49	Slidell Police Department	\$75,682.00	Section 164AL
2017-30-50	Southern Louisiana University	\$2,391.00	Section 164AL
2017-30-51	St. Charles Parish SO	\$16,210.00	Section 164AL
2017-30-52	St. Tammany Parish Sheriff's Office	\$144,298.00	Section 402
2017-30-53	Tangipahoa Parish Sheriff's Office	\$40,783.00	Section 164AL
2017-30-54	Terrebonne Parish Sheriff's Office	\$16,500.00	Section 164AL
2017-30-55	Thibodaux Police Department	\$74,055.00	Section 164AL
2017-30-56	Washington Parish Sheriff's Office	\$21,443.00	Section 164AL
2017-30-57	West Baton Rouge Sheriff's Office	\$21,923.00	Section 402
2017-30-58	West Monroe Police Department	\$102,791.00	Section 164AL
2017-30-59	Westwego Police Department	\$28,502.00	Section 164AL
2017-30-80	Louisiana State Police	\$520,451.00	Section 164AL
2017-35-##	SPECIAL WAVE: Drive Sober Get Pulled Over	\$220,000.00	Section 164AL

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2017-55-10	Sudden Impact Comprehensive Statewide Project	\$140,000.00	Section 154AL
2017-55-14	Be Responsible and Keep Everyone Safe (BRAKES)	\$9,000.00	Section 154AL
2017-55-11	Ready, Set, Drive	\$66,375.00	Section 164AL
2017-55-12	Think First for Teens Program	\$54,750.00	Section 164AL
2017-55-15	Social Norms and Marketing Project (SNAP)	\$130,046.00	Section 164AL
2017-55-16	Children’s Coalition for Northeast Louisiana	\$25,400.00	Section 154AL
2017-70-02	Traffic Safety Diversity Outreach Program	\$48,723.00	Section 154 AL
2017-80-01	Paid Media for Impaired Driving Campaigns	\$1,007,319.00	Section 405d Mid
2017-80-03	LHSC Earned Media Campaign	\$24,750.00	Section 405d Mid
Total Impaired Driving Budget		\$8,682,437.00	

2.2 Occupant Protection

Problem Identification and Analysis

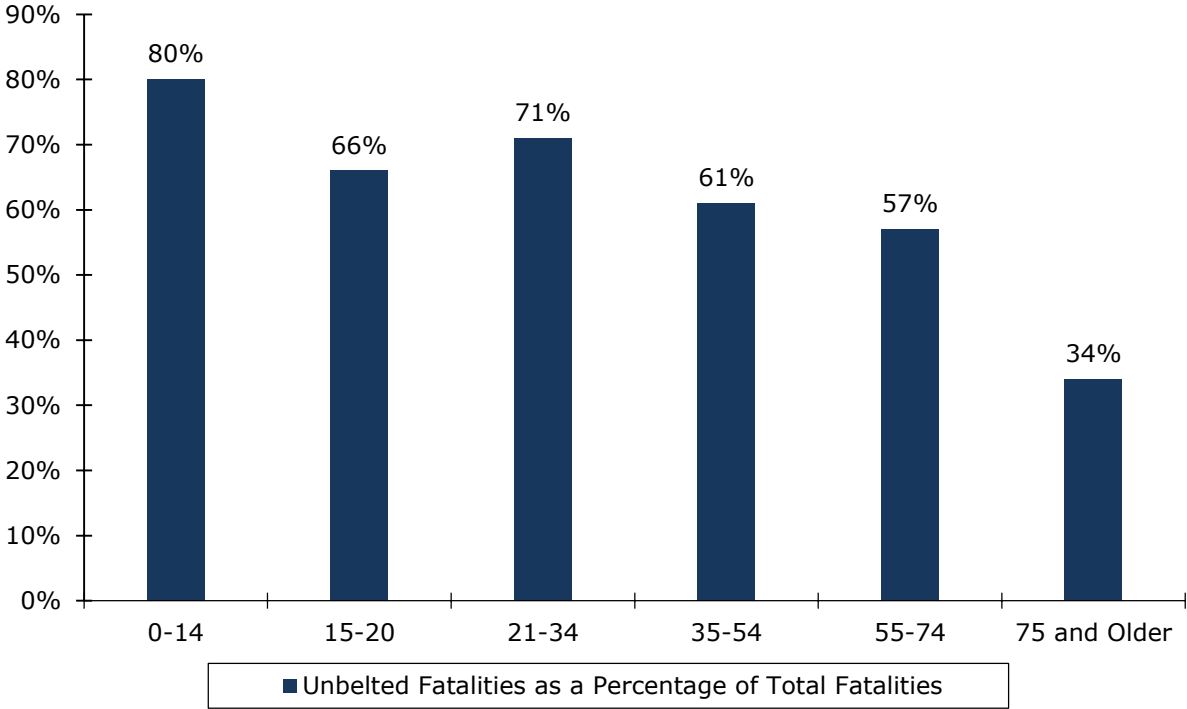
Louisiana falls below the national average for seat belt use. As shown in Figure 2.1, in 2014, the 21 to 34 age group had the largest percentage of unbelted fatalities of any age group, while those 55 and older tended to have a higher belt use rate. From 2010 to 2014, there were 476 unrestrained fatalities between 6 p.m. and 12 a.m., followed by 407 from 12 a.m. to 6 a.m., 278 from 12 p.m. to 6 p.m., and 213 unrestrained fatalities from 6 a.m. to 12 p.m. Friday, Saturday, and Sunday were also shown to be the top three days when unrestrained fatalities occurred. In FFY 2015, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of occupant protection enforcement and communication activities. When asked: “How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle, or pick up?”, 95.3 percent of respondents said either ‘Always’ or ‘Nearly Always’. However, when respondents were asked: “What do you think the chances are of getting a ticket if you don’t wear your safety belt?” 75.5 percent noted either ‘Very Likely’ or ‘Somewhat likely’.

Occupant Protection Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing restraint

use, the LHSC provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. Louisiana’s occupant protection program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 occupant protection program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for occupant protection countermeasures, the likelihood of our strategies reaching our goals increases in reducing unrestrained fatalities. Furthermore, Louisiana had an occupant protection assessment conducted in 2014 and utilizes the recommendations and guidance provided in that report to address occupant protection in the State. The State considers the recommendations from this assessment and all other assessments when planning legislative and programmatic strategies, based on the State’s priorities, staffing, and other factors.

Figure 2.1 Unbelted Fatalities as a Percentage of Total Fatalities, by Age Group
2014



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

Performance Targets

- Reduce unrestrained passenger fatalities by 33.2 percent from 257 (2010 to 2014 average) to 172 in 2017.
- Increase the statewide-observed seatbelt use of front seat outboard occupants in passenger vehicles 1.7 percentage points, from 85.9 percent in 2015 to 87.6 percent in 2017.

Performance Measures

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

Strategies

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

10. Conduct annual observational surveys on occupant protection usage, including a nighttime survey.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Other occupant protection projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and Young Driver Traffic Safety Program.

Project Number: 2017-15-10

Project Title: LHSC Occupant Protection Survey

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

Project Budget/Source: \$142,850.00/Section 405b Low

Project Number: 2017-20-11

Project Title: Louisiana Passenger Safety Task Force

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

Project Budget/Source: \$200,000.00/Section 402

Project Number: 2017-20-12

Project Title: Hispanic Occupant Protection Outreach

Project Description: The Hispanic Committee of the South (HSC) will conduct monthly occupant protection educational campaigns in churches, community centers, and the HSC office to inform parents about child passenger safety laws, distribute Spanish educational materials to Hispanic families, conduct child safety seat clinics every other month, continue to promote a "Buckle Up Latino" Campaign using PSAs to increase seat belt usage, distribute approximately 125 child safety seats at clinics. The HSC plans to conduct at least 12 main events for FFY 2017

to promote and distribute occupant protection educational materials in Spanish to the Hispanic community. (CTW, Chapter 2: Sectio 7.2, 7.3)

Project Budget/Source: \$58,000.00/Section 405b Low

Project Number: 2017-20-13

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

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

Project Budget/Source: \$49,600.00/Section 405b Low

Project Number: 2017-20-14

Project Title: Seat Belt Center

Project Description: Although seat belt usage is increasing in Louisiana, the unrestrained population remains at high-risk for injury and fatality. The Seat Belt Center allows EMS personnel responding to moderate to severe crashes to identify and target the unrestrained population, primarily African American in Orleans Parish by contacting previously injured persons and provide follow up education and outreach on occupant protection. (CTW, Chapter 2: Section 3.2)

Project Budget/Source: \$39,400.00/Section 405b Low

Project Number: 2017-20-35

Project Title: Travel/Training Funds for Occupant Protection

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

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

Project Number: 2017-30-80

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

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

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

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

Project Budget/Source: \$520,451.00/Section 164AL; \$36,330.00/Section 402; \$409,608.00/Section 405b

Project Number: 2017-30-10 through 2017-30-59 and 2017-30-80 (*note: 2017-30-80 listed above*)

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety, which will be coordinated with the annual "Click It or Ticket" campaign in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.5 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$2,524,424.00/Section 402;

Project Number: 2017-35-XX** (Projects will be numbered sequentially)

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

Project Description: LHSC will provide approximately 30 subgrants to local police departments and sheriff's offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of occupant protection to be coordinated with the NHTSA/LHSC annual "Click It or Ticket" campaigns. Participating agencies conduct occupant protection checkpoints and saturation patrols in support of the National mobilization. The subgrants are approximately \$3,500 each. Section 164AL funds will be used for Drive Sober Get Pulled Over Campaign only. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$200,000.00/Section 405b Low

Project Number: 2017-55-10

Project Title: Sudden Impact Comprehensive Statewide Project

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

Project Budget/Source: \$140,000/Section 154AL; \$35,000.00/Section 402

Project Number: 2017-55-11

Project Title: Ready, Set, DRIVE!

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

Project Budget/Source: \$66,375.00/Section 154AL; \$81,125.00/Section 402

Project Number: 2017-55-12

Project Title: Think First for Teens Program

Project Description: Coordinate and implement a minimum of 65 Think First programs (one to two hours) on underage drinking and impaired driving for youth and young adults to reduce

the overall number of alcohol-related fatalities and includes information on distracted driving and occupant protection. These programs will be conducted through schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc., in Northwest Louisiana. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$54,750.00/Section 154AL and \$54,750.00/Section 402

Project Number: 2017-55-13

Project Title: Friends of Safety Town

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

Project Budget/Source: \$12,376.00/Section 402

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

Project Number: 2017-55-14

Project Title: Tangipahoa Parish Government – TRACC Coalition - BRAKES

Project Description: The local government of Tangipahoa Parish Government will benefit from this project by working with the TRACC Coalition to create a safe community with positive attitudes for teen drivers regarding traffic safety. The B.R.A.K.E.S. (Be Responsible and Keep Everyone Safe) Program addresses the problems of distracted driving, impaired driving, and occupant protection for young drivers. Program effectiveness and knowledge gain will be measured by pre- and post-tests. (CTW Chapter 1: Section 6.5)

Project Budget/Source: \$9,000.00/Section 154AL; \$11,000.00/Section 402

Project Number: 2017-55-17

Project Title: Rock the Belt

Project Description: Six high schools and six elementary schools in Livingston Parish compete to get more students to wear seat belts. Students will be exposed to occupant protection PSAs, posters, flyers, participate in occupant safety contests, and contribute to occupant safety social media campaigns. The Program will measure effectiveness with pre- and post-tests along with observational seat belt surveys. The State has funds and will consider expanding this local project into other areas of the state through the regional safety coalitions if schools want to offer the

program. The project and any expansion are coordinated through LHSC's youth project coordinator to ensure consistency across the program area. (CTW, Chapter 2: Sections 3.2, 7.1)

Project Budget/Source: \$42,700/Section 405b Low

Project Number: 2017-70-02

Project Title: Traffic Safety Diversity Outreach Program

Project Description: This program will provide outreach to politicians, clergy, HCBU campuses (Historically Black Colleges and Universities), and high schools to reduce the number of serious injury and fatal crashes specific to impaired driving, occupant protection, and distracted driving. Educational material promoting traffic safety will be distributed at diversity forums, press event for major activities will be coordinated, and traffic safety programs will be established on HCBU campuses in Caddo Parish, East Baton Rouge Parish, Lafayette Parish, and Orleans Parish. Efforts will be sustained year-long and will be coordinated with LHSC and NHTSA during national campaigns. (CTW Chapter 1: Section 6.5)

Project Budget/Source: \$48,723.00/Section 154AL; \$48,724.00/Section 402

Project Number: 2017-80-01

Project Title: Paid Media for Occupant Protection

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

Project Budget/Source: \$207,300/Section 402

Project Number: 2017-80-03

Project Title: LHSC Public Relations

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

Project Budget/Source: \$24,750.00/Section 405d Mid; \$24,750.00/Section 405b Low

Table 2.5 Occupant Protection Budget Summary

Project Number	Project Title	Occupant Protection Budget	Source of Funding
2017-15-10	Occupant Protection Survey	\$142,850.00	Section 405b Low
2017-20-11	La. Passenger Safety Task Force	\$200,000.00	Section 405b Low
2017-20-12	Hispanic Outreach Occupant Protection Program	\$58,000.00	Section 405b Low
2017-20-13	YMCA Highway Safety Initiative	\$49,600.00	Section 405b Low
2017-20-14	Seat Belt Center	\$39,400.00	Section 405b Low
2017-20-17	Travel/Training for Occupant Protection	\$15,000.00	Section 402
2017-30-10	Abbeville Police Department	\$11,550.00	Section 402
2017-30-11	Alexandria Police Department	\$18,889.00	Section 402
2017-30-12	Ascension Parish Sheriff's Office	\$25,250.00	Section 402
2017-30-13	Baton Rouge Police Department	\$126,468.00	Section 402
2017-30-14	Bogalusa Police Department	\$21,516.00	Section 402
2017-30-15	Bossier City Police Department	\$20,070.00	Section 402
2017-30-16	Caddo Parish Sheriff's Office	\$32,975.00	Section 402
2017-30-17	Calcasieu Sheriff's Office	\$36,849.00	Section 402
2017-30-18	East Baton Rouge Sheriff's Office	\$81,921.00	Section 402
2017-30-21	Franklinton Police Department	\$15,931.00	Section 402
2017-30-23	Gonzales Police Department	\$31,195.00	Section 402
2017-30-24	Greater New Orleans Expressway Commission	\$20,714.00	Section 402
2017-30-25	Hammond Police Department	\$15,600.00	Section 402
2017-30-27	Houma Police Department	\$27,812.00	Section 402
2017-30-28	Iberia Parish Sheriff's Office	\$15,915.00	Section 402
2017-30-30	Jefferson Parish Sheriff's Office	\$30,091.00	Section 402
2017-30-31	Kenner Police Department	\$11,000.00	Section 402
2017-30-32	Killian Police Department	\$9,111.00	Section 402
2017-30-33	Lafayette Police Department	\$50,908.00	Section 402
2017-30-34	Lafourche Parish Sheriff's Office	\$45,482.00	Section 402
2017-30-35	Lake Charles Police Department	\$21,111.00	Section 402
2017-30-37	Livingston Parish Sheriff's Office	\$54,857.00	Section 402

Project Number	Project Title	Occupant Protection Budget	Source of Funding
2017-30-38	Madisonville Police Department	\$5,500.00	Section 402
2017-30-39	Mandeville Police Department	\$27,546.00	Section 402
2017-30-40	Monroe Police Department	\$41,250.00	Section 402
2017-30-41	Natchitoches Police Department	\$14,650.00	Section 402
2017-30-42	New Orleans Police Department	\$80,650.00	Section 402
2017-30-44	Patterson Police Department	\$5,500.00	Section 402
2017-30-45	Pineville Police Department	\$13,640.00	Section 402
2017-30-46	Plaquemines Parish SO	\$13,200.00	Section 402
2017-30-47	Rapides Parish Sheriff's Office	\$30,507.00	Section 402
2017-30-48	Shreveport Police Department	\$40,000.00	Section 402
2017-30-49	Slidell Police Department	\$25,748.00	Section 402
2017-30-50	Southeastern Louisiana University	\$2,390.00	Section 402
2017-30-51	St. Charles Sheriff's Office	\$17,290.00	Section 402
2017-30-52	St. Tammany Parish Sheriff's Office	\$37,344.00	Section 402
2017-30-53	Tangipahoa Parish Sheriff's Office	\$16,417.00	Section 402
2017-30-54	Terrebonne Parish Sheriff's Office	\$9,900.00	Section 402
2017-30-55	Thibodaux Police Department	\$16,045.00	Section 402
2017-30-56	Washington Parish Sheriff's Office	\$12,437.00	Section 402
2017-30-57	West Baton Rouge Parish Sheriff's Office	\$6,577.00	Section 402
2017-30-58	West Monroe Police Department	\$47,369.00	Section 402
2017-30-59	Westwego Police Department	\$5,398.00	Section 402
2017-30-80	Louisiana State Police	\$409,608.00	Section 405b FAST
2017-35-00	CIOT/Buckle Up in Your Truck	\$200,000.00	Section 405b Low
2017-55-10	Sudden Impact Program	\$26,250.00	Section 402
2017-55-11	Ready, Set, DRIVE!	\$66,375.00	Section 402
2017-55-12	Think First for Teens Program	\$54,750.00	Section 402
2017-55-13	Friends of Safety Town	\$6,188.00	Section 402
2017-55-14	Be Responsible and Keep Everyone Safe (BRAKES)	\$9,000.00	Section 402
2017-55-17	Rock the Belt	\$42,700.00	Section 405b Low

Project Number	Project Title	Occupant Protection Budget	Source of Funding
2017-70-02	Traffic Safety Diversity Outreach Program	\$24,362.00	Section 402
2017-80-01	Paid Media for Occupant Protection	\$207,300.00	Section 405b Low
2017-80-03	LHSC Earned Media Campaign	\$24,750.00	Section 405b Low
Total Occupant Protection Budget		\$2,770,706.00	

2.3 Traffic Records

Overview

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

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

Traffic Records Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC will continue to partner with the TRCC to address areas like timeliness, accuracy, completeness, and accessibility because traffic records impacts all areas of safety programming. The performance targets and performance measures noted below support the State's Section 405c grant application. The projects identified below were chosen to support the Traffic Safety Information System Strategic Plan strategies, strengthen Louisiana traffic records information systems, and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements. In turn, these strategies and projects will combine to improve the quality and accessibility of traffic records throughout

Louisiana. All proposed strategies will aid in the identification of traffic safety problem areas in the State and help in the development of countermeasures to address them.

Performance Targets

- Increase the percentage of EMS patient care reports submitted electronically to the Louisiana Emergency Response Network (LERN), which contains all critical data elements from 81 percent on March 31, 2016 to 83 percent by April 1, 2017.
- Increase the number of EMS providers submitting injury surveillance data electronically to LERN from 28 on March 31, 2016 to 30 agencies by April 1, 2017.
- Improve the Timeliness of the Crash system as measured in terms of decrease in the mean number of days from (a) the crash date to (b) the date the crash report is entered into the database from 9.92 days on March 31, 2016 to 8.5, days by April 1, 2017.
- Increase the number of courts submitting data electronically to the Louisiana Supreme Court from 82 on March 15, 2016, to 87 by March 31, 2017.
- Add and monitor four new performance measures from one or more of the following data systems: Driver, Vehicle, Roadway, Citation & Adjudication, Injury Surveillance, and Data Integration by April 1, 2017.
- Develop a TRCC management and policy manual for TRCC Members by April 1, 2017.

Performance Measures

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

Strategies

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

Programs and Initiatives

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

Project Number: 2017-40-01

Project Title: DPS Data Processing Technical Support

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

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

Project Number: 2017-40-11

Project Title: Improve Data Accessibility - HSRG

Project Description: The Highway Safety Research Group (HSRG) will support state law enforcement agencies with LACRASH software installation and support. The agencies utilize the software to submit crash report data to the state. Louisiana is receiving over 95% of the crash reports electronically, which is enabling the HSRG data quality team to switch their primary focus from electronic reporting to accuracy and completeness of crash data. These projects increase the quality of crash data the State uses to report crash related information, which is used to inform research, and improve the dissemination of crash data to decision-makers. (Highway Safety Program Guidelines No. 10)

Project Budget/Source: \$375,000/Section 405c

Project Number: 2017-40-12

Project Title: Traffic Records Initiatives – LSU Administration of TRCC Contracts

Project Description: All planned projects will be submitted to NHTSA for review prior to awarding. The TRCC will approve the expenditure of traffic records funds (Sections 408 and 405c) as they relate to the TRCC Strategic Plan Initiatives:

- Improve Data Accessibility
- Electronic Citations
- Meeting and Conference Support for TRCC-related Initiatives
- Traffic Crash Report Revision
- Court Management

- EMS/Injury Surveillance Data Needs and System Integration

Following is a list of projects that have been approved by the TRCC and are being submitted with this HSP for approval:

Title: Assumption Parish Sheriff Electronic Submission of Crash Data (new) - \$6,495

Scope: This project will assist the Assumption Parish Sheriff in improving the timeliness, completeness, and accuracy of crash data by submitting data electronically to LSU HSRG utilizing the LACRASH software. Five laptop computers will be purchased for law enforcement officers. The TRCC employs a matrix to determine funding for law enforcement agency equipment which is based upon the average number of (mean) crash reports per year for the last 3 years. Training and technical support in LACRASH use is offered on the software as needed and/or if identified by HSRG's review of completed crash reports. (Timeliness, completeness and accuracy)

Title: Vidalia Police Electronic Submission of Crash Data (new) - \$4,150

Scope: This project will assist the Vidalia Police in improving the timeliness, completeness, and accuracy of crash data by submitting data electronically to LSU HSRG utilizing the LACRASH software. Five desktop computers will be purchased for law enforcement officers. The TRCC employs a matrix to determine funding for law enforcement agency equipment which is based upon the average number of (mean) crash reports per year for the last 3 years. Training and technical support in LACRASH use is offered on the software as needed and/or if identified by HSRG's review of completed crash reports. (Timeliness, completeness and accuracy)

Title: Plaquemine Police Electronic Submission of Crash Data (new) - \$4,750

Scope: This project will assist the Plaquemine Police in improving the timeliness, completeness, and accuracy of crash data by submitting data electronically to LSU HSRG utilizing the LACRASH software. Five laptop computers will be purchased for law enforcement officers. The TRCC employs a matrix to determine funding for law enforcement agency equipment which is based upon the average number of (mean) crash reports per year for the last 3 years. Training and technical support in LACRASH use is offered on the software as needed and/or if identified by HSRG's review of completed crash reports. (Timeliness, completeness and accuracy)

Title: Cottonport Police Electronic Submission of Crash Data (new) - \$1,000

Scope: This project will assist the Cottonport Police in improving the timeliness, completeness, and accuracy of crash data by submitting data electronically to LSU HSRG utilizing the LACRASH software. One desktop computer will be purchased for law enforcement officers. The TRCC employs a matrix to determine funding for law enforcement agency equipment which is based upon the average number of (mean) crash reports per year for the last 3 years. Training and technical support in LACRASH use is offered on the software as

needed and/or if identified by HSRG's review of completed crash reports. (Timeliness, completeness and accuracy)

Title: Morgan City Police Electronic Submission of Crash Data (new) - \$7,787

Scope: This project will assist the Morgan City Police in improving the timeliness, completeness, and accuracy of crash data by submitting data electronically to LSU HSRG utilizing the LACRASH software. Thirteen laptop computers will be purchased for law enforcement officers. The TRCC employs a matrix to determine funding for law enforcement agency equipment which is based upon the average number of (mean) crash reports per year for the last 3 years. Training and technical support in LACRASH use is offered on the software as needed and/or if identified by HSRG's review of completed crash reports. (Timeliness, completeness and accuracy)

Title: LSP CDR Training (new) - \$70,500

Scope: Hire Northwestern University Traffic Institute to provide on-site training to police officers from around the state in the use of Crash Data Retrieval (CDR) technology – two classes at \$34,000 each. (Completeness and accuracy)

Title: Baton Rouge PD Crash Reconstruction - \$62,982

Scope: Purchase a Laser Scanner for enhanced traffic crash investigation, particularly with regard to fatal and serious injury crashes. The Trimble TX8 will be purchased which offers improved efficiency and accuracy featuring a high precision scan mode capable of achieving 1mm accuracy, and single scan function for extended range scans in motor vehicle accidents. A typical scan time takes 3 minutes and allows the officer to capture more complete and accurate scene information than conventional methods. The scanner quickly captures only high quality data over its entire range, even in direct sunlight. This reduces law enforcement setup time to capture and complete an accident scene. The scanner provides data for long range scenes with a maximum range of 340 meters.

Through discussions with the TRCC, the Louisiana State Police along with a police trainer have agreed to provide ongoing training to Baton Rouge Police Department officers on proper use of the accident scene scanner. (Completeness and accuracy)

Title: OMV Data Entry (continuation) - \$62,260

Scope: Considerable efforts are being made to provide electronic traffic ticket conviction reports to the OMV from the courts, however a backlog of paper reports still remains. The purpose of this project is to sort, research, validate, and scan outstanding traffic tickets conviction data submitted via paper from the courts. The OMV will hire and supervise four part-time OMV staff to process the outstanding paper traffic tickets conviction data. These employees will work no more than 1,245 hours each before September 30, 2017, at the rate of \$12.00/hour. Total hours worked shall not exceed 4,890. (Timeliness and completeness)

Title: LERN Contractor (continuation) - \$49,900

Scope: Contract with an individual to recruit and educate ambulance providers in the state to submit electronic injury surveillance data to LERN on a regular basis. This third-party contract or agreement shall be submitted to LHSC for review and approval prior to any work being performed. Coordinate this effort with the Louisiana Rural Ambulance Alliance, who represents the majority of the ambulance providers in the state. Maintain a NEMSIS-compliant database with pertinent crash injury surveillance data obtained from the ambulance providers. (Timeliness, completeness and accuracy)

All proposed projects will be reviewed by the TRCC and LHSC. With approval of both entities, the proposals will be submitted as modification(s) to the HSP and upon NHTSA approval will be contracted and managed by the LTRC Center for Transportation Safety at LSU.

Project Budget/Source: \$2,519,273.00/Section 405c

* Note: The Project Budget will fund the nine projects listed above. The remaining funds will be used for additional projects selected by the TRCC which will be submitted to NHTSA for approval prior to awarding the grant funds.

Project Number: 2017-40-13

Project Title: Travel/Training for Traffic Records

Project Description: Funds set aside for law enforcement and other partners to attend traffic records conferences and training directly related to support of planned strategies and projects. Travel requests are submitted to and approved by the Director/Deputy Director of LHSC.

Project Budget/Source: \$30,000.00/Section 405c

Table 2.6 Traffic Records Budget Summary

Project Number	Project Title	Traffic Records Budget	Source of Funding
2017-40-01	Data Processing Technical Support	\$125,000.00	Section 402
2017-40-11	Improve Data Accessibility	\$310,000.00	Section 405c
2017-40-12	Traffic Records Initiatives – LSU Administration of TRCC Contracts	\$2,519,273.00	Section 405c
2017-40-13	Travel/Training for Traffic Records	\$30,000.00	Section 405c
Total Traffic Records Budget		\$2,984,273.00	

Table 2.7 identifies other funding sources for traffic records projects, the amount of funding provided, what data system is impacted and which performance measures are addressed by the project.

Table 2.7 Other Traffic Records Projects by Funding Source

October 2015 through September 2016 – Anticipated	Amount	Source of Funds	Traffic Records Project(s) Funded
Crash 10/1/2015- 09/30/2016	\$2,569,973.00	Louisiana Department of Transportation and Development (LA DOTD) from Federal Sections 154 and 164 Highway Safety Transfer Funds	Improve Timeliness, Accuracy and Accessibility for Crash Data; Traffic Crash Report Revision; Meeting Support
SADIP 09/17/2015 – 07/15/2015	\$183,728.00	Louisiana State Police from Federal MCSAP	Improve Timeliness, Accuracy and Accessibility for Crash Data; Traffic Crash Report Revision
CMV 10/1/2015-9/30/2016	\$96,332.00	State	Improve Timeliness, Accuracy & Accessibility for Crash Data
Hazmat 10/1/2014- 9/30/2015	\$46,583.00	State	Data Accessibility
Total Traffic Records Funds from Other Sources	\$2,896,616.00		

2.4 Motorcycle Safety

Problem Identification and Analysis

Louisiana maintained its universal motorcycle helmet law in 2014. Safety practitioners will likely need to sustain the same vigorous educational and informational efforts in FFY 2017. There were 83 motorcyclist fatalities in 2014, a 3 percent decrease from 86 in 2013. Unhelmeted motorcycle fatalities decreased from 18 in 2013 to 10 in 2014. Approximately one-third of motorcyclist fatalities involved alcohol impairment in 2014. Overall, motorcycle crashes decreased from 2,022 in 2013 to 1,934 in 2014. Motorcycle injuries decreased by 3.0 percent from 2013 to 2014. Between 2010 and 2014, 36 percent of motorcycle fatalities occurred between 12 p.m. and 6 p.m., while 32 percent occurred between 6 p.m. and 12 a.m. Sixteen percent of fatalities occurred during the morning hours between 6 a.m. to 12 p.m., and 16 percent occurred during the early morning hours between 12 a.m. and 6 a.m. Because of its temperate climate, Louisiana has a longer riding season than many states and will need to monitor potential increases in motorcycle registrations and crashes.

Motorcycle Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC continues to support strategies, which are cornerstones for improving motorcyclist safety and reducing crashes, including support of the motorcycle helmet law, rider training, educating motorists about sharing the roadway with motorcycles, and reducing impaired riding. The LHSC assesses motorcycle crash data to identify Parishes with a high number of motorcycle crashes by crash type in problem identification and focuses resources to those Parishes to address the particular motorcyclist or motorist population. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 motorcycle safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for motorcycle safety countermeasures, the likelihood of our strategies reaching our goals increases. All proposed strategies are evidence-based and have been shown to be effective measures for impacting and reducing the number of motorcycle crashes.

Performance Targets

- Reduce motorcycle fatalities by 5.5 percent from 80 (2010 to 2014 average) to 76 in 2017.
- Reduce unhelmeted motorcyclist fatalities by 39.3 percent from 11 (2009 to 2013 average) to 7 in 2017.
- Reduce alcohol-impaired (BAC of 0.08 or greater for drivers and motorcyclists) fatalities by 32.3 percent from 234 (2010 to 2014 average) to 158 in 2017.

Performance Measures

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

Strategies

- Maintain membership and participation in the Louisiana Motorcyclists' Safety and Awareness Committee (LMSAC).
- Support the Department of Public Safety, Louisiana State Police in administration of the motorcycle operator-training program.
- Support and defend the existing motorcycle helmet law.

- Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired riding by motorcyclists.
- Provide sustained enforcement of statutes addressing impaired driving/riding.
- Support the National “Drive Sober or Get Pulled Over” campaign with specific overtime enforcement and paid media based on data-driven demographic and geographic locations.

Programs and Projects

Note: Although not replicated here in their entirety, the following impaired driving subgrants will also address impaired riding: 2017-30-80, Louisiana State Police (LSP) Crash Reduction Grant; 2017-30-10 through 2017-30-52 Local Law Enforcement; and 2017-35-##, Special Waves Enforcement.

Project Number: 2017-50-11

Project Title: Motorcycle Awareness Campaign

Project Description: The Motorcycle Awareness Committee (MAC), which is a 501(c)3 organization, has experienced a decline in chapter participation, but has rewritten its operations manual and procedures to encourage new chapter participation. MAC hopes to reach statewide chapter participation in FY17. MAC will continue to produce informational materials that promote a “Share the Road” message focused on raising the awareness of all motorists to be watch for motorcyclists. (CTW, Chapter 5: Sections 2.2, 4.1, 4.2)

Project Budget/Source: \$48,000.00/Section 405f

Note: Project budget includes \$26,000.00 identified under MAP21 405f as M9MA-2017-50-12-00 on page 125 and \$16,600 identified under FAST 405f as M9MA-2017-50-12-00 on page 126.

Project Number: 2017-50-12

Project Title: Motorcycle Awareness Public Information and Education Project

Project Description: LHSC will conduct a paid media campaign to educate the motoring public to watch for motorcycles and promote a “Share the Road” message. (CTW, Chapter 5: Sections 2.2, 4.1, 4.2)

Project Budget/Source: \$42,600.00/Section 405f

Table 2.8 Motorcycle Safety Budget Summary

Project Number	Project Title	Motorcycle Safety Budget	Source of Funds
2017-50-11	Motorcycle Awareness Campaign	\$48,000.00	Section 405f
2017-50-12	Motorcycle Awareness Public Information and Education Project	\$42,600.00	Section 405f

Total Motorcycle Safety Budget

\$90,600.00

2.5 Police Traffic Services

Problem Identification and Analysis

In FFY 2017, Police Traffic Services (PTS) will be funded under Sections 402, 405, and Section 154/164 for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. In 2014, 57 percent of passengers five years of age and older killed in crashes were not properly restrained. In 2014, 47 percent of all fatal crashes were alcohol-related. In 2014, there were 204 speeding-related fatal crashes. Between 2005 and 2014, 35 percent of speeding fatalities occurred during the evening hours between 6 p.m. and 12 a.m., while 27 percent occurred in each of the early morning hours between 12 a.m. to 6 a.m., and the afternoon hours between 12 p.m. to 6 p.m. shows 25 percent. The remaining 12 percent occurred during the morning hours between 6 a.m. to 12 p.m.

Data from the Highway Safety Research Group at LSU reveal very few fatal or injury crashes include a violation for “over safe speed limit” or “over stated speed limit”. The majority of violations reported in injury (17 percent) and fatal (20 percent) crashes in 2014, 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 2015, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of enforcement and communication activities. When asked: “What do you think the chances are of getting a ticket if you drive over the speed limit?” 88.8 percent of respondents indicated that it was ‘Very Likely’ or ‘Somewhat Likely’. When respondents were asked: “On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour?”, 22.5 percent of respondents indicated that it was ‘Always’ or ‘Nearly Always’.

Police Traffic Services Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The Police Traffic Services Program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State

Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 Police Traffic Services program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Police Traffic Services countermeasures, the likelihood of our strategies reaching our goals increases. Enforcement efforts for impaired driving, nonrestraint use, and speeding are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future campaigns.

Performance Targets

- Reduce speeding-related fatalities by 14.7 percent from 212 (2010 to 2014 average) to 181 in 2017.
- Reduce alcohol impaired (BAC or 0.08 or greater for drivers and motorcyclists) fatalities by 32.3 percent from 234 (2010 to 2014 average) to 158 in 2017.
- Reduce unrestrained passenger fatalities by 33.2 percent from 257 (2010 to 2014 average) to 172 in 2017.

Performance Measures

- Number of speeding-related fatalities.
- Number of fatalities involving a driver or motorcycle operator with BAC of 0.08 or greater.
- Number of unrestrained fatalities all seating positions.
- Number of speeding citations issued during grant funded enforcement activities.
- Number of impaired driving arrests issued during grant funded enforcement activities.
- Number of seat belt citations issued during grant funded enforcement activities.

Strategies

- Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
- Support NHTSA campaigns: "Drive Sober or Get Pulled Over" and "Click it or Ticket" with specific overtime enforcement and paid media outreach based on data-driven demographic and geographic locations. The enforcement contracts will include impaired driving, occupant protection, and speed overtime hours.
- The LHSC will contract with the expectation that each participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National

impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year.

- Encourage nighttime occupant protection enforcement for both contracted (15 percent minimum required by LHSC) and non-contracted law enforcement agencies.
- Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the "Drive Sober or Get Pulled Over" and "Click it or Ticket" campaigns.
- Contract with the Louisiana State Police and other law enforcement agencies to conduct speed enforcement.
- Conduct enforcement operations to prevent underage drinking.
- Contract with Louisiana State Police to conduct traffic safety law enforcement training for local, parish and state law enforcement offices.
- Conduct two SFST Instructor, four SFST Training Field Courses, and two DRE courses, one radar-LIDAR instructor course, one SFST Certification Practicum, one Advanced Roadside Impairment Detection Course (ARIDE), four ARIDE field courses and one DRE Subject Matter Expert recertification in 2017
- Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area.

Project Number: 2017-30-09

Project Title: Traffic Safety Consultant

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

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

Project Number: 2017-30-10 through 2017-30-59 and 2017-30-80 (note: 2017-30-80 listed below)

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

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

Project Budget/Source: \$1,560,150.00/Section 402; \$2,426,516.00/Section 164AL

Project Number: 2017-30-80

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

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

The LSP will plan and conduct two SFST Instructor, four SFST Training Field Courses, and two DRE courses, one radar-lidar instructor course, one SFST Certification Practicum, one Advanced Roadside Impairment Detection Course (ARIDE), four ARIDE field courses, and one DRE Subject Matter Expert recertification Course in 2017. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues.

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

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

Project Budget/Source: \$520,451.00/Section 164AL; \$36,330.00/Section 402; \$409,608.00/Section 405b

Project Number: 2017-30-90 and 2017-30-91

Project Title: Police Traffic Safety Contract Program Coordinators – Troops D and I and Troops C and L

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

Project Budget/Source: \$49,900 per Contractor/Section 402 (total funding is \$99,800)

Project Number: 2017-30-92 through 2017-30-99

Project Title: Law Enforcement Liaison (LEL)

Project Description: LELs will assist all law enforcement agencies in the Troop A, B, C, D, E, F, G, I, and L areas with top priority given to LHSC law enforcement agency subgrantees. These seven LELs will attend national, State, and regional LEL and traffic safety program meetings, as well as monthly SHSP coalition meetings in the relevant geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; conduct at least two site visits to assigned law enforcement agencies each month to educate the agency on the impaired driving and occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote *No Refusal* weekends. (Highway Safety Program Guidelines No. 20)

The LHSC is aware of the issue regarding unsecured loads raised in the FAST Act and will review and discuss the dangers of unsecured loads with the LELs and our law enforcement partners to remind them to enforce the laws regarding unsecured loads.

Project Budget/Source: \$49,900.00 per LEL/Section 402 (total funding is \$349,300.00)

Project Number: 2017-35-##

Project Title: Special Waves Overtime Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of occupant protection and impaired driving to be coordinated with the NHTSA/LHSC annual "Click It or Ticket" and "Drive Sober or Get Pulled Over." campaigns. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations. Prior to CIOT, a solicitation is sent to all enforcement agencies that are not already contracted with LHSC to announce availability of small contracts up to \$10,000 to participate in CIOT and DSGPO. Interested agencies respond with their overtime rate, and number of hours they can work for each wave. The PTS Coordinator along

with the Deputy Director decide if the amount requested is appropriate and allowable within the LHSC budget for the overall project. LHSC normally contracts with between 50 and 60 agencies. Section 154AL funds will be used for Drive Sober Get Pulled Over campaign only. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$220,000.00/Section 164AL and \$200,000.00/Section 405b

Table 2.9 Police Traffic Services Budget Summary

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2017-30-09	Traffic Safety Consultant	\$41,150.00	Section 402
2017-30-10	Abbeville Police Department	\$6,600.00	Section 164AL
2017-30-10	Abbeville Police Department	\$11,550.00	Section 402
2017-30-11	Alexandria Police Department	\$15,111.00	Section 164AL
2017-30-11	Alexandria Police Department	\$18,889.00	Section 402
2017-30-12	Ascension Parish Sheriff's Office	\$25,250.00	Section 164AL
2017-30-12	Ascension Parish Sheriff's Office	\$25,250.00	Section 402
2017-30-13	Baton Rouge Police Department	\$495,335.00	Section 164AL
2017-30-13	Baton Rouge Police Department	\$179,665.00	Section 402
2017-30-14	Bogalusa Police Department	\$41,599.00	Section 164AL
2017-30-14	Bogalusa Police Department	\$21,516.00	Section 402
2017-30-15	Bossier City Police Department	\$13,150.00	Section 164AL
2017-30-15	Bossier City Police Department	\$20,070.00	Section 402
2017-30-16	Caddo Parish Sheriff's Office	\$41,220.00	Section 164AL
2017-30-16	Caddo Parish Sheriff's Office	\$43,280.00	Section 402
2017-30-17	Calcasieu Sheriff's Office	\$59,426.00	Section 164AL
2017-30-17	Calcasieu Sheriff's Office	\$49,132.00	Section 402
2017-30-18	East Baton Rouge Sheriff's Office	\$202,914.00	Section 164AL
2017-30-18	East Baton Rouge Sheriff's Office	\$102,086.00	Section 402
2017-30-19	East Jefferson Levee District	\$32,160.00	Section 164AL
2017-30-21	Franklinton Police Department	\$26,834.00	Section 164AL
2017-30-21	Franklinton Police Department	\$15,931.00	Section 402
2017-30-23	Gonzales Police Department	\$30,210.00	Section 164AL
2017-30-23	Gonzales Police Department	\$31,195.00	Section 402

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2017-30-24	Greater New Orleans Expressway Commission	\$51,786.00	Section 164AL
2017-30-24	Greater New Orleans Expressway Commission	\$20,714.00	Section 402
2017-30-25	Hammond Police Department	\$31,200.00	Section 164AL
2017-30-25	Hammond Police Department	\$15,600.00	Section 402
2017-30-27	Houma Police Department	\$67,672.00	Section 164AL
2017-30-27	Houma Police Department	\$27,812.00	Section 402
2017-30-28	Iberia Parish Sheriff's Office	\$27,585.00	Section 164AL
2017-30-28	Iberia Parish Sheriff's Office	\$15,915.00	Section 402
2017-30-30	Jefferson Parish Sheriff's Office	\$112,843.00	Section 164AL
2017-30-30	Jefferson Parish Sheriff's Office	\$40,257.00	Section 402
2017-30-31	Kenner Police Department	\$11,000.00	Section 164AL
2017-30-31	Kenner Police Department	\$11,000.00	Section 402
2017-30-32	Killian Police Department	\$12,041.00	Section 164AL
2017-30-32	Killian Police Department	\$9,111.00	Section 402
2017-30-33	Lafayette Police Department	\$89,312.00	Section 164AL
2017-30-33	Lafayette Police Department	\$50,908.00	Section 402
2017-30-34	Lafourche Parish Sheriff's Office	\$121,258.00	Section 164AL
2017-30-34	Lafourche Parish Sheriff's Office	\$45,482.00	Section 402
2017-30-35	Lake Charles Police Department	\$26,389.00	Section 164AL
2017-30-35	Lake Charles Police Department	\$21,111.00	Section 402
2017-30-37	Livingston Parish Sheriff's Office	\$77,714.00	Section 164AL
2017-30-37	Livingston Parish Sheriff's Office	\$82,286.00	Section 402
2017-30-38	Madisonville Police Department	\$10,120.00	Section 164AL
2017-30-38	Madisonville Police Department	\$5,500.00	Section 402
2017-30-39	Mandeville Police Department	\$47,071.00	Section 164AL
2017-30-39	Mandeville Police Department	\$27,546.00	Section 402
2017-30-40	Monroe Police Department	\$41,250.00	Section 164AL
2017-30-40	Monroe Police Department	\$41,250.00	Section 402

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2017-30-41	Natchitoches Police Department	\$21,795.00	Section 164AL
2017-30-41	Natchitoches Police Department	\$14,650.00	Section 402
2017-30-42	New Orleans Police Department	\$310,250.00	Section 402
2017-30-44	Patterson Police Department	\$11,908.00	Section 164AL
2017-30-44	Patterson Police Department	\$5,500.00	Section 402
2017-30-45	Pineville Police Department	\$13,640.00	Section 164AL
2017-30-45	Pineville Police Department	\$13,640.00	Section 402
2017-30-46	Plaquemines Parish SO	\$13,200.00	Section 164AL
2017-30-46	Plaquemines Parish SO	\$13,200.00	Section 402
2017-30-47	Rapides Parish Sheriff's Office	\$46,777.00	Section 164AL
2017-30-47	Rapides Parish Sheriff's Office	\$30,507.00	Section 402
2017-30-48	Shreveport Police Department	\$40,000.00	Section 164AL
2017-30-48	Shreveport Police Department	\$60,000.00	Section 402
2017-30-49	Slidell Police Department	\$75,682.00	Section 164AL
2017-30-49	Slidell Police Department	\$25,748.00	Section 402
2017-30-50	Southeastern Louisiana University	\$2,391.00	Section 164AL
2017-30-50	Southeastern Louisiana University	\$2,390.00	Section 402
2017-30-51	St. Charles Sheriff's Office	\$16,210.00	Section 164AL
2017-30-51	St. Charles Sheriff's Office	\$17,290.00	Section 402
2017-30-52	St. Tammany Parish Sheriff's Office	\$181,642.00	Section 402
2017-30-53	Tangipahoa Parish Sheriff's Office	\$40,783.00	Section 164AL
2017-30-53	Tangipahoa Parish Sheriff's Office	\$16,417.00	Section 402
2017-30-54	Terrebonne Parish Sheriff's Office	\$16,500.00	Section 164AL
2017-30-54	Terrebonne Parish Sheriff's Office	\$9,900.00	Section 402
2017-30-55	Thibodaux Police Department	\$74,055.00	Section 164AL
2017-30-55	Thibodaux Police Department	\$16,045.00	Section 402
2017-30-56	Washington Parish Sheriff's Office	\$21,443.00	Section 164AL
2017-30-56	Washington Parish Sheriff's Office	\$12,437.00	Section 402

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2017-30-57	West Baton Rouge Parish Sheriff's Office	\$28,500.00	Section 402
2017-30-58	West Monroe Police Department	\$102,791.00	Section 164AL
2017-30-58	West Monroe Police Department	\$47,369.00	Section 402
2017-30-59	Westwego Police Department	\$28,502.00	Section 164AL
2017-30-59	Westwego Police Department	\$5,398.00	Section 402
2017-30-80	Louisiana State Police	\$520,451.00	Section 164AL
2017-30-80	Louisiana State Police	\$36,330.00	Section 402
2017-30-80	Louisiana State Police	\$409,608.00	Section 402
2017-30-90	PTS Program Coordinator #1	\$49,900.00	Section 402
2017-30-91	PTS Program Coordinator #2	\$49,900.00	Section 402
2017-30-92	Law Enforcement Liaison #1	\$49,900.00	Section 402
2017-30-93	Law Enforcement Liaison #2	\$49,900.00	Section 402
2017-30-94	Law Enforcement Liaison #3	\$49,900.00	Section 402
2017-30-95	Law Enforcement Liaison #4	\$49,900.00	Section 402
2017-30-97	Law Enforcement Liaison #5	\$49,900.00	Section 402
2017-30-98	Law Enforcement Liaison #6	\$49,900.00	Section 402
2017-30-99	Law Enforcement Liaison #7	\$49,900.00	Section 402
2017-35-00	DSGPO Special Wave	\$220,000.00	164AL
2017-35-00	CIOT/Buckle Up in Your Truck Special Waves	\$200,000.00	Section 405b
Total Police Traffic Services Budget		\$5,863,305.00	

2.6 Railroad/Highway Crossings

Problem Identification and Analysis

Between 2010 and 2014, there were a total of 25 railroad/highway crossing fatalities and 150 injuries reported involving a train in Louisiana. Although on average, the number of railroad traffic fatalities equate less than one percent of all traffic fatalities, they still must be addressed if Louisiana is to reach Destination Zero Deaths. Between 2005 and 2014, 44 percent of rail-highway fatalities occurred between 12 p.m. and 6 p.m. Twenty-six percent occurred between 6 p.m. and 12 p.m., 20 percent between 6 a.m. and 12 p.m., and 11 percent occurred between

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

Railroad Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The Railroad/Highway Crossings program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 Railroad/Highway Crossings program area. LHSC also works closely with Louisiana Operation Lifesaver to implement new evidence-based strategies. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Railroad/Highway Crossing countermeasures, the likelihood of our strategies reaching our goals increases. Enforcement efforts are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future campaigns. All proposed strategies are evidence-based, and have been shown to be effective measures for impacting and reducing the number of railroad/highway crossing crashes.

Performance Target

- Reduce rail-highway fatalities by 65.8 percent, from seven (2010 to 2014 average) to two in 2017.

Performance Measures

- Number of railroad/highway-crossing fatalities.

Strategies

- Support Louisiana Operation Lifesaver.
- Establish a legislative framework for the LHSC program throughout 2017.
- Conduct highway-rail at-grade crossing public education programs.
- Conduct highway-rail at-grade crossing officer training programs.
- Support Officer on a train educational program.

- Encourage strict enforcement of rail crossing violations.

Programs and Projects

Project Number: 2017-60-10

Project Title: Operation Lifesaver Coordinator – Railroad Crossings

Project Description: The Louisiana Operation Lifesaver (LOL) Coordinator will update the Operation Lifesaver Action Plan for FY 2017; update existing LOL plans in first quarter of FFY; plan, organize, and conduct meetings, workshops, and presentations to support rail-grade safety; maintain, and utilize the LOL “presenters” database; coordinate the maintenance of the LOL web site; train volunteers; and promote LOL and Operation Lifesaver programs in parishes with high railroad-grade collision rates. (<http://www.oli.org>, CTW, Section 1: 6.5)

Project Budget/Source: \$40,400.00/Section 402

Table 2.10 Railroad/Highway Budget Summary

Project Number	Project Title	Railroad/Highway Crossing Budget	Budget Source
2017-60-10	Louisiana Operation Lifesaver	\$40,400.00	Section 402
Total Railroad/Highway Crossing Budget		\$40,400.00	

2.7 Community Traffic Safety Program

Problem Identification and Analysis

Louisiana has a robust Strategic Highway Safety Plan (SHSP) infrastructure comprised of leadership committees, state-level emphasis areas teams, and regional coalitions, which provide local support to the plan’s implementation. In FFY 2017, the LHSC will provide funding through a mini grant program to the multidisciplinary SHSP regional coalitions that have reviewed their local data, determined their priorities, and developed regional action plans, which focus on addressing their region’s most serious traffic safety problems in support of the SHSP’s emphasis areas. In working with our local partners, we will have greater impact at local levels in developing the most effective approaches to improving traffic safety issues.

In 2014, pedestrian fatalities accounted for 15 percent of all fatalities on Louisiana roadways. Of those fatalities 37 percent of occurred during the evening hours between 6 p.m. and 12 a.m., while 35 percent occurred during the early morning hours of 12 a.m. to 6 a.m. Sixteen percent occurred during the afternoon hours between 12 p.m. to 6 p.m., and the remaining 12 percent occurred during the morning hours of 6 a.m. to 12 p.m.

Between 2010 and 2014, an average of 15.8 bicycle fatalities occurred every year. During this same time, an average of 31.1 percent of all bicycle fatalities was alcohol-related. Also between 2010 and 2013, every year the number of bicycles involved in crashes has increased from 631 (2010) to 926 (2013). In 2014, the number of bicycle crashes decreased to 881. Between 2010 and 2014, more than half of bicyclist fatalities, 62 percent, occurred in the evening between 6 p.m. and 12 a.m. Twenty-three percent occurred between 12 p.m. and 6 p.m., followed by 9 percent between 12 a.m. and 6 a.m., then 6 percent between 6 a.m. and 12 p.m.

Community Traffic Safety Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The programs and projects identified by the SHSP Regional Traffic Safety Coalitions are chosen through a data-driven, collaborative approach. Each coalition consists of local representation from the 4Es of safety planning, the FHWA Division Office, Department of Transportation and Development (DOTD) safety staff, and LHSC. Together, crash data and proven countermeasures are reviewed to determine the most effective programs to be implemented in each region for the chosen emphasis areas. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 Community Traffic Safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Community Traffic Safety countermeasures, the likelihood of our strategies reaching our goals increases. Any behavioral programs or projects not proven effective according to the NHTSA Countermeasures That Work or DOTD must include a pre/post evaluation plan to be eligible for funding. All proposed strategies are evidence-based and have been shown to be effective measures for impacting and reducing the number of crashes statewide.

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

Performance Targets

- Reduce alcohol-impaired (BAC of 0.08 or greater for drivers and motorcyclists) fatalities by 32.3 percent from 234 (2010 to 2014 average) to 158 in 2017.
- Reduce unrestrained passenger fatalities by 33.2 percent from 257 (2010 to 2014 average) to 172 in 2017.
- Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 1.7 percentage points from 85.9 percent in 2015 to 87.6 percent in 2017.

Performance Measures

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

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

Strategies

1. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans as appropriate.
2. Assess and fund other eligible coalition-based projects which support the FFY 2017 HSP performance targets and strategies.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area.

Project Number: 2017-10-10

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

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

Project Budget/Source: \$54,994.00/Section 154AL

Project Number: 2017-55-13

Project Title: Friends of Safety Town

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

Project Budget/Source: \$12,376.00/Section 402

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

Project Number: 2017-65-12

Project Title: Metro Bicycle Coalition (DBA Bike Easy)

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

Project Budget/Source: \$49,950.00 Section 402

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

Table 2.11 Community Traffic Safety Programs Budget Summary

Project Number	Project Title	CTSP Budget	Budget Source
2017-10-10	Tangipahoa Parish Government – TRACC Coalition	\$54,994.00	Section 154AL
2017-10-32	Capital Regional Planning Commission	\$9,995.00	Section 164AL
2017-55-13	Friends of Safety Town	\$12,376.00	Section 402
2017-65-12	Metro Bicycle Coalition – Bike Easy	\$49,950.00	Section 402
2017-55-14	Tangipahoa Parish Government – TRACC Coalition – BRAKES	\$9,000.00	Section 154AL
2017-55-14	Tangipahoa Parish Government – TRACC Coalition – BRAKES	\$11,000.00	Section 402
Total Community Traffic Safety Programs Budget		\$147,315.00	

2.8 Pedestrian/Bicycle Safety

Problem Identification and Analysis

For FY 2017 LHSC is utilizing Section 402 funding to address pedestrian and bicyclist safety. According to FARS, in 2014, Louisiana saw 105 pedestrian fatalities and 12 cyclist fatalities. According to data from HSRG, in 2014, 31 percent of the bicyclist fatalities were alcohol involved and alcohol was present in 47 percent of pedestrian fatalities. Louisiana is also addressing pedestrian safety in a number of ways that do not include NHTSA funding. The Louisiana DOTD

manages two comprehensive pedestrian safety programs. The first is a \$1.5 million project with the Metropolitan Planning Organizations in New Orleans, Baton Rouge, and Lafayette. This project includes awareness and education activities and public service announcements. The other major project is the FHWA Safe Routes to Schools for approximately \$2.5 million involving education, awareness, and sidewalk construction. Safe Routes to School also impacts younger bicyclists' safety. The DOTD's Complete Streets Policy is also a big part of the agency's emerging focus on pedestrian safety and incorporates pedestrian and bicycle facility improvements where warranted on a wide range of state projects that would not have been done even a few years ago.

Pedestrian and Bicyclist Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing pedestrian and bicyclist safety, the LHSC provides leadership, training, data, and technical assistance to other state agencies, law enforcement agencies, and to local pedestrian and bicyclist safety projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of pedestrian and bicyclist crashes. Louisiana's pedestrian and bicyclist safety program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 pedestrian and bicyclist safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for pedestrian and bicyclist safety countermeasures, the likelihood of our strategies reaching our goals increase in reducing pedestrian and bicyclist fatalities and injuries.

Performance Targets

- Reduce pedestrian fatalities by 1.3 percent from 98 (2010 to 2014 average) to 96 in 2017.
- Reduce bicycle fatalities by 13.9 percent from 16 (2010 to 2014 average) to 14 in 2017.

Performance Measures

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

Performance Strategies

1. Support educational and outreach activities that promote safer bicycle and pedestrian communities.
2. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans to improve bicycle and pedestrian safety as appropriate.
3. Assess and fund other eligible coalition-based projects which support the FFY 2017 HSP performance targets and strategies to improve bicycle and pedestrian safety.

Programs and Projects

Project Number: 2017-65-11

Project Title: Stroll into Safety

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

Project Budget/Source: \$100,000.00/Section 402

Project Number: 2017-65-12

Project Title: Metro Bicycle Coalition (DBA Bike Easy)

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

Project Budget/Source: \$49,950.00 Section 402

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

Table 2.12 Pedestrian/Bicycle Budget Summary

Project Number	Project Title	Ped/Bike Budget	Budget Source
2017-65-11	Stroll into Safety	\$100,000.00	Section 402

Project Number	Project Title	Ped/Bike Budget	Budget Source
2017-65-12	Metro Bicycle Coalition dba Bike Easy	\$49,950.00	Section 402
Total Pedestrian/Bicycle Budget		\$149,950.00	

2.9 Young Drivers

Problem Identification and Analysis

Of fatal crashes in 2014, 28 percent of the drivers involved were age 15 to 24, a decrease of 1 percent from young driver involvement (29 percent) in 2013. This is significant, because drivers age 15 to 24 only make up 13.6 percent of all licensed drivers in the State so they are overrepresented in crashes. Of the 180 fatal crashes involving drivers age 15 to 24, 38 percent (69) were alcohol involved. Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel does not have the skills or experience needed to recognize a hazard and take corrective action.

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

To progress from the learner’s to provisional (unsupervised) stage of Louisiana’s GDL, the teen must be at least 16 years of age; have held the learner’s permit for at least 180 days; submit a signed statement confirming completion of 50 hours supervised driving, including 15 hours completed at night, with a licensed parent, legal guardian or adult 21 or older; and pass an on-road test. After passing the on-road test, the teen must present a school certificate of required attendance or a home study approval notification letter and pass a vision exam. Provisional license holders can drive unsupervised between 5 a.m. and 11 p.m. or at any hour if accompanied by a licensed adult. Between 6 p.m. and 5 a.m., the provisional license holder may carry no more than one passenger under 21 unless they are immediate family members, except when accompanied by a licensed adult.

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

Young Driver Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The youth-based programs statewide efforts that include peer-to-peer education and prevention strategies funded for FFY 2017 are targeted towards novice drivers, under 20, who are the most likely to take risks on the road, including drinking and driving. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 young driver program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for young driver countermeasures, the likelihood of our strategies reaching our goals increases. With a highly effective GDL law in place in Louisiana, these evidence-based education programs were chosen to compliment and support the law which will lead to fewer young driver crashes.

Performance Targets

- Reduce fatal crashes involving drivers age 20 or younger by 43.6 percent from 94 (2010 to 2014) to 53 in 2017.

Performance Measures

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

Strategies

- Assess and fund eligible youth-based projects which support the FFY 2017 HSP performance targets and strategies.
- Assess and fund eligible youth-based projects that provide education, outreach, and enforcement to counter underage drinking.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area.

Project Number: 2017-10-30

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

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

Project Budget/Source: \$114,645.00/Section 154AL

Project Number: 2017-10-31

Project Title: Louisiana Cops in Shops Program

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

Project Budget/Source: \$164,076.00/Section 405d Mid

Project Number: 2017-10-32

Project Title: "We've Got Your BAC"

Project Description: The Capital Region Transportation Safety Coalition (CRTSC) will offer the "We've Got Your BAC" program which began in April 2015 to survey and educate area drinkers on BAC by inviting drinkers to take part in a PBT demonstration. This local project uses law enforcement volunteers and CRTSC members to test drinkers in the Baton Rouge area and educate them on the consequences of impaired driving and what their BAC actually means. This alcohol awareness education project, which did not take place in FY 2016, , which originally was conducted using other funds, was well received by the local press previously. The State plans to expand this program to other Tier 1 alcohol parishes as a pilot program in FFY 2017 and use pre- and post-surveys of participants to measure effectiveness. (CTW, Chapter 1: Section 5, 5.2, 5.4)

Project Budget/Source: \$12,100.00/Section 154AL

Project Number: 2017-55-10

Project Title: Sudden Impact Comprehensive Statewide Project

Project Description: This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes, and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multi-tiered approach. The program is a partnership with the Louisiana State

Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$140,000.00/Section 164AL; \$35,000.00/Section 402

Project Number: 2017-55-11

Project Title: Ready Set DRIVE!

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

Project Budget/Source: \$66,375.00/Section 154AL; \$81,125.00/Section 402

Project Number: 2017-55-12

Project Title: Think First for Teens Program

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

Project Budget/Source: \$54,750.00/Section 154AL; \$54,750/Section 402

Project Number: 2017-55-13

Project Title: Friends of Safety Town

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

Project Budget/Source: \$12,376.00/Section 402

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

Project Number: 2017-65-12

Project Title: Metro Bicycle Coalition (DBA Bike Easy)

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

Project Budget/Source: \$49,950.00/Section 402

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

Project Number: 2017-55-15

Project Title: Social Norms and Marketing Project (SNAP)

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

Project Budget/Source: \$130,046.00/Section 402

Project Number: 2017-55-16

Project Title: Children's Coalition for Northeast Louisiana – Young Driver Program

Project Description: The Children's Coalition for Northeast Louisiana will promote awareness and educate young drivers about the dangers of impaired and distracted driving. The educational component will be accompanied by a driving simulator to create scenarios of high risk driving behavior and encourage positive modification of driving behavior among participants. These presentations will take place in seven high schools located in Ouachita, Lincoln, and Union Parishes and three colleges – Louisiana Tech University, University of Louisiana – Monroe, and Grambling State University. (CTW, Chapter 1: Section 6.5)

Project Budget/Source: \$25,400.00/Section 154AL/\$25,400.00/Section 402

Project Number: 2017-30-10 *through* 2017-30-59 (specific agencies listed in chart below)

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Description: LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection, impaired driving, speed, and child passenger safety which will be coordinated with the annual *Click It or Ticket* and *Drive Sober or Get Pulled Over*. Campaigns in addition to other identified state enforcement waves. The agencies listed below have funds to conduct Juvenile Underage Drinking Enforcement (J.U.D.E.) All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on young driver crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.13 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Project Budget/Source: \$2,153,547.00/Section 402; \$2,763,178.00/ Section164AL

Project Number: 2017-30-80

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

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

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

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

Project Budget/Source: \$36,330.00/Section 402

Table 2.13 Young Driver Program Budget Summary

Project Number	Project Title	Young Driver Program Budget	Budget Source
2017-10-31	La. Cops in Shops Program	\$164,076.00	Section 405d Mid
2017-10-32	"We've Got Your BAC"	\$12,100.00	Section 154AL
2017-10-30	Alcoholic Beverage Control JUDE Task Force	\$114,645.00	Section 154AL

Project Number	Project Title	Young Driver Program Budget	Budget Source
2017-55-10	Sudden Impact Program	\$140,000.00	Section 154 AL
2017-55-10	Sudden Impact Program	\$35,000.00	Section 402
2017-55-11	Ready, Set, Drive	\$66,375.00	Section 402
2017-55-11	Ready, Set, Drive	\$66,375.00	Section 154AL
2017-55-12	Think First for Teens Program	\$54,750.00	Section 402
2017-55-12	Think First for Teens Program	\$54,750.00	Section 154AL
2017-55-13	Friends of Safety Town	\$12,376.00	Section 402
2017-55-14	Be Responsible and Keep Everyone Safe (BRAKES)	\$20,000.00	Section 164AL
2017-55-15	Social Norms and Marketing Project (SNAP)	\$130,046.00	Section 154AL
2017-55-17	Louisiana Youth Advisors Rock the Belt Program	\$42,700.00	Section 405b Low
2017-55-16	Children’s Coalition for Northeast Louisiana	\$25,400.00	Section 154AL
2017-55-16	Children’s Coalition for Northeast Louisiana	\$25,400.00	Section 402
2017-30-13	Baton Rouge Police Department	\$168,625.00	Section 164AL
2017-30-14	Bogalusa Police Department	\$9,325.00	Section 164AL
2017-30-17	Calcasieu Sheriff's Office	\$16,121.00	Section 164AL
2017-30-18	East Baton Rouge Sheriff's Office	\$100,826.00	Section 164AL
2017-30-23	Gonzales Police Department	\$4,410.00	Section 164AL
2017-30-25	Hammond Police Department	\$12,480.00	Section 164AL
2017-30-27	Houma Police Department	\$26,597.00	Section 164AL
2017-30-32	Killian Police Department	\$2,930.00	Section 164AL
2017-30-34	Lafourche Parish Sheriff's Office	\$14,010.00	Section 164AL
2017-30-35	Lake Charles Police Department	\$5,278.00	Section 164AL
2017-30-39	Mandeville Police Department	\$22,512.00	Section 164AL
2017-30-42	New Orleans Police Department	\$75,861.00	Section 402
2017-30-49	Slidell Police Department	\$52,275.00	Section 164AL
2017-30-52	St. Tammany Parish Sheriff's Office	\$32,266.00	Section 402
2017-30-53	Tangipahoa Parish Sheriff's Office	\$25,097.00	Section 164AL
2017-30-54	Terrebonne Parish Sheriff's Office	\$9,900.00	Section 164AL
2017-30-55	Thibodaux Police Department	\$49,370.00	Section 164AL
2017-30-56	Washington Parish Sheriff's Office	\$4,859.00	Section 164AL
2017-30-13	Baton Rouge Police Department	\$168,625.00	Section 164AL
2017-30-14	Bogalusa Police Department	\$9,325.00	Section 164AL

Project Number	Project Title	Young Driver Program Budget	Budget Source
2017-30-17	Calcasieu Sheriff's Office	\$16,121.00	Section 164AL
2017-30-18	East Baton Rouge Sheriff's Office	\$100,826.00	Section 164AL
2017-30-23	Gonzales Police Department	\$4,410.00	Section 164AL
2017-30-25	Hammond Police Department	\$12,480.00	Section 164AL
2017-30-27	Houma Police Department	\$26,597.00	Section 164AL
2017-30-32	Killian Police Department	\$2,930.00	Section 164AL
2017-30-34	Lafourche Parish Sheriff's Office	\$14,010.00	Section 164AL
2017-30-80	LSP Crash Reduction	\$36,330.00	Section 402
2017-65-12	Mero Bicycle Coalition dba Bike Easy	\$49,950.00	Section 402
Total Young Driver Program Budget		\$3,405,907.94	

2.10 Distracted Driving

Problem Identification and Analysis

Louisiana's current distracted driving law consists of a hand held ban for drivers with a learner or intermediate license regardless of age, a primary cell phone ban for bus drivers, a primary cell phone ban for novice drivers during their first year of licensure, and a primary texting ban on all drivers.

Distracted Driving Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision making to select, assess and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Taking into account Louisiana's available data and laws regarding distracted driving, a multi-pronged approach for developing the problem identification and analysis is being utilized. For example, looking at distractions that occurred in the vehicle versus those that occurred outside the vehicle. These data are looked at along with crash reports that also note the "Condition of Driver/Ped" as inattentive, distracted, fatigued, and apparently asleep. From analysis of these data such as that seen in Table 2.14 and

Table 2.15 below, strategies and locations of needed enforcement and infrastructure to address distracted driving are considered.

Table 2.14 Number of Vehicles Involved in Fatal, Injury or Property Damage Crash Due to Most Common Distraction Types

Year	CELL PHONE	OTHER ELECTRONIC DEVICE	OTHER INSIDE VEHICLE	OTHER OUTSIDE VEHICLE	ALL DISTRACTIONS
2010	8	8	57	77	150
2011	8	6	49	69	132
2012	8	9	54	57	128
2013	17	10	48	69	144
2014	10	6	70	77	163
Total	51	39	278	349	717

Source: Highway Safety Research Group's Data Reporting Querying Tool, Section F Number of Vehicles Involved in Fatal, Injury, or Property Damage Crash Due to Most Common Distraction Types; <http://datareports.lsu.edu/Search.aspx>

Table 2.15 Related Factors for Drivers Involved in Fatal Crashes

Year	Failure to Keep in Proper Lane	Distracted (phone, talking, eating, object, etc.)	Drowsy, Asleep, Fatigued, Ill or Blackout	Total Drivers
2010	N/A	151/ 16.3%	24/ 2.6%	175/ 18.9%
2011	18/ 1.9%	142/ 15.1%	13/ 1.4%	173/ 18.4%
2012	61/ 6.5%	138/ 14.6%	33/ 3.5%	232/ 24.6%
2013	56/ 5.9%	139/ 14.6%	25/ 2.6%	220/ 23.1%
2014	59/ 6.3%	116/ 12.4%	19/ 2.0%	194/ 20.7%

Source: NHTSA FARS Encyclopedia; <http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>

In addition, the Highway Safety Issues Attitudinal Telephone Survey was reviewed to provide a breakdown of the respondents' answers by region of the state, vehicle type, age, sex, and race. Specific enforcement and educational efforts to address these groups can be developed. For example, respondents age 25 and under are more prone to texting while driving (see Table 2.16). Further, by law it may not be legal for some of these drivers to drive and talk on the phone if they are a new driver. A preponderance of this behavior in the young driver age group led to LHSC providing leadership to inform and award projects to counter distracted driving through the use of educational efforts to address the behavior.

The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 distracted driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for distracted driving countermeasures, the likelihood of our strategies reaching our goals increase in reducing distracted driving fatalities and injuries.

Table 2.16 Age Breakdown Responding to "How often do you text while driving?"

Age	Always	Nearly Always	Sometimes	Seldom	Never
Under 25	3.8%	2.2%	15.9%	12.6%	65.4%
25-34	2.5%	2.7%	18.3%	21.9%	54.6%
35-49	.5%	2.0%	9.5%	23.7%	64.3%
50-64	.0%	.4%	2.6%	12.7%	83.4%
65 or over	.0%	.0%	2.2%	5.6%	89.3%

Source: Highway Safety issues Attitudinal Survey Louisiana Drivers 2015.

Performance Targets

Reduce distracted driving fatalities by 27 percent from 41 (2012 to 2014 average) to 30 by 2017.

Performance Measures

Number of fatalities involving a distracted driver.

Strategies

3. Support training and educational resources, as well as contracting to organizations, to increase understanding of the dangers of distracted driving.
4. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans to improve distracted driving as appropriate.
5. Conduct annual statewide attitudinal telephone surveys on distracted driving.

Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area.

Project Number: 2017-55-10

Project Title: Sudden Impact Comprehensive Statewide Project

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

Project Budget/Source: \$140,000/Section 154AL; \$35,000.00/Section 402

Project Number: 2017-55-11

Project Title: Ready, Set, DRIVE!

Project Description: The project will fund the "Ready, Set, DRIVE!" Teen Driver Safety Program in East Baton Rouge Parish, Livingston Parish, Ascension Parish, and West Baton Rouge Parish. "Ready, Set, DRIVE!" is an educational program that is focused on traffic laws, driver education, and other strategies to teach participants how to recognize, assess and change their risky driving behaviors in an effort to decrease the number of motor vehicle crashes teen drivers

experience on our roads. Program effectiveness will be measured through pre- and post-tests. (CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)

Project Budget/Source: \$66,375.00/Section 154AL/\$81,125.00/Section 402

Project Number: 2017-55-14

Project Title: Tangipahoa Parish Government – TRACC Coalition - BRAKES

Project Description: The local government of Tangipahoa Parish Government will benefit from this project by working with the TRACC Coalition to create a safe community with positive attitudes for teen drivers regarding traffic safety. The B.R.A.K.E.S. (Be Responsible and Keep Everyone Safe) Program addresses the problems of distracted driving, impaired driving, and occupant protection for young drivers. Program effectiveness and knowledge gain will be measured by pre- and post-tests.

Project Budget/Source: \$9,000.00/Section 154AL; \$11,000.00/Section 402

Project Number: 2017-55-16

Project Title: Children’s Coalition for Northeast Louisiana – Young Driver Program

Project Description: The Children’s Coalition for Northeast Louisiana will promote awareness and educate young drivers about the dangers of impaired and distracted driving. The educational component will be accompanied by a driving simulator to create scenarios of high risk driving behavior and encourage positive modification of driving behavior among participants. These presentations will take place in seven high schools located in Ouachita, Lincoln, and Union Parishes and three colleges – Louisiana Tech University, University of Louisiana – Monroe, and Grambling State University.

Project Budget/Source: \$25,400.00/Section 154AL/\$25,400.00/Section 402

Project Number: 2017-70-02

Project Title: Traffic Safety Diversity Outreach Program

Project Description: This program will provide outreach to politicians, clergy, HCBU campuses (Historically Black Colleges and Universities), and high schools to reduce the number of serious injury and fatal crashes specific to impaired driving, occupant protection, and distracted driving. Educational material promoting traffic safety will be distributed at diversity forums, press event for major activities will be coordinated, and traffic safety programs will be established on HCBU campuses in Caddo Parish, East Baton Rouge Parish, Lafayette Parish, and Orleans Parish. Efforts will be sustained year-long and will be coordinated with LHSC and NHTSA during national campaigns.

Project Budget/Source: \$48,723.00/Section 154AL; \$48,724.00/Section 402

Table 2.17 Distracted Driving Programs Budget Summary

Project Number	Project Title	Traffic Records Budget	Source of Funding
2017-55-10	Sudden Impact Comprehensive Statewide Program	\$8,750.00	Section 402
2017-55-11	Ready, Set, Drive	\$14,750.00	Section 402
2017-55-14	Be Responsible and Keep Everyone Safe (BRAKES)	\$2,000.00	Section 402
2017-55-16	Children’s Coalition for Northeast Louisiana	\$25,400.00	Section 402
2017-70-02	Traffic Safety Diversity Outreach Program	\$24,362.00	Section 402
Total Distracted Driving Programs Budget		\$75,262.00	

2.11 Hazard Elimination/Highway Safety Improvement Program (HSIP)

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

Programs and Projects

Project Number: 2017-90-00

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

Project Description: The LHSC will participate as a Safety Selection Team member in the recommendation and prioritization of HSIP safety projects. DOTD will provide the LHSC with a 154/164 Hazard Elimination/Highway Safety Improvement Plan outlining project numbers, project periods, names, contracting agencies, brief project descriptions, and budget totals.

Project Budget/Source: \$10,953,600.00/Section 154HE and \$10,953,600.00/Section 164HE

Table 2.18 Hazard Elimination/HSIP Program Budget Summary

Project Number	Project Title	Hazard Elimination Budget	Source of Funding
H.012294	Dist. 03 Systemic Project	\$26,000.00	154/164HE
H.002780	LA 308 Curve	\$2,073,000.00	154/164HE
H.012354	Dist. 02/61 Systemic Curve Project	\$15,000.00	154/164HE

Project Number	Project Title	Hazard Elimination Budget	Source of Funding
H.011327	US 90: J-Turns - St. Mary Parish	\$4,500,000.00	154/164HE
H.010443	LA 308 Curve Realign/Shoulders		154/164HE
H.012355	Dist. 62 Systemic Curve Project	\$23,000.00	154/164HE
	Misc. Small Safety Projects and Plan Changes	\$2,000,000.00	154/164HE
	LA Operation Lifesaver	\$55,000.00	154/164HE
	Data Analysis	\$3,000,000.00	154/164HE
	Local Roads	\$2,500,000.00	154/164HE
	Safe Routes to School	\$3,000,000.00	154/164HE
	Local Circuit Rider	\$200,000.00	154/164HE
	Roundabout Retainer	\$100,000.00	154/164HE
	Consultant Contracts	\$250,000.00	154/164HE
	SHSP Implementation Activities	\$3,500,000.00	154/164HE
	SHSP Consultant	\$1,000,000.00	154/164HE
	Design Retainer Contract	\$1,000,000.00	154/164HE
	LRSP/SRTS Design Retainer	\$1,200,000.00	154/164HE
	LRSP Engineers (2)	\$285,200.00	154/164HE
	LRSP -SRTS Engineer	\$180,000.00	154/164HE
Total Hazard Elimination/HSIP Program Budget		\$21,907,200.00	50%/50%

2.12 Planning and Administration

Overview

Planning and Administration (P&A) costs are direct and indirect expenses that are attributable to the overall management of the LHSC State and Community Highway Safety Grant Program. Costs include salaries and related personnel benefits for the Governor's Representative and for other technical, administrative, and clerical staff in the LHSC, as shown in Tables 2.19, 2.20 and 2.21. 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 and match comes from State self generated funds. In FY 2017, the LHSC is not proposing to fund any equipment purchases.

Performance Target

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

Performance Measures

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

Strategies

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

Table 2.19 Planning and Administration Budget

Planning and Administration Activities	Federal	State Match
Salaries and Fringe Benefits (31 percent) Director, Deputy Director, Fiscal Manager, and Fiscal Manager Assistant	\$317,850.00	\$268,895.00
Travel	\$10,000.00	\$0.00
Operating Services	\$17,500.00	\$0.00
Other Professional Services	223,545.00	\$300,000.00
Total Planning and Administration Budget	\$568,895.00	\$568,895.00

Table 2.20 Planning and Administration Activities

Project No.	Funding Source	Project Name	Description	2017 Proposed Funding
2017-01-00	402/ State Self- generated	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. Also includes a project to initiate development of an electronic grants tracking system.	\$568,895.00/ \$568,895.00
Program Management Projects				
2017-10-00	402	Program Management (Alcohol)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.	\$160,048.00
2017-20-00	402	Program Management (Occupant Protection)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.	54,248.00
2017-30-00	402	Program Management (Police Traffic Services)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.	\$253,905.00
2017-40-00	402	Program Management (Traffic Records)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.	\$96,042.00
2017-50-00	402	Program Management (Motorcycle)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC motorcycle program.	\$6,407.00
2017-55-00	402	Program Management (Teen Safety Program)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC teen safety program	\$49,569.00
2017-60-00	402	Program Management (Railroad/Highways)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC railroads/highway program.	\$3,184.00
2017-65-00	402	Program Management (Pedestrian Safety Program)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC community traffic safety programs	\$12,958.00

Project No.	Funding Source	Project Name	Description	2017 Proposed Funding
Program Support Projects				
2017-01-10	402	H&M Consulting	Provides for statistical analysis of identified traffic safety needs.	\$12,958.00
2017-01-11, 12 & 13	402	Cambridge Systematics	Provides for compilation and production of the LHSC FFY 2016 Annual Report and FFY 2018 HSP and Section 405 application and other planning and reporting projects.	\$109,545.00
2017-01-15	State	Undetermined	LHSC E-Grants System: The LHSC will research, seek proposals, and begin implementation of an electronic grants management system. This system will automate all phases of the highway safety grant process in Louisiana, including application, subgrantee reporting, statistical analysis, contract development, and financial and programmatic management.	\$300,000.00
2014-01-14	402	Attitudinal/MC and Other Surveys	Provides for attitudinal occupant protection, speed and other survey on impaired driving, traffic safety issues	\$40,000.00

Table 2.21 Positions and Funding Source

Position	Current Staff		Federal	State	AL	OP	PT	TR	MC	PS	RH	TSP
Executive Director	Vacant	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Fiscal Manager (LHSC Program Coordinator 2)	Linda Tillman	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Assistant Director (LHSC Program Coordinator 3)	Ken Trull	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
LHSC Program Coordinator Public Information Coordinator	Vacant	Program Management	100%	-	50%	20%	-	30%	-	-	-	-
Program Coordinator 1 ^a	Vacant	Program Management	100%	-	-	80%	0	0%	-	20%	-	-
Program Coordinator 2	Lyrice Johnson	Program Management	100%	-	-	-	100%	-	-	-	-	-
Program Coordinator 2	Chuck Miller	Program Management	100%	-	19%	-	5%	70%	-	6%	-	-
Program Coordinator 2	Jessica Bedwell	Program Management	100%	-	7%	33%			-	6%	7%	47%
Grants/Reviewer 2	Chela Mitchell	Program Management	100%	-	91%	-	7%	-	-	-	2%	-
Administrative Coordinator 3 ^a	Angela Jackson	Program Management	100%	-	19%	8%	56%	8%	1%		1%	7%
Administrative Coordinator 3	Ladricka Hill Minor	Planning and Administration	100%	-	-	-	-	-	-	-	-	-
Grants/Reviewer 2 ^a	Cindy Wheeler	Program Management	100%	-	19%	8%	56%	8%	1%		1%	7%
Administrative Coordinator 1 (Temporary)	Kashundolyn McGuffey	Program Management	100%	-	19%	8%	56%	8%	1%		1%	7%

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

3.0 Performance Report

Louisiana's progress in meeting the 10 core performance measures, 1 behavioral measure, and 3 grant activity measures is shown in Table 3.1. These performance measures, developed by NHTSA and the GHSA, are documented in the publication: DOT HS 811 025. Performance targets for FFY 2012, 2013, and 2014 are shown under the actual number for each performance measure; FFY 2015 and 2016 targets are shown in the "Target" column.

Table 3.1 Progress in Meeting FFY 2015 Performance Targets

Core Performance Measure	Actual					Target	
	2010	2011	2012	2013	2014	2015	2016
Traffic Fatalities <i>2011 through 2014 targets</i>	721	680	722	703	737		
		890	870	848	655	644	639
Serious Injuries ^a <i>2011 through 2014 targets</i>	13,397	13,474	13,554	13,446	13,399		
		20,521	14,056	13,705	12,844	12,975	15,528
Fatalities/VMT <i>2011 through 2014 targets</i>	1.59	1.46	1.54	1.47	1.53		
		1.6	1.95	1.88	1.41	1.38	1.38
Unrestrained Passenger Vehicle Occupant Fatalities All Seating Positions <i>2011 through 2014 targets</i>	284	270	240	248	283		
		395	380	365	263	241	202
Alcohol-Impaired Driving Fatalities (BAC = 0.08+) ^b + <i>2011 through 2014 targets</i>	226	219	241	235	253		
		323	315	307	220	203	174
Speeding-Related Fatalities <i>2011 through 2014 targets</i>	239	214	208	193	204		
				207	204	206	181
Motorcyclist Fatalities <i>2011 through 2014 targets</i>	74	80	78	86	83		
		79	76	73	76	72	77
Unhelmeted Motorcyclist Fatalities <i>2011 through 2014 targets</i>	10	14	4	18	10		
		21	20	19	12	4	12
Drivers Age 20 or Younger Involved in Fatal Crashes <i>2011 through 2013 targets</i>	108	94	99	87	81		
		159	151	147	92	77	65
Pedestrian Fatalities <i>2011 through 2014 targets</i>	77	90	118	97	105		
		98	96	94	84	17	92

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

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

The one national behavioral measure, observed seat belt use (front seat outboard occupants), is collected annually from observational surveys. The statewide observational seat belt use data

are from the Louisiana Highway Safety Commission. The numbers below represent the actual observed rate for each year and the performance targets for FFY 2011 to 2015.

Table 3.2 Progress in Observed Seat Belt Use Rate

Behavioral Measure	2009	2010	2011	2012	2013	2014	2015
Statewide Observed Seat Belt Use	74.5%	75.9%	77.7%	79.3%	82.5%	84.1%	85.9%
<i>2011 to 2015 Target</i>			78.0%	77.9%	79.7%	81.3%	84.5%

When comparing the targets against the actual FARS numbers for 2014, Louisiana exceeded the targets set for unhelmeted motorcyclist fatalities, drivers age 20 or younger involved in a fatal crash, and met the target for speeding related fatalities. For the behavioral target of observed seat belt use rate Louisiana has exceeded that target every year from 2012 to 2015, which has led to an all-time high observed usage rate of 85.9 percent. Increasing seat belt use among motorists is one of the most effective tools to reduce fatalities and LHSC remains committed to continuing this trend with our countermeasure strategies.

The priority areas detailed in the FFY 2017 and past HSPs align with NHTSA’s priorities. Data supports that these problem areas are consistent throughout Louisiana so we will continue to address them statewide through a multi-pronged approach of enforcement and education. Louisiana has consistently set high targets in all priority areas in an effort to reach Destination Zero Deaths that is outlined and planned for in our SHSP, which our HSP plays a strong part in achieving. Given Louisiana’s rise or missing of the planned target for fatalities, serious injuries, fatalities VMT, unrestrained occupant fatalities, impaired driving fatalities, motorcyclist fatalities, and pedestrian fatalities LHSC will work with our program partners, the SHSP Regional Coalitions, and Implementation Team to conduct and review programs in their area to develop strategies that will reduce serious injuries and fatalities in their region. In addition, LHSC has now, for the first time, implemented in the FFY 2017 HSP a distracted driving initiative to use as another countermeasure to address fatalities and injuries on our roadways.

4.0 Program Cost Summary

4.1 Highway Safety Plan Cost Summary

The Highway Safety Plan Cost Summary for FFY 2017 is provided in the following pages.

Table 4.1 Highway Safety Plan Cost Summary

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-01-00-00	P&A Salaries-Travel-Operating	\$0.00	\$268,895.00	\$100,000.00	\$245,350.00	\$345,350.00	\$0.00
	PA-2017-01-09-00	LHSC E-grants System	\$0.00	\$300,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	PA-2017-01-10-00	LHSC Statistics and Analysis	\$0.00	\$0.00	\$0.00	\$49,000.00	\$49,000.00	\$0.00
	PA-2017-01-11-00	Planning and Reporting	\$0.00	\$0.00	\$0.00	\$31,300.00	\$31,300.00	\$0.00
	PA-2017-01-12-00	HSP, 405, SIDP	\$0.00	\$0.00	\$0.00	\$49,695.00	\$49,695.00	\$0.00
	PA-2017-01-13-00	LHSC Policy Manual and Subgrant Manual Updates	\$0.00	\$0.00	\$0.00	\$28,550.00	\$28,550.00	\$0.00
	PA-2017-01-14-00	Attitudinal and Other Surveys	\$0.00	\$0.00	\$40,000.00	\$0.00	\$40,000.00	\$0.00
	PA-2017-01-15-00	Inventory Coordinator	\$0.00	\$0.00	\$25,000.00	\$0.00	\$25,000.00	\$0.00
	Planning and Administration Total		\$0.00	\$568,895.00	\$165,000.00	\$403,895.00	\$568,895.00	\$0.00
Alcohol								
	AL-2017-10-00-00	Program Management	\$0.00	\$0.00	\$9,200.00	\$150,848.00	\$160,048.00	\$0.00
	Alcohol Total		\$0.00	\$0.00	\$9,200.00	\$150,848.00	\$160,048.00	\$0.00
Occupant Protection								
	OP-2017-20-00-00	Program Management	\$0.00	\$0.00	\$0.00	\$54,248.00	\$54,248.00	\$0.00
	OP-2017-20-11-00	Louisiana Passenger Safety Task Force	\$0.00	\$0.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	OP-2017-20-35-00	Travel/Training Support	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$269,248.00	\$269,248.00	\$0.00
Police Traffic Services								
	PT 2017-30-00-00	Program Management	\$0.00	\$0.00	\$125,730.00	\$128,175.00	\$253,905.00	\$0.00
	PT-2017-30-09-00	Traffic Safety Consultant	\$0.00	\$0.00	\$0.00	\$41,150.00	\$41,150.00	\$0.00
	PT-2017-30-10-00	Abbeville Police Department	\$0.00	\$0.00	\$0.00	\$11,550.00	\$11,550.00	\$11,550.00
	PT-2017-30-11-00	Alexandria Police Department	\$0.00	\$0.00	\$0.00	\$18,889.00	\$18,889.00	\$18,889.00
	PT-2017-30-12-00	Ascension Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$25,250.00	\$25,250.00	\$25,250.00
	PT-2017-30-13-00	Baton Rouge Police Department	\$0.00	\$0.00	\$0.00	\$179,665.00	\$179,665.00	\$179,665.00
	PT-2017-30-14-00	Bogalusa Police Department	\$0.00	\$0.00	\$0.00	\$21,516.00	\$21,516.00	\$21,516.00
	PT-2017-30-15-00	Bossier City Police Department	\$0.00	\$0.00	\$0.00	\$20,070.00	\$20,070.00	\$20,070.00
	PT-2017-30-16-00	Caddo Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$43,280.00	\$43,280.00	\$43,280.00
	PT-2017-30-17-00	Calcasieu Sheriff's Office	\$0.00	\$0.00	\$0.00	\$49,132.00	\$49,132.00	\$49,132.00
	PT-2017-30-18-00	East Baton Rouge Sheriff's Office	\$0.00	\$0.00	\$0.00	\$102,086.00	\$102,086.00	\$102,086.00
	PT-2017-30-21-00	Franklinton Police Department	\$0.00	\$0.00	\$0.00	\$15,931.00	\$15,931.00	\$15,931.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
	PT-2017-30-23-00	Gonzales Police Department	\$0.00	\$0.00	\$0.00	\$31,195.00	\$31,195.00	\$31,195.00
	PT-2017-30-24-00	Greater New Orleans Expressway Commission	\$0.00	\$0.00	\$0.00	\$20,714.00	\$20,714.00	\$20,714.00
	PT-2017-30-25-00	Hammond Police Department	\$0.00	\$0.00	\$0.00	\$15,600.00	\$15,600.00	\$15,600.00
	PT-2017-30-27-00	Houma Police Department	\$0.00	\$0.00	\$0.00	\$27,812.00	\$27,812.00	\$27,812.00
	PT-2017-30-28-00	Iberia Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$15,915.00	\$15,915.00	\$15,915.00
	PT-2017-30-30-00	Jefferson Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$40,257.00	\$40,257.00	\$40,257.00
	PT-2017-30-31-00	Kenner Police Department	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	PT-2017-30-32-00	Killian Police Department	\$0.00	\$0.00	\$0.00	\$9,111.00	\$9,111.00	\$9,111.00
	PT-2017-30-33-00	Lafayette Police Department	\$0.00	\$0.00	\$0.00	\$50,908.00	\$50,908.00	\$50,908.00
	PT-2017-30-34-00	Lafourche Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$45,482.00	\$45,482.00	\$45,482.00
	PT-2017-30-35-00	Lake Charles Police Department	\$0.00	\$0.00	\$0.00	\$21,111.00	\$21,111.00	\$21,111.00
	PT-2017-30-37-00	Livingston Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$82,286.00	\$82,286.00	\$82,286.00
	PT-2017-30-38-00	Madisonville Police Department	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2017-30-39-00	Mandeville Police Department	\$0.00	\$0.00	\$0.00	\$27,546.00	\$27,546.00	\$27,546.00
	PT-2017-30-40-00	Monroe Police Department	\$0.00	\$0.00	\$0.00	\$41,250.00	\$41,250.00	\$41,250.00
	PT-2017-30-41-00	Natchitoches Police Department	\$0.00	\$0.00	\$0.00	\$14,650.00	\$14,650.00	\$14,650.00
	PT-2017-30-42-00	New Orleans Police Department	\$0.00	\$0.00	\$0.00	\$310,250.00	\$310,250.00	\$310,250.00
	PT-2017-30-44-00	Patterson Police Department	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2017-30-45-00	Pineville Police Department	\$0.00	\$0.00	\$0.00	\$13,640.00	\$13,640.00	\$13,640.00
	PT-2017-30-46-00	Plaquemines Parish SO	\$0.00	\$0.00	\$0.00	\$13,200.00	\$13,200.00	\$13,200.00
	PT-2017-30-47-00	Rapides Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$30,507.00	\$30,507.00	\$30,507.00
	PT-2017-30-48-00	Shreveport Police Department	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00
	PT-2017-30-49-00	Slidell Police Department	\$0.00	\$0.00	\$0.00	\$25,748.00	\$25,748.00	\$25,748.00
	PT-2017-30-50-00	Southeastern Louisiana University	\$0.00	\$0.00	\$0.00	\$2,390.00	\$2,390.00	\$2,390.00
	PT-2017-30-51-00	St. Charles Sheriff's Office	\$0.00	\$0.00	\$0.00	\$17,290.00	\$17,290.00	\$17,290.00
	PT-2017-30-52-00	St. Tammany Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$181,642.00	\$181,642.00	\$181,642.00
	PT-2017-30-53-00	Tangipahoa Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$16,417.00	\$16,417.00	\$16,417.00
	PT-2017-30-54-00	Terrebonne Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$9,900.00	\$9,900.00	\$9,900.00
	PT-2017-30-55-00	Thibodaux Police Department	\$0.00	\$0.00	\$0.00	\$16,045.00	\$16,045.00	\$16,045.00
	PT-2017-30-56-00	Washington Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$12,437.00	\$12,437.00	\$12,437.00
	PT-2017-30-57-00	West Baton Rouge Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$28,500.00	\$28,500.00	\$28,500.00
	PT-2017-30-58-00	West Monroe Police Department	\$0.00	\$0.00	\$0.00	\$47,369.00	\$47,369.00	\$47,369.00
	PT-2017-30-59-00	Westwego Police Department	\$0.00	\$0.00	\$0.00	\$5,398.00	\$5,398.00	\$5,398.00
	PT-2017-30-80-00	Louisiana State Police	\$0.00	\$0.00	\$0.00	\$36,330.00	\$36,330.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
	PT-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$535,305.00	\$0.00	\$0.00	\$0.00	\$0.00
	PT-2017-30-90-00	Police Traffic Safety Contractor	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-91-00	Police Traffic Safety Contractor	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-92-00	Law Enforcement Liaison (LEL)	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-93-00	Law Enforcement Liaison (LEL)	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-94-00	Law Enforcement Liaison (LEL)	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-95-00	Law Enforcement Liaison (LEL)	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-97-00	Law Enforcement Liaison (LEL)	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-98-00	Law Enforcement Liaison (LEL)	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	PT-2017-30-99-00	Law Enforcement Liaison (LEL)	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00
	Police Traffic Services Total		\$0.00	\$535,305.00	\$0.00	\$2,398,694.00	\$2,524,424.00	\$1,743,939.00
Traffic Records								
	TR-2017-40-00-00	Program Management	\$0.00	\$0.00	\$65,000.00	\$31,042.00	\$96,042.00	\$0.00
	TR-2017-40-01-00	Data Processing Services for Traffic Records	\$0.00	\$0.00	\$60,000.00	\$0.00	\$60,000.00	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$31,042.00	\$156,042.00	\$0.00
Motorcycle Total								
	MC-2017-50-00-00	Program Management	\$0.00	\$0.00	\$2,000.00	\$4,407.00	\$6,407.00	\$0.00
	Motorcycle Total			\$0.00	\$0.00	\$0.00	\$4,407.00	\$6,407.00
Teen Safety Program								
	TSP-2017-55-00-00	Program Management	\$0.00	\$0.00	\$8,070.00	\$41,499.00	\$49,569.00	\$0.00
	TSP-2017-55-10-00	Sudden Impact Comprehensive Statewide Project	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
	TSP-2017-55-11-00	Ready, Set, DRIVE!	\$0.00	\$0.00	\$0.00	\$81,125.00	\$81,125.00	\$0.00
	TSP-2017-55-12-00	Think First for Teens Program	\$0.00	\$0.00	\$0.00	\$54,750.00	\$54,750.00	\$0.00
	TSP-2017-55-13-00	Sheriff's Safety Town – Caddo Parish	\$0.00	\$0.00	\$0.00	\$12,376.00	\$12,376.00	\$12,376.00
	TSP-2017-55-14-00	Be Responsible and Keep Everyone Safe (BRAKES)	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	
	TSP-2017-55-16-00	NE La. Young Driver Program	\$0.00	\$0.00	\$0.00	\$25,400.00	\$25,400.00	\$0.00
	Teen Safety Program Total		\$0.00	\$0.00	\$0.00	\$261,150.00	\$269,220.00	\$23,376.00
Railroad/Highway Safety								
	RH-2017-60-00-00	Program Management	\$0.00	\$0.00	\$0.00	\$3,184.00	\$3,184.00	\$0.00
	RH-2017-60-10-00	Operation Lifesaver Coordinator – Railroad Crossings	\$0.00	\$0.00	\$0.00	\$40,400.00	\$40,400.00	\$0.00
	Railroad/ Highway Safety Total		\$0.00	\$0.00	\$0.00	\$43,584.00	\$43,584.00	\$0.00
Pedestrian /Bicycle Safety								

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
	PS-2017-65-00-00	Program Management	\$0.00	\$0.00	\$0.00	\$12,958.00	\$12,958.00	\$0.00
	PS-2017-65-11-00	Stroll Into Safety	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	PS-2017-65-12-00	Bike Easy Outreach Initiative	\$0.00	\$0.00	\$0.00	\$49,950.00	\$49,950.00	\$0.00
Pedestrian/ Bicycle Safety Total			\$0.00	\$0.00	\$0.00	\$162,908.00	\$162,908.00	\$0.00
Community Traffic Safety Program								
	CP-2017-70-02-00	Traffic Safety Diversity Outreach Program	\$0.00	\$0.00	\$0.00	\$48,724.00	\$48,724.00	\$0.00
Community Traffic Safety Program Total			\$0.00	\$0.00	\$0.00	\$48,724.00	\$48,724.00	\$0.00
Paid Media								
	PM-2017-80-01-00	Paid Media – Occupant Protection	\$0.00	\$0.00	\$0.00	\$207,300.00	\$207,300.00	\$0.00
Paid Media Total			\$0.00	\$0.00	\$0.00	\$207,300.00	\$207,300.00	\$0.00
NHTSA 402 Total				\$1,104,200.00	\$435,000.00	\$3,981,800.00	\$4,416,800.00	\$1,756,315.00
154 Transfer Funds								
	154AL-2017-10-10-00	TRACC – No Refusal Support Program	\$0.00	\$0.00	\$0.00	\$54,994.00	\$54,994.00	\$0.00
	154AL-2017-10-14-00	DPS Legal Consultant	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	154AL-2017-10-18-00	Judicial Outreach Liaison	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	154AL-2017-10-19-00	Forensic Analysis of DWI Cases	\$0.00	\$0.00	\$0.00	\$68,500.00	\$68,500.00	\$0.00
	154AL-2017-10-24-00	NSU Alcohol Education & Prevention	\$0.00	\$0.00	\$0.00	\$30,500.00	\$30,500.00	\$0.00
	154AL-2017-10-30-00	Alcohol Beverage Control – Juvenile Underage Drinking Enforcement (JUDE) Task Force	\$0.00	\$0.00	\$0.00	\$114,645.00	\$114,645.00	\$0.00
	154AL-2017-10-32-00	"We've Got Your BAC"	\$0.00	\$0.00	\$0.00	\$12,100.00	\$12,100.00	\$0.00
	154AL-2017-10-34-00	DWI Enforcement Training Specialist	\$0.00	\$0.00	\$0.00	\$49,990.00	\$49,990.00	\$0.00
	154AL-2017-10-35-00	Travel/Training Support	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00
	154AL-2017-10-42-00	LA DRIVING	\$0.00	\$0.00	\$1,494,000.00	\$101,009.00	\$1,595,009.00	\$1,595,009.00
	154AL-2017-55-10-00	Sudden Impact Comprehensive Statewide Project	\$0.00	\$0.00	\$0.00	\$140,000.00	\$140,000.00	\$0.00
	154AL-2017-55-11-00	Ready, Set, DRIVE!	\$0.00	\$0.00	\$0.00	\$66,375.00	\$66,375.00	\$0.00
	154AL-2017-55-12-00	Think First for Teens Program	\$0.00	\$0.00	\$0.00	\$54,750.00	\$54,750.00	\$0.00
	154AL-2017-55-14-00	Be Responsible and Keep Everyone Safe (BRAKES)	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$0.00
	154AL-2017-55-15-00	Social Norms and Marketing Project (SNAP)	\$0.00	\$0.00	\$0.00	\$130,046.00	\$130,046.00	\$0.00
	154AL-2017-55-16-00	NE La. Young Driver Program	\$0.00	\$0.00	\$0.00	\$25,400.00	\$25,400.00	\$0.00
	154AL-2017-70-02-00	Traffic Safety Diversity Outreach Program	\$0.00	\$0.00	\$0.00	\$48,723.00	\$48,723.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
154 Alcohol Total			\$0.00	\$0.00	\$1,494,000.00	\$1,046,032.00	\$2,540,032.00	\$1,529,217.00
154 Hazard Elimination								
	154HE-2017-90-00	DOTD Hazard Elimination Program	\$0.00	\$0.00	\$10,953,600.00	\$0.00	\$10,953,600.00	\$0.00
154 Hazard Elimination Total			\$0.00	\$0.00	\$10,953,600.00	\$0.00	\$10,953,600.00	\$0.00
154 Transfer Funds Total			\$0.00	\$0.00	\$12,447,600.00	\$1,046,032.00	\$13,493,632.00	\$1,529,217.00
164 Transfer Funds								
	164AL-2017-30-10-00	Abbeville Police Department	\$0.00	\$0.00	\$0.00	\$6,600.00	\$6,600.00	\$6,600.00
	164AL-2017-30-11-00	Alexandria Police Department	\$0.00	\$0.00	\$10,342.00	\$4,769.00	\$15,111.00	\$15,111.00
	164AL-2017-30-12-00	Ascension Parish Sheriff's Office	\$0.00	\$0.00	\$0.00	\$25,250.00	\$25,250.00	\$25,250.00
	164AL-2017-30-13-00	Baton Rouge Police Department	\$0.00	\$0.00	\$339,009.00	\$156,326.00	\$495,335.00	\$495,335.00
	164AL-2017-30-14-00	Bogalusa Police Department	\$0.00	\$0.00	\$28,471.00	\$13,128.00	\$41,599.00	\$41,599.00
	164AL-2017-30-15-00	Bossier City Police Department	\$0.00	\$0.00	\$9,000.00	\$4,150.00	\$13,150.00	\$13,150.00
	164AL-2017-30-16-00	Caddo Parish Sheriff's Office	\$0.00	\$0.00	\$28,212.00	\$13,008.00	\$41,220.00	\$41,220.00
	164AL-2017-30-17-00	Calcasieu Sheriff's Office	\$0.00	\$0.00	\$40,672.00	\$18,754.00	\$59,426.00	\$59,426.00
	164AL-2017-30-18-00	East Baton Rouge Sheriff's Office	\$0.00	\$0.00	\$138,875.00	\$64,039.00	\$202,914.00	\$202,914.00
	164AL-2017-30-19-00	East Jefferson Levee District	\$0.00	\$0.00	\$0.00	\$32,160.00	\$32,160.00	\$32,160.00
	164AL-2017-30-20-00	Franklin Police Department	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	164AL-2017-30-21-00	Franklinton Police Department	\$0.00	\$0.00	\$18,366.00	\$8,468.00	\$26,834.00	\$26,834.00
	164AL-2017-30-23-00	Gonzales Police Department	\$0.00	\$0.00	\$20,676.00	\$9,534.00	\$30,210.00	\$30,210.00
	164AL-2017-30-24-00	Greater New Orleans Expressway Commission	\$0.00	\$0.00	\$0.00	\$51,786.00	\$51,786.00	\$51,786.00
	164AL-2017-30-25-00	Hammond Police Department	\$0.00	\$0.00	\$21,354.00	\$9,846.00	\$31,200.00	\$31,200.00
	164AL-2017-30-27-00	Houma Police Department	\$0.00	\$0.00	\$46,315.00	\$21,357.00	\$67,672.00	\$67,672.00
	164AL-2017-30-28-00	Iberia Parish Sheriff's Office	\$0.00	\$0.00	\$18,880.00	\$8,705.00	\$27,585.00	\$27,585.00
	164AL-2017-30-30-00	Jefferson Parish Sheriff's Office	\$0.00	\$0.00	\$77,230.00	\$35,613.00	\$112,843.00	\$112,843.00
	164AL-2017-30-31-00	Kenner Police Department	\$0.00	\$0.00	\$7,529.00	\$3,471.00	\$11,000.00	\$11,000.00
	164AL-2017-30-32-00	Killian Police Department	\$0.00	\$0.00	\$8,241.00	\$3,800.00	\$12,041.00	\$12,041.00
	164AL-2017-30-33-00	Lafayette Police Department	\$0.00	\$0.00	\$61,126.00	\$28,186.00	\$89,312.00	\$89,312.00
	164AL-2017-30-34-00	Lafourche Parish Sheriff's Office	\$0.00	\$0.00	\$82,990.00	\$38,268.00	\$121,258.00	\$121,258.00
	164AL-2017-30-35-00	Lake Charles Police Department	\$0.00	\$0.00	\$18,061.00	\$8,328.00	\$26,389.00	\$26,389.00
	164AL-2017-30-37-00	Livingston Parish Sheriff's Office	\$0.00	\$0.00	\$53,188.00	\$24,526.00	\$77,714.00	\$77,714.00
	164AL-2017-30-38-00	Madisonville Police Department	\$0.00	\$0.00	\$0.00	\$10,120.00	\$10,120.00	\$10,120.00
	164AL-2017-30-39-00	Mandeville Police Department	\$0.00	\$0.00	\$32,216.00	\$14,855.00	\$47,071.00	\$47,071.00
	164AL-2017-30-40-00	Monroe Police Department	\$0.00	\$0.00	\$28,232.00	\$13,018.00	\$41,250.00	\$41,250.00
	164AL-2017-30-41-00	Natchitoches Police Department	\$0.00	\$0.00	\$14,915.00	\$6,880.00	\$21,795.00	\$21,795.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
	164AL-2017-30-44-00	Patterson Police Department	\$0.00	\$0.00	\$8,150.00	\$3,758.00	\$11,908.00	\$11,908.00
	164AL-2017-30-45-00	Pineville Police Department	\$0.00	\$0.00	\$0.00	\$13,640.00	\$13,640.00	\$13,640.00
	164AL-2017-30-46-00	Plaquemines Parish SO	\$0.00	\$0.00	\$0.00	\$13,200.00	\$13,200.00	\$13,200.00
	164AL-2017-30-47-00	Rapides Parish Sheriff's Office	\$0.00	\$0.00	\$32,015.00	\$14,762.00	\$46,777.00	\$46,777.00
	164AL-2017-30-48-00	Shreveport Police Department	\$0.00	\$0.00	\$27,375.00	\$12,625.00	\$40,000.00	\$40,000.00
	164AL-2017-30-49-00	Slidell Police Department	\$0.00	\$0.00	\$51,795.00	\$23,887.00	\$75,682.00	\$75,682.00
	164AL-2017-30-50-00	Southeastern Louisiana University	\$0.00	\$0.00	\$1,637.00	\$754.00	\$2,391.00	\$2,391.00
	164AL-2017-30-51-00	St. Charles Sheriff's Office	\$0.00	\$0.00	\$11,095.00	\$5,115.00	\$16,210.00	\$16,210.00
	164AL-2017-30-53-00	Tangipahoa Parish Sheriff's Office	\$0.00	\$0.00	\$27,910.00	\$12,873.00	\$40,783.00	\$40,783.00
	164AL-2017-30-54-00	Terrebonne Parish Sheriff's Office	\$0.00	\$0.00	\$11,290.00	\$5,210.00	\$16,500.00	\$16,500.00
	164AL-2017-30-55-00	Thibodaux Police Department	\$0.00	\$0.00	\$50,684.00	\$23,371.00	\$74,055.00	\$74,055.00
	164AL-2017-30-56-00	Washington Parish Sheriff's Office	\$0.00	\$0.00	\$14,675.00	\$6,768.00	\$21,443.00	\$21,443.00
	164AL-2017-30-58-00	West Monroe Police Department	\$0.00	\$0.00	\$70,350.00	\$32,441.00	\$102,791.00	\$102,791.00
	164AL-2017-30-59-00	Westwego Police Department	\$0.00	\$0.00	\$19,505.00	\$8,997.00	\$28,502.00	\$28,502.00
	164AL-2017-30-80-00	Louisiana State Police	\$0.00	\$0.00	\$356,195.00	\$164,256.00	\$520,451.00	\$0.00
	164AL-2017-35-00-00	Special Wave: Safe and Sober	\$0.00	\$0.00	\$150,570.00	\$69,430.00	\$220,000.00	\$0.00
164 Alcohol Total			\$0.00	\$0.00	\$1,937,146.00	\$1,046,032.00	\$2,983,178.00	\$2,242,727.00
164 Hazard Elimination								
	164HE-2017-90-00	DOTD Hazard Elimination Program	\$0.00	\$0.00	\$10,953,600.00	\$0.00	\$10,953,600.00	\$0.00
164 Hazard Elimination Total			\$0.00	\$0.00	\$10,953,600.00	\$0.00	\$10,953,600.00	\$0.00
164 Transfer Funds Total			\$0.00	\$0.00	\$12,890,746.00	\$1,046,032.00	\$13,936,778.00	\$2,242,727.00
MAP 21 405b OP Low								
	M2CPS-2017-20-13-00	Hispanic Occupant Protection Outreach	\$0.00	\$0.00	\$49,600.00	\$0.00	\$49,600.00	\$0.00
	M2HVE-2017-35-00-00	Special Waves: Safe and Sober	\$0.00	\$0.00	\$200,000.00	\$0.00	\$200,000.00	\$0.00
	M2PE-2017-55-17-00	Rock the Belt Program	\$0.00	\$0.00	\$42,700.00	\$0.00	\$42,700.00	\$0.00
	M2X-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$73,075.00	\$0.00	\$0.00	\$0.00	\$0.00
405b OP Low Total			\$0.00	\$73,075.00	\$292,300.00	\$0.00	\$292,300.00	\$0.00
MAP 21 405b OP Low Total			\$0.00	\$73,075.00	\$292,300.00	\$0.00	\$292,300.00	\$0.00
MAP 21 405c Data Program								
	M3DA-2017-40-12-00	Traffic Records Initiatives	\$0.00	\$0.00	\$0.00	\$2,161,678.00	\$2,161,678.00	\$0.00
	M3DA-2017-40-35-00	Travel/Training Support	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	M3DA-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$547,919.50	\$0.00	\$0.00	\$0.00	\$0.00
405c Data Program Total			\$0.00	\$547,919.50	\$0.00	\$2,191,678.00	\$2,191,678.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
MAP 21 405c Data Program Total			\$0.00	\$547,919.50	\$0.00	\$2,191,678.00	\$2,191,678.00	\$0.00
MAP 21 405d Impaired Driving Mid								
	M5CS-2017-10-20-00	DWI Court Management Program	\$0.00	\$0.00	\$536,050.00	\$0.00	\$536,050.00	\$0.00
	M5CS-2017-10-21-00	14 th Judicial District Court DWI Court Program	\$0.00	\$0.00	\$52,500.00	\$0.00	\$52,500.00	\$0.00
	M5CS-2017-10-22-00	4 th Judicial District Attorney's Office	\$0.00	\$0.00	\$52,500.00	\$0.00	\$52,500.00	\$0.00
	M5CS-2017-10-23-00	Terrebonne Parish District Attorney DWI Court	\$0.00	\$0.00	\$52,500.00	\$0.00	\$52,500.00	\$0.00
	M5X-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$173,387.50	\$0.00	\$0.00	\$0.00	\$0.00
MAP 21 405d Impaired Driving Mid Total			\$0.00	\$1,076,430.06	\$0.00	\$4,305,720.25	\$4,305,720.25	\$0.00
MAP 21 405f Motorcycle Programs								
	M9MA-2017-50-12-00	Motorcycle Awareness Campaign/PIE	\$0.00	\$0.00	\$26,000.00	\$0.00	\$26,000.00	\$0.00
	M5X-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$6,500.00	\$0.00	\$0.00	\$0.00	\$0.00
MAP 21 405f Motorcycle Programs Total			\$0.00	\$6,500.00	\$26,000.00	\$0.00	\$26,000.00	\$0.00
FAST 405b Low								
	M2X-2017-20-10-00	Occupant Protection Survey	\$0.00	\$0.00	\$0.00	\$142,850.00	\$142,850.00	\$0.00
	M2CPS-2017-20-12-00	Hispanic Occupant Protection Outreach	\$0.00	\$0.00	\$0.00	\$58,000.00	\$58,000.00	\$0.00
	M2CPS-2017-20-14-00	Seat Belt Center	\$0.00	\$0.00	\$0.00	\$39,400.00	\$39,400.00	\$0.00
	PT-2017-30-80-00	Louisiana State Police	\$0.00	\$0.00	\$0.00	\$409,608.00	\$409,608.00	\$0.00
	M2X-2017-80-03-00	LHSC Public Relations	\$0.00	\$0.00	\$0.00	\$24,750.00	\$24,750.00	\$0.00
	M2X-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$168,652.00	\$0.00	\$0.00	\$0.00	\$0.00
FAST 405b Low Total			\$0.00	\$168,652.00	\$0.00	\$674,608.00	\$674,608.00	\$0.00
FAST 405c								
	M3DA-2017-40-11-00	Improve Data Accessibility	\$0.00	\$0.00	\$0.00	\$375,000.00	\$375,000.00	\$0.00
	M3DA-2017-40-12-00	Traffic Records Initiatives	\$0.00	\$0.00	\$0.00	\$357,595.00	\$357,595.00	\$0.00
	M3DA-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$183,148.75	\$0.00	\$0.00	\$0.00	\$0.00
FAST 405c Total			\$0.00	\$183,148.75	\$0.00	\$732,595.00	\$732,595.00	\$0.00
FAST 405d Mid								
	M5X-2017-10-11-00	Impaired Driving Specialist	\$0.00	\$0.00	\$0.00	\$49,000.00	\$49,000.00	\$0.00
	M5TR-2017-10-13-00	Prosecutor/Law Enforcement Training Program	\$0.00	\$0.00	\$0.00	\$241,260.00	\$241,260.00	\$0.00
	M5X-2017-10-15-00	La. Impaired Driving Assessment Coordinator	\$0.00	\$0.00	\$0.00	\$49,900.00	\$49,900.00	\$0.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
	M5BAC-2017-10-16-00	No Refusal Blood Draw – Acadian Ambulance	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	M5X-2017-10-17-00	MADD Court Monitoring	\$0.00	\$0.00	\$0.00	\$181,100.00	\$181,100.00	\$0.00
	M5OT-2017-10-31-00	Louisiana Cops in Shops Program	\$0.00	\$0.00	\$0.00	\$164,076.00	\$164,076.00	\$0.00
	M5BAC-2017-10-33-00	Crime Lab DUI Drug Use Analysis Project	\$0.00	\$0.00	\$0.00	\$357,595.00	\$357,595.00	\$0.00
	M5PEM-2017-80-01-00	Paid Media – Impaired Driving	\$0.00	\$0.00	\$0.00	\$1,007,319.00	\$1,007,319.00	\$0.00
	M5X-2017-80-03-00	LHSC Public Relations	\$0.00	\$0.00	\$0.00	\$24,750.00	\$24,750.00	\$0.00
	M5X-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$525,000.00				\$0.00
	FAST 405d Mid Total		\$0.00	\$525,000.00	\$0.00	\$2,100,000.00	\$2,100,000.00	\$0.00
FAST 405f								
	M9MA-2017-50-11-00	Motorcycle Awareness Campaign	\$0.00	\$0.00	\$0.00	\$48,000.00	\$48,000.00	\$0.00
	M9MA-2017-50-12-00	Motorcycle Awareness Campaign/PIE	\$0.00	\$0.00	\$0.00	\$0.00	\$16,600.00	\$0.00
	M5X-2017-99-00-00	Louisiana State Police Traffic Enforcement Program	\$0.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	FAST 405f Total		\$0.00	\$12,000.00	\$0.00	\$48,000.00	\$64,600.00	\$0.00
	NHTSA Total		\$0.00	\$2,793,882.75	\$26,794,396.00	\$11,820,745.00	\$38,622,541.00	\$5,589,209.00
	Total		\$0.00	\$2,793,882.75	\$26,794,396.00	\$11,820,745.00	\$38,622,541.00	\$5,589,209.00

4.2 HSP Match Review Document

Program Area	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Planning and Administration Total	\$568,895.00	\$568,895.00	\$403,895.00	\$165,000.00	\$0.00	\$568,895.00	\$568,895.00
		50%			0%	50%	100%
Alcohol Total	\$160,048.00	\$0.00	\$150,848.00	\$9,200.00	\$0.00		
		0%			0%		
Motorcycle Safety Total	\$6,407.00	\$0.00	\$4,407.00	\$2,000.00	\$0.00		
		0%			0%		
Occupant Protection Total	\$269,248.00	\$0.00	\$269,248.00	\$0.00	\$0.00		
		0%			0%		
Pedestrian/Bicycle Safety Total	\$162,908.00	\$0.00	\$162,908.00	\$0.00	\$49,950.00		
		0%			31%		
Police Traffic Services Total	\$2,524,424.00	\$535,305.00	\$2,398,694.00	\$125,730.00	\$1,743,939.00		
		17%			69%		
Traffic Records Total	\$156,042.00	\$0.00	\$31,042.00	\$125,000.00	\$0.00		
		0%			0%		
Community Traffic Safety Project Total	\$48,724.00	\$0.00	\$48,724.00	\$0.00	\$0.00		
		0%			0%		
Railroad/Highway Crossings Total	\$43,584.00	\$0.00	\$43,584.00	\$0.00	\$0.00		
		0%			0%		
Paid Advertising Total	\$207,300.00	\$0.00	\$207,300.00	\$0.00	\$0.00		
		0%			0%		
Teen Safety Program Total	\$269,220.00	\$0.00	\$261,150.00	\$8,070.00	\$23,376.00		
		0%			9%		
NHTSA 402 Total	\$4,416,800.00	\$1,104,200.00	\$3,981,800.00	\$435,000.00	\$1,817,265.00	\$568,895.00	\$568,895.00
		20%			41%	50%	13%
154 Alcohol Total	\$2,540,032.00	\$0.00	\$1,046,032.00	\$1,494,000.00	\$1,529,217.00		
		0%			60%		
154 Hazard Elimination Total	\$10,953,600.00	\$0.00	\$0.00	\$10,953,600.00	\$0.00		
		0%			0%		
154 Transfer Funds Total	\$13,493,632.00	\$0.00	\$1,046,032.00	\$12,447,600.00	\$1,529,217.00		
		0%			11%		
164 Alcohol Total	\$2,983,178.00	\$0.00	\$1,046,032.00	\$1,937,146.00	\$2,242,727.00		
		0%			75%		
164 Hazard Elimination Total	\$10,953,600.00	\$0.00	\$0.00	\$10,953,600.00	\$0.00		
		0%			0%		

Program Area	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
164 Transfer Funds Total	\$13,936,778.00	\$0.00	\$1,046,032.00	\$12,890,746.00	\$2,242,727.00		
		0%			16%		
405b OP Low Total	\$966,908.00	\$241,727.00	\$674,608.00	\$292,300.00	\$0.00		
		20%			0%		
MAP 21 405b OP Low Total	\$966,908.00	\$241,727.00	\$674,608.00	\$292,300.00	\$0.00		
		20%			0%		
405c Data Program Total	\$2,924,273.00	\$731,068.25	\$732,595.00	\$2,191,678.00	\$0.00		
		20%			0%		
MAP 21 405c Data Program Total	\$2,924,273.00	\$731,068.25	\$732,595.00	\$2,191,678.00	\$0.00		
		20%			0%		
405d Impaired Driving Mid Total	\$2,793,550.00	\$698,387.50	\$2,100,000.00	\$693,550.00	\$0.00		
		20%			0%		
MAP 21 405d Impaired Driving Mid Total	\$2,793,550.00	\$698,387.50	\$2,100,000.00	\$693,550.00	\$0.00		
		20%			0%		
405f Motorcycle Programs Total	\$74,000.00	\$18,500.00	\$48,000.00	\$26,000.00	\$0.00		
		20%			0%		
MAP 21 405f Motorcycle Programs Total	\$74,000.00	\$18,500.00	\$48,000.00	\$26,000.00	\$0.00		
		20%			0%		
NHTSA Total	\$38,605,941.00	\$2,793,882.75	\$9,629,067.00	\$28,976,874.00	\$5,589,209.00	\$568,895.00	\$568,895.00
		7%			14%	50%	1%
Total	\$38,605,941.00	\$2,793,882.75	\$9,629,067.00	\$28,976,874.00	\$5,589,209.00	\$568,895.00	\$568,895.00
		7%			14%	50%	1%

4.3 FFY 2017 Available Funding

Table 4.2 Available Funding

Grant Program	FY 2016 Anticipated CF	FY 2017 Anticipated New Appropriation	FY 2017 Total Planned Funds
Section 402	\$435,000.00	\$3,981,800.00	\$4,416,800.00
Section 154 AL	\$1,494,000.00	\$1,046,032.00	\$2,540,032.00
Section 154 HE	\$10,953,600.00	\$0.00	\$10,953,600.00
Section 164 AL	\$1,937,146.00	\$1,046,032.00	\$2,983,178.00
Section 164 HE	\$10,953,600.00	\$0.00	\$10,953,600.00
MAP 21 405b Low	\$299,600.00	\$0.00	\$299,600.00
FAST Act 405b Low	\$0.00	\$665,000.00	\$665,000.00
MAP 21 405c	\$2,274,273.00	\$0.00	\$2,274,273.00
FAST Act 405c	\$0.00	\$650,000.00	\$650,000.00
MAP 21 405d Mid	\$693,550.00	\$0.00	\$693,550.00
FAST Act 405d Mid	\$0.00	\$2,100,000.00	\$2,100,000.00
MAP 21 405f	\$26,000.00	\$0.00	\$26,000.00
FAST Act 405f	\$0.00	\$64,600.00	\$64,600.00
Total	\$29,066,769.00	\$9,553,464.00	\$38,620,233.00

CF = Carryforward from prior fiscal year.

5.0 State Certifications and Assurances

5.1 Appendix A To Part 1300 – Certification And Assurances For Highway Safety Grants

APPENDIX A TO PART 1300 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59, AS AMENDED BY SEC. 4011, PUB. L. 114-94) begins on the next page.

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Louisiana

Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward 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:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (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.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

- public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
 - **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

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:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o 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).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

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
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 or may pursue suspension or debarment.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

3. 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 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The 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 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. 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:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will 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 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

06/29/2016

Date

Kenneth I. Trull

Printed name of Governor's Representative for Highway Safety

5.2 Appendix B To Part 1300 – Application Requirements For Section 405 And Section 1906 Grants

For FFY 2017, Louisiana is applying for the following 405-incentive grants programs:

- Occupant Protection (23 CFR 1200.21);
- State Traffic Safety Information System Improvements (23 CFR 1200.22);
- Impaired Driving Countermeasures (23 CFR 1200.23);
- Motorcyclist Safety (23 CFR 1200.25);
- Distracted Driving (23 CFR 1300,24); and
- Non-motorized Safety (23 CFR 1300.27).

APPENDIX B TO PART 1300 – APPLICATION REQUIREMENTS FOR SECTION 405 AND SECTION 1906 GRANTS that is signed by Louisiana’s Governor’s Representative for Highway Safety begins on the next page.

**APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS**

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Louisiana

Fiscal Year: 2017

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.


Signature Governor's Representative for Highway Safety

06/30/2016
Date

Kenneth I. Trull

Printed name of Governor's Representative for Highway Safety

5.3 APPENDIX C TO PART 1200 – ASSURANCES FOR TEEN TRAFFIC SAFETY PROGRAM (23 U.S.C. CHAPTER 4)

State: **Louisiana**

Fiscal Year: **2017**

The State has elected to implement a Teen Traffic Safety Program-a statewide program to improve traffic safety for teen drivers-in accordance with 23 U.S.C. 402(m).

In my capacity as the Governor's Representative for Highway Safety, I have verified that:

The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 95-102 as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to:

- Increase seat belt use;
- Reduce speeding;
- Reduce impaired and distracted driving;
- Reduce underage drinking; and
- Reduce other behaviors by teen drivers that lead to injuries and fatalities.



Signature Governor's Representative for Highway Safety

06/22/2016
Date

Kenneth I. Trull

Printed name of Governor's Representative for Highway Safety