



**LOUISIANA  
HIGHWAY SAFETY  
PLAN  
for  
Federal Fiscal Year 2014**



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# Table of Contents

<b>1.0</b>	<b>Introduction to the Louisiana Highway Safety Planning Process .....</b>	<b>1</b>
1.1	Executive Summary .....	1
1.2	Highway Safety Planning .....	2
1.3	Legislative Efforts .....	7
<b>2.0</b>	<b>Highway Safety Performance Plan .....</b>	<b>10</b>
2.1	Highway Safety Problem Identification Process .....	10
2.2	Louisiana State Demographics .....	12
2.3	Statewide Performance Trends and Problem Identification .....	14
2.4	Louisiana Highway Safety Problem ID Parishes .....	35
2.5	Louisiana Highway Safety Performance Targets and Measures .....	36
<b>3.0</b>	<b>Highway Safety Plan .....</b>	<b>40</b>
3.1	Impaired Driving Program Area .....	40
3.2	Occupant Protection Program Area .....	51
3.3	Traffic Records Program Area .....	58
3.4	Motorcycle Safety Program Area .....	64
3.5	Police Traffic Services Program Area .....	65
3.6	Safe Communities .....	75
3.7	Railgrade/Highway Safety .....	79
3.8	Hazard Elimination .....	80
3.9	Planning and Administration .....	81
<b>4.0</b>	<b>Certifications and Assurances .....</b>	<b>100</b>
	Environmental Impact .....	107
	Documentation to Support Appropriate Use of Funds Received by the LHSC ..	110
	2014 Indirect Cost Rate Calculation .....	111
	FFY 2014 Available Funding .....	112
<b>5.0</b>	<b>Program Cost Summary .....</b>	<b>113</b>

## List of Tables

1.	Annual HSP Planning Calendar, 2014.....	5
2.	Traffic Safety-Related Bills Introduced in 2013.....	8
3.	Traffic Information Overview.....	13
4.	FY 2014 Louisiana Core Performance Measures.....	16
5.	Seat Belts, Speeding and Impaired Driving Attitudinal Survey – Louisiana Drivers..	18
6.	Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail <i>2005 to 2012</i> .....	19
7.	Program Area Goals and Performance Measures.....	36
7a.	FFY 2014 Performance Targets.....	39
8.	Planning and Administration Activities.....	83
9.	Positions and Funding Source.....	84
10.	Performance Report for FFY 2013.....	87
11.	Project Summary Table for FFY 2014.....	88

## List of Figures

1.	Organizational Chart .....	2
2.	Louisiana Population Demographics 2012.....	12
3.	Percent of Louisiana Fatal and Injury Crashes by Month 2012.....	15
4.	Percent of Louisiana Fatal and Injury Crashes by Day-of-Week 2012 .....	15
5.	Percent of Louisiana Fatal and Injury Crashes by Time-of-Day 2012 .....	16
6.	Fatal Crashes.....	22
7.	Total Fatalities.....	22
8.	Fatality Rate per 100 Million VMT.....	23
9.	Fatality Rate per 100,000 Population.....	23
10.	Total Injury Crashes .....	24
11.	Total Injuries.....	24
12.	Injury Rate per 100 Million VMT .....	25
13.	Injury Rate per 100,000 Population .....	25
14.	Total Fatal and Injury Crashes.....	26
15.	Fatal and Injury Crash Rate per 100 Million VMT .....	26
16.	Fatal and Injury Rate per 100,000 Population.....	27
17.	Rural Fatal and Injury Crashes Compared to Urban .....	27
18.	Alcohol-Related Fatalities and Alcohol-Related Fatal Crashes .....	28
19.	Alcohol-Impaired Fatalities as Percent of Total Fatalities.....	28
20.	Statewide Seat Belt Use Compared to U.S. Average .....	29
21.	Percent of Unrestrained Fatalities .....	29
22.	Older Drivers as Percent of all Licensed Drivers and Involvement in Fatal Crashes .....	30
23.	Drivers Age 15 to 17 as Percent of Licensed Drivers and Involvement in Fatal Crashes .....	30
24.	Drivers Age 18 to 20 as Percent of Licensed Drivers and Involvement in Fatal Crashes .....	31
25.	Drivers Age 21 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes .....	31
26.	Young Drivers Age 15 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes .....	32
27.	Pedestrian and Bicyclist Fatalities as Percent of Total Fatalities.....	32
28.	Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Fatalities, and Single Vehicle Fatalities.....	33
29.	Railroad Fatalities as Percent of Total Fatalities.....	33
30.	Large Truck and Bus Fatalities as Percent of Total Fatalities.....	34

31.	Costs of Louisiana Crashes in Millions .....	34
32.	Alcohol-Impaired Fatalities as Percent of Total Fatalities as Compared to Nation...	40
33.	Observed Seat Belt Use .....	51
33.	Percent of Unrestrained Fatalities .....	52
34.	Speed Involvement in Louisiana Fatalities Compared to U.S. Average .....	66

## List of Acronyms

BAC	Blood Alcohol Concentration
BRCA	Baton Rouge Collegiate Alliance
CDS	Crash Data System
CTW	Countermeasures That Work
CMV	Commercial Motor Vehicle
CPS	Child Passenger Safety
DOTD	Louisiana Department of Transportation and Development
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
ISDS	Information Systems and Decision Sciences (at LSU)
JUDE	Juvenile Underage Drinking Enforcement
LaHEC	Louisiana Higher Education Coalition to Reduce Alcohol, Tobacco, & Other Drugs
LEL	Law Enforcement Liaison
LHSC	Louisiana Highway Safety Commission
LMSAC	Louisiana Motorcyclists' Safety and Awareness Committee
LSP	Louisiana State Police
LSU	Louisiana State University
MAC	Motorcycle Awareness Campaign
MADD	Mother's Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> 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

# 1.0 Introduction to the Louisiana Highway Safety Planning Process

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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, a review of the literature on what highway safety countermeasures are effective, and a strategic approach to setting safety-related performance targets and measures relevant to the high-priority program areas.

## 1.1 Executive Summary

The Louisiana HSP for Federal Fiscal Year (FFY) 2014 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 21<sup>st</sup> Century Transportation Act (MAP-21). The LHSC's goals, strategies, and performance measures are described in this plan.

Louisiana continues to face a roadway safety crisis, seeing improvements in some areas while following the increasing national trends in other areas during 2013. A total of 721 lives were lost on Louisiana roadways in 2012, an increase of 6.7 percent from 2011. Motorcycle involved fatalities decreased from 79 in 2011 to 77 in 2012; a decrease of 2.5 percent. The involvement of drivers age 15 through 24 in fatal crashes increased 3.2 percentage points in 2012. While, in 2012 the motor vehicle crash fatality rate per 100 million vehicle miles traveled (VMT) was 1.55. Alcohol-related fatal crashes remained at 40% in 2012. While alcohol-impaired fatalities increased from 31% in 2010 to 33% in 2011. Nearly 75 percent of passengers killed under the age of five in crashes were not properly restrained, and 57 percent of all passengers killed were not properly restrained. Safety belt use in Louisiana tends to be lower than any other state with a primary enforcement law. The Louisiana safety belt use rate was 79.3 percent in 2012, a 1.6% increase, based on observational survey data. Railroad fatalities decreased from 7 in 2011 to 4 in 2012.

Based on these facts, and the data presented in Sections 2.0 and 3.0, the LHSC has identified the following program areas to be addressed through this plan for FFY 2014: impaired driving (including alcohol impaired young drivers), occupant protection, traffic records, motorcycle safety, police traffic services, paid media, additional programs (including safe communities and railgrade/highway safety), and planning and administration. In addition, the LHSC has programmed strategies that will potentially impact multiple problem areas, including law enforcement activities, public education and outreach, and traffic records strategies.

## 1.2 Highway Safety Planning

### Mission Statement

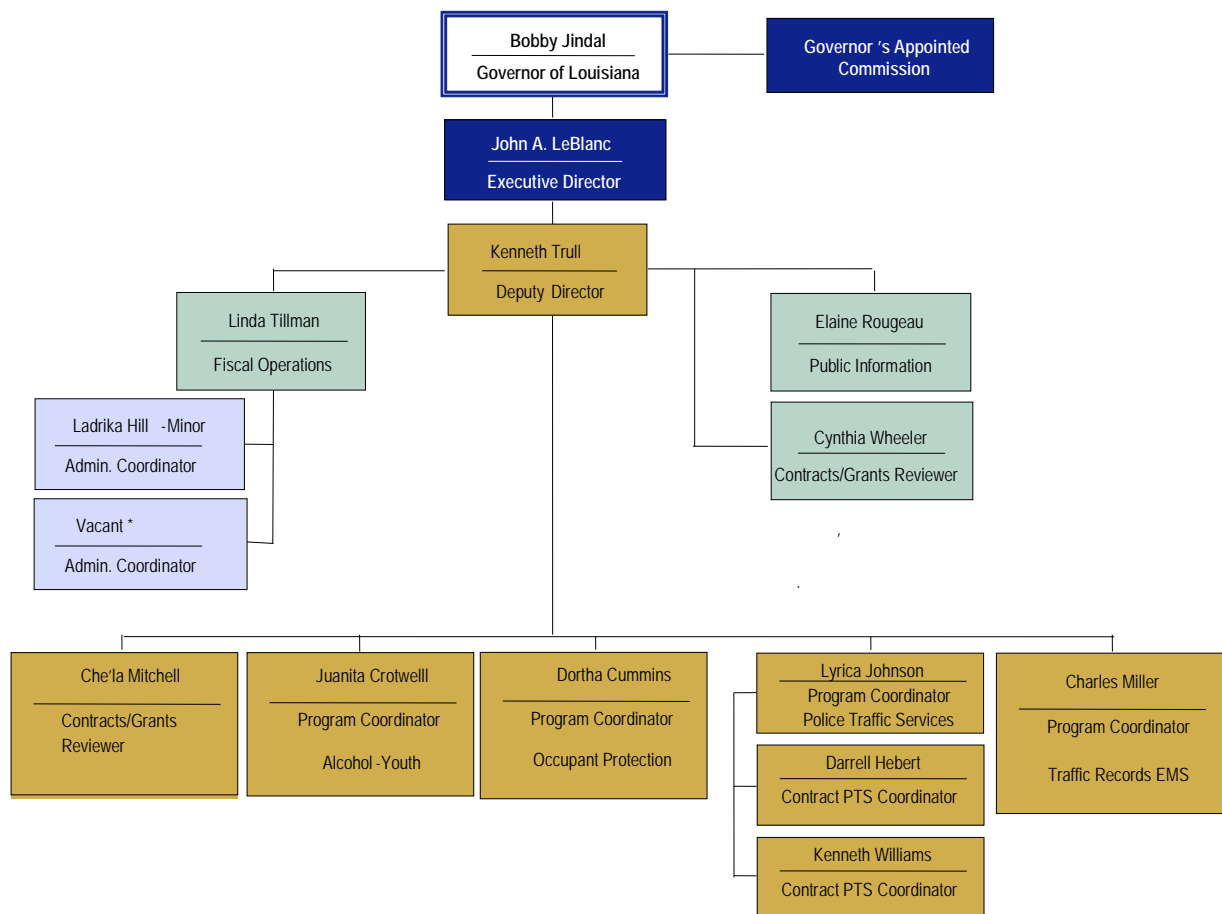
The LHSC administers the State's highway safety grant program. Louisiana's highway safety program is designed to reduce traffic crashes and the resulting deaths, injuries and property damage. Programs and projects are administered in accordance with uniform guidelines promulgated by the NHTSA and FHWA.

### Organization

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

**Figure 1. Organizational Chart**

\*The hiring process is underway to fill vacancies.





## LHSC Planning Process

The planning process for the LHSC is a cyclical process that is in constant review, assessment, and modification and is reflected in the annual planning calendar in Table 1. This HSP contains the goals, performance measures, and strategies Louisiana has set for FFY 2014 and is provided as part of the Louisiana application for FFY 2014 Federal highway safety funds.

Louisiana's program is based on a complete and detailed problem analysis that precedes the selection of projects. The LHSC is integrally involved in Louisiana's Strategic Highway Safety Plan (SHSP) process. Staff serves on the Executive committee, Implementation Team, Impaired Driving Emphasis Area Team, Young Driver Emphasis Area Team, and Co-Chair the Occupant Protection Emphasis Area Team. The LHSC utilizes the various meetings of the SHSP to obtain partner input and feedback. Additional stakeholder meetings, data analysis, and opportunities for partner feedback occur throughout the year to examine needs and potential solutions.

Analysis of problem identification is conducted to determine the priority problem areas. This analysis occurs at the parish level using the most recent available state data (currently 2011). Motor vehicle crash data, survey data, and other data on traffic safety problems are analyzed. The budget is planned to address identified problem areas. Additional meetings are held to assess data improvements and reassess areas of need.

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

Project selection begins with a request for proposals process inviting eligible state, parish, and local public and non-profit agencies and groups involved in traffic safety to submit projects to submit funding proposals to meet the identified problems. The LHSC program coordinators review the proposals and provide recommendations to a review panel consisting of the Executive Director, Deputy Director, Accountant, Planner and other program coordinators regarding programming to address the problem areas. All proposals for highway safety grants must address critical safety needs through analysis of crash data and utilize proven safety countermeasures as the tools to address the identified problems. NHTSA's Countermeasures that Work, DOT HS 811 444 was utilized by LHSC program coordinators to select projects. Projects are identified, approved by the Commission, and will be awarded to local agencies, law enforcement, nonprofits, governmental agencies, and other entities.

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

<b>Sheriff Rodney Arbuckle</b>	<b>DeSoto Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Mr. Bryan Bossier, Sr.</b>	<b>Rapides Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Chief Randall Bryan</b>	<b>Vernon Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Sheriff Robert Buckley</b>	<b>Union Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Chief Jim Craft</b>	<b>Lafayette Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Johnny Gaspard</b>	<b>Vermilion Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Stephen Gremillion</b>	<b>Avoyelles Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Chief Alexcie Guillory</b>	<b>St. Landry Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Sheriff Lee Harrell</b>	<b>Richland Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Franklin Kyle III</b>	<b>St. Tammany Parish</b>	<b>1<sup>st</sup> Congressional District</b>
<b>Sheriff Tony Mancuso, Chair</b>	<b>Calcasieu Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Russ McInnis</b>	<b>Winn Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Mr. Jeffery McKneely</b>	<b>Tangipahoa Parish</b>	<b>1<sup>st</sup> Congressional District</b>
<b>Mr. Ray Morvant</b>	<b>Vermilion Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Sheriff Ricky Moses</b>	<b>Beauregard Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Chief Dwayne Munch</b>	<b>Jefferson Parish</b>	<b>2<sup>nd</sup> Congressional District</b>
<b>Lt. Col. Mark Oxley</b>	<b>Calcasieu Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Carl Pendley</b>	<b>Caddo Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Mayor Reggie Skains</b>	<b>Union Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Chief Warren Vedros, Sr.</b>	<b>Lafourche Parish</b>	<b>3<sup>rd</sup> Congressional District</b>
<b>Vacant</b>		

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, Safe Communities, and Railroad Safety. The LHSC has developed a problem identification method based on the most current data that recognizes state, parish, and municipality needs.

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

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

**Table 1. Annual HSP Planning Calendar, 2014**

Activity	Completion Date	Responsible
Meet with Stakeholders regularly and participate in local projects as possible.	Continuous	Program Coordinators/ Planner
Assigned LHSC program coordinators meet to debrief previous year's programs strategies. 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. Problem identification review.	March/April	Accountant/Planner
Determine Federal funding estimates and gain input from partner agencies and stakeholders on program direction to create specific plans and projects within each program area. Assigned LHSC program coordinators meet to discuss new program strategies for upcoming fiscal year HSP.	April/May	Accountant/Planner LHSC Staff
Executive Director meets with Executive Committee of the Commission if requested by Chairman. Meet with LHSC Commission for approval of recommended grant awards.	April/May	Executive Director
Draft the Highway Safety Plan.	May/June	Planner
Gain approval for programs and projects from the appropriate officials. Negotiate and approve contracts.	July/August	Planner/Assistant Director, Accountant, Executive Director
Submit the final HSP to NHTSA and FHWA.	July	Planner
Implement programs and projects. Begin work on Annual Report.	October	Program Coordinators/ Planner
Perform project closeout.	November/December	Program Coordinators/Accountant
Process claims as stipulated by contract and conduct desk audits at time of claim processing. Conduct additional project reviews throughout grant period based on the policy and procedure of the LHSC.	Continuous	Program Coordinators

## Planning Partners

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

These include, but are not limited to the following:

Baton Rouge Alcohol and Drug Abuse Council	Louisiana Motor Transport Association
Baton Rouge Collegiate Alliance	Louisiana Municipal Association
Baton Rouge Mayor's Office	Louisiana Office of Alcohol Tobacco Control
Baton Rouge Safety Council	Louisiana Office of Motor Vehicles
Capitol Regional Planning Commission	Louisiana Police Jury Association
Department of Health and Hospitals, Office of Behavioral Health	Louisiana Sheriffs Association
Department of Insurance	Louisiana State Police
East Baton Rouge Alcohol Beverage Control	Louisiana State University
East Baton Rouge Parish I CARE	Louisiana Supreme Court
Faith-Based Communities	Louisiana Traffic Records Coordinating Committee
Federal Highway Administration	Louisiana Transportation Assistance Program
Federal Motor Carrier Safety Administration	Louisiana Transportation Research Center
Federal Railroad Administration	New Orleans Planning Commission
Governor's DWI Taskforce	New Orleans Safety Council
Governor's Office of Safe and Drug Free Schools	Nicholls State University
Legislators	Northwestern University
Louisiana Association of Chiefs of Police	Office of Risk Management
Louisiana Bayou Classic	South Central Planning and Development Commission
Louisiana Department of Transportation and Development	South East Louisiana DWI Task-Force
Louisiana District Attorneys Association	Southeastern Louisiana University
Louisiana Highway Safety Research Group	University Louisiana Lafayette
Louisiana Mothers Against Drunk Driving	University Louisiana Monroe

## 1.3 Legislative Efforts

### LEGISLATIVE SUMMARY

The 2013 regular session of the Louisiana Legislature was limited to fiscal measures, but it allowed each legislator to file up to five bills not within the subject (fiscal) matter. This resulted in fewer traffic safety bills being introduced, and subsequently passed, during the legislative session.

Some of the more notable actions by the 2013 Legislature are as follows:

#### What Passed

One bill expanded upon the existing law which prohibits texting while driving. Act 62 (Senate Bill 147 by Erdey) prohibits drivers from accessing social network sites, such as Facebook and Twitter, while operating a motor vehicle. It exempts the use of FCC equipment by amateur radio service licensees (ham operators). The bill also requires the written driver's license test to include knowledge of distracted driving issues.

Two bills affect holders of Commercial Driver's Licenses (CDL). Act 253 (House Bill 465 by Shadoin) adds the use of a mobile device while driving to the list of violations for which a CDL is suspended. Act 386 (House Bill 380 by Lambert) disqualifies a CDL license for life upon the 2<sup>nd</sup> submission to chemical test related to a DWI traffic stop or upon a 2<sup>nd</sup> DWI conviction. In addition, Act 386 disqualifies a CDL license for 1 year upon the 1<sup>st</sup> submission to a chemical test related to a DWI traffic stop or upon a 1<sup>st</sup> DWI conviction. Not timely filing for an ALR hearing, or having an ALR hearing affirmed, is considered a conviction for administrative purposes under Act 386.

Act 137 (House Bill 224 by Hollis) requires dismissal of a school bus operator convicted of or pleading nolo contendere to DWI.

A bill was filed to facilitate enrolling felony DWI offenders into DWI Court. Act 388 (House Bill 424 by Lopinto) allows the minimum mandatory sentence for offenders convicted of third- and fourth-offense DWI to be suspended if they are placed in a DWI or drug court program. The bill also requires the installation of an ignition interlock device upon arrest for second-offense DWI. It extends from 15 to 30 days the time during which an offender can request an administrative license revocation (ALR) hearing. The bill was amended in conference committee to give the rebuttable presumption that any inconsistencies in evidence submitted at the ALR hearing shall be construed in favor of the driver.

Two bills that passed will impact the crime of drug-impaired driving. Act 7 (House Bill 10 by Pearson) adds 27 hallucinogenic substances to the list of Schedule 1 controlled dangerous substances in state law. Act 8 (House Bill 15 by Mack) adds certain chemical groups to the Schedule I listing of stimulants known as cathinones and adds additional substances to the Schedule I listing of synthetic cannabinoids. These Acts should help in the prosecution of drug-impaired driving.

What Failed

Two traffic camera bills were introduced during the 2013 legislative session. House Bill 47 by Hollis would have limited the issuance of tickets as a result of traffic cameras to drivers living in the local jurisdiction. House Bill 217 by Arnold would have required voter approval prior to the imposition of fines for traffic camera violations. Both measures failed.

A bill to ensure the financial sustainability of DWI Courts was also introduced. House Bill 448 by James would have allowed jurisdictions with DWI and drug courts to order additional court costs for alcohol-related offenses. The funds would have been dedicated to the operation of the DWI and drug courts. However, the chair of the legislative committee to which the bill was assigned required the bill to be first vetted by the Supreme Court’s Judicial Council, which next meets in January, 2014. Therefore, the measure failed.

The following table gives a more complete listing of traffic safety-related bills introduced in the 2013 regular session of the Louisiana Legislature:

<b>WHAT PASSED</b>			
<b>Act #</b>	<b>Author</b>	<b>Effective</b>	<b>Description</b>
7	Pearson	8/1/13	Adds 27 hallucinogenic substances to the list of Schedule 1 controlled dangerous substances.
8	Mack	8/1/13	Adds certain chemical groups to the Schedule I listing of stimulants known as cathinones and adds additional substances to the Schedule I listing of synthetic cannabinoids.
43	Landry	5/29/13	Allows a vehicle to cross through an intersection when facing a yellow light signal. In intersections where U-turn is allowed, permits U-turn on red after stop. Allows for vehicle to make turn on flashing yellow turn signal, but requires vehicle to yield to oncoming traffic and to pedestrians within crosswalk.
62	Erdey	8/1/13	Prohibits accessing social networking sites while driving, but exempts use of FCC equipment by amateur radio service licensees (ham operators). Amended to mandate DL written test to include knowledge of distracted driving issues.
81	Norton	1/1/14	Exempts operators of autocycles equipped with roll cages from the mandatory helmet law.
137	Hollis	7/1/13	Requires dismissal of school bus operator convicted of or pleading nolo contendere to DWI.
253	Shadoin	8/1/13	Adds use of mobile device while driving to list of violations for which CDL is suspended
386	Lambert	8/1/13	Disqualifies a CDL license for life upon 2 <sup>nd</sup> submission to chemical test related to DWI traffic stop or 2 <sup>nd</sup> DWI conviction. (Current law disqualifies a CDL for life upon conviction of 2 <sup>nd</sup> offense DWI.) Disqualifies CDL license for 1 year

			upon 1 <sup>st</sup> submission to chemical test related to DWI traffic stop or 1 <sup>st</sup> DWI conviction. (Current law disqualifies CDL for 1 year upon 1 <sup>st</sup> DWI conviction.) Not filing a timely ALR hearing or an affirmed ALR hearing is considered a conviction for administrative purposes.
388	Lopinto	6/18/13	Allows minimum mandatory sentence for felony DWI to be suspended if offender is placed in DWI or drug court program. Requires installation of ignition interlock upon DWI 2 <sup>nd</sup> arrest. Extends from 15 to 30 days the time an offender can request an ALR hearing. Gives rebuttable presumption that any inconsistencies in evidence submitted at the ALR hearing shall be construed in favor of the driver.
<b>WHAT FAILED</b>			
<b>Bill #</b>	<b>Author</b>	<b>Description</b>	
HB 47	Hollis	Traffic camera tickets limited to local residents	
HB 71	Burns	Requires law enforcement when stopping vehicle to verify that liability insurance is current	
HB 217	Arnold	Requires voter approval prior to imposition of fines for traffic camera violations	
HB 448	James	Allows additional court costs for alcohol-related offenses in jurisdictions with DWI and drug courts and dedicates costs to program	

## 2.0 Highway Safety Plan

### 2.1 Highway Safety Problem Identification Process

Data analysis is initially completed by the Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and the Highway Safety Research Group (HSRG) and is provided to the LHSC in an annual publication. The 2011 *Louisiana Traffic Records Data Report* provided the basis for additional data analysis for LHSC program staff. The published data report is available on-line and is readily accessed by a variety of users. Data used by the LHSC staff is subsequently provided to contractors during the contract negotiating process.<sup>1</sup>

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

- **Step 1** – Most recent available data (currently 2011 data) is 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 in regard to injury crashes, fatal crashes, and total fatalities. Data from *the Louisiana Traffic Records Data Report* is used to evaluate each parish within population groupings and evaluate a five-year trend in each identified category.
- **Step 3** – A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC goal is to consistently reach 85 percent of the State's population and a minimum of 70 percent of the state problem in each category. A five-year trend is used for an additional analysis of "hot topic" issues, i.e., motorcycle helmet usage, railroad, pedestrian issues. Allocations to program areas are based on the magnitude of each problem based on the analysis. Survey results (belt use, helmet use, public perception) are also analyzed.
- **Step 4** – Assigned LHSC program coordinators discuss each of the expected NHTSA grant awards for the next fiscal year distribution and determine current contracts' feasibility (including program analysis and fiscal performance) and discuss potential new resources that will further assist the LHSC in attaining set goals.
- **Step 5** – The LHSC program coordinators, through consensus, then recommend performance targets, strategies, and specific projects/programs for funding approval to the Executive Director for consideration. Projects/programs are selected using criteria that include: response to identified problems, potential for impacting performance targets, innovation, evidence-based, and adequate evaluation plans.
- **Step 6** – The LHSC Executive Director may present the recommendations to the Executive Committee, if requested, and subsequently presents the recommended projects to the LHSC Commission for approval.
- **Step 7** – Upon Commission approval the LHSC staff creates contracts based on Commission approval and solicits participation from the agency identified in the plan.

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



- **Step 8** – All approved contract agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1<sup>st</sup>, or immediately upon receipt if after the federal fiscal year date of October 1, 2013, subject to the availability of Federal funds.

### Data Sources

The LSU ISDS and HSRG collect and analyze data, host a web-accessible database, and publish the annual *Louisiana Traffic Records Data Report*. The highway safety plan is based upon the most recent published data available at <http://datareports.lsu.edu/>. The source of the number of fatalities and fatal crashes, however, is the LADOTD FARS Analyst. At the time of reporting, the State's data indicated 721 fatalities in 2012 resulting from 652 fatal crashes. The LHSC Planner utilizes the published report to analyze parish level data on licensed driver populations and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services.

Excerpts from the *Louisiana Traffic Records Data Report* (available on-line at <http://datareports.lsu.edu/CrashReportIndex.aspx>) are used in this plan. The data report provides 15 sections that cover trends, fatalities, injuries, where, when, crash type, roadway elements, age and gender, roadway type, rural and urban data, interstate, alcohol-related, safety belts, pedestrian, youth involvement, and senior involvement among Louisiana crashes.

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

<http://www.lahighwaysafety.org/>;

<http://hsrg.lsu.edu/>;

<http://lacrash.lsu.edu/>;

<http://www-fars.nhtsa.dot.gov/Main/index.aspx>;

<http://www.nhtsa.gov/>;

<http://www-nrd.nhtsa.dot.gov/CATS/listpublications.aspx?Id=A&ShowBy=DocType>; and

[http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22\\_LA/2011/22\\_LA\\_2011.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22_LA/2011/22_LA_2011.htm).

In addition to the specific data mentioned and these web sites, the LHSC also conducts multiple assessments and surveys each year. The LHSC has conducted an Observational Safety Belt Usage survey since 1986 and has conducted a Child Passenger Safety Usage survey since 1991. Both surveys provide additional data sources for the LHSC to utilize in reviewing progress and setting future objectives. In the Fall of 2012, 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>

## 2.2 Louisiana State Demographics

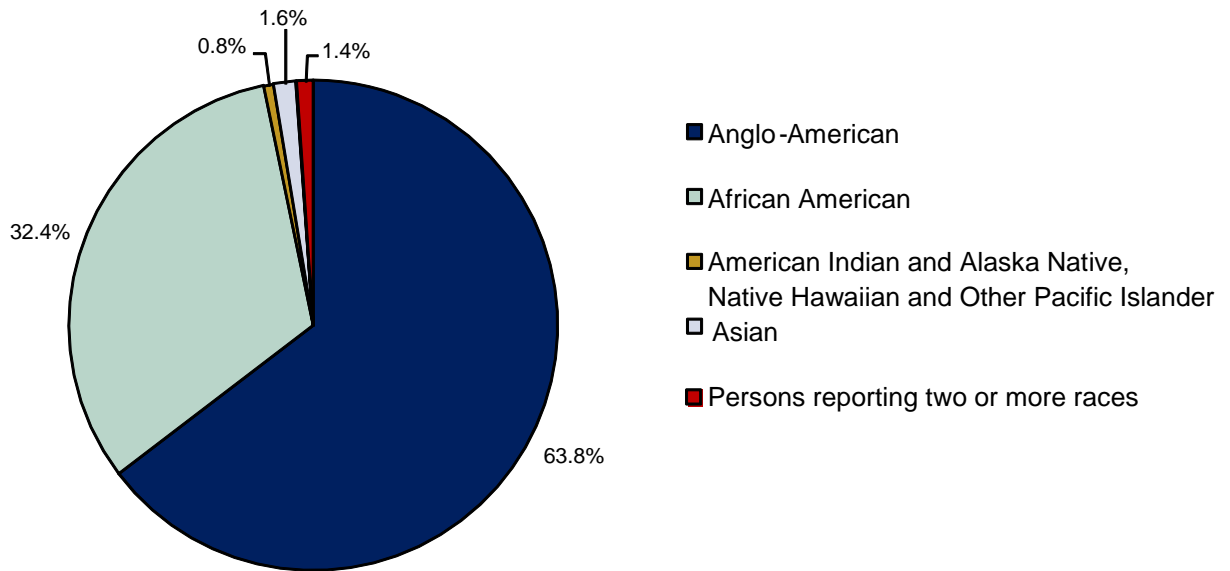
Louisiana covers 51,885 sq mi (135,382 square kilometers); its capital is Baton Rouge. It can be divided physically into the Mississippi River flood plain and delta, and the low hills of the Gulf of Mexico coastal plain. It is the only U.S. state to be governed under the Napoleonic Code.

The 2012 population estimates identified Louisiana as having a population of 4,601,893 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 \$44,086 in Louisiana compared to \$52,762 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 18.4 percent compared to 14.3 percent nationally.

As shown in Figure 2, Anglo-Americans comprise 63.8 percent of Louisiana’s population with African-Americans comprising 32.4 percent, the second largest racial group. Asians, American Indians and Alaska Natives, and persons reporting two or more races comprise the remaining 3.8 percent. The Hispanic ethnicity represents 4.4 percent of the population.

**Figure 2. Louisiana Population Demographics (2012)**



Source: U.S. Census Bureau, 2012.

**Table 3. Traffic Information Overview**

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities	Driver Fatalities	Number of Vehicles Involved in Fatal Crashes	Property Damage Only Crashes (1,000)
2002	433	2,839	4,483	3,659	50.9	87.1	818	914	590	1,305	114.9
2003	442	2,799	4,494	3,771	48.7	82.8	826	938	623	1,296	111.4
2004	445	2,868	4,496	3,823	50.1	85.1	886	992	648	1,450	113.4
2005	450	2,869	4,507	3,869	49.5	82.9	874	965	649	1,408	108.1
2006	454	2,856	4,288	4,638	48.8	80.1	890	987	688	1,385	112.5
2007	454	2,838	4,293	5,010	48.1	78.9	900	993	662	1,363	110.4
2008	450	2,851	4,300	4,358	46.5	75.9	820	915	595	1,215	110.1
2009	449	2,860	4,492	4,656	45.3	73.9	729	824	556	1,096	109.8
2010	455	2,869	4,533	4,920	42.5	68.8	643	720	469	977	104.5
2011	465	2,898	4,575	5,144	43.3	70.3	629	676	467	1,019	105.7
2012	465	2,927	2,575	5,144	44.6	72.5	652	721	457	993	107.9
<i>Difference</i>											
1 Year	0.0%	1.00%	0.0%	0.0%	2.8%	3.1%	3.7%	6.8%	-2.1%	-2.6%	2.1%
5 Year	2.4%	3.1%	6.6%	2.7%	-7.5%	-8.1%	-27.6%	-27.3%	-31.0%	-27.1%	-2.3%
Average	2.3%	2.2%	3.1%	6.8%	-1.3%	-1.5%	-12.4%	-12.5%	-16.9%	-12.4%	-0.2%

Source: <http://datareports.lsu.edu/Reports/TrafficReports/2012/A/A1.asp?p=ci&sec=A&yr=2012>  
<http://datareports.lsu.edu/Reports/TrafficReports/2006/A/A1.asp?p=ci&sec=A&yr=2006>

## 2.3 Statewide Performance Trends and Problem Identification<sup>2</sup>

Data for the Highway Safety and Performance Plan were extracted from the 2011 *Louisiana Traffic Records Data Report*, unless otherwise noted. The on-line data may change throughout the year as crash data are submitted by law enforcement.

In 2012 there were:<sup>3</sup>

652 fatal crashes, an increase of 3.7 percent from 2012;

722 people killed, a 6.8 percent increase from 2012;

44,892 injury crashes, which represents an increase of 3.6 percent from 2012;

73,076 injuries in motor vehicle crashes, an increase of 3.9 percent from 2012; and

108,715 property damage only (PDO) crashes, an increase of 2.8 percent from 2012.

Of the fatal crashes in 2012:

57 percent of the passengers (five years and older) killed were not properly restrained, which represents an increase of five percentage points from 2012 (52 percent);

40 percent involved alcohol-related driving, which represents a decrease of one percent from 2012 (41 percent);

30 percent of the drivers involved were age 15 to 24, an increase of one percentage point from young driver involvement (29 percent) in 2012; and

10.7 percent involved a motorcycle, a decrease of 1 percentage points from 2012.

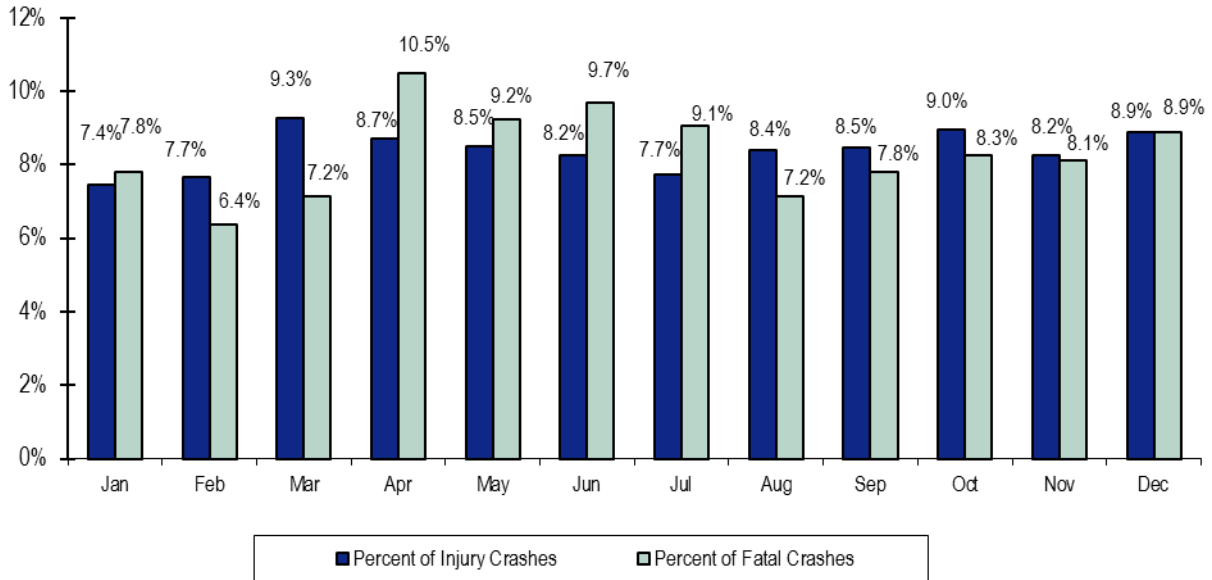
In 2011, crashes on Louisiana roadways cost the State approximately \$6.9 million. Temporal characteristics of 2011 fatal crashes are described in Figures 3 through 5. Tables 4 and 5 provide trend data for 2004 through 2011. This trend information also is illustrated in Figures 6 through 31.

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<sup>2</sup> Note: State data provided throughout this document (obtained through the Highway Safety Research Group at Louisiana State University) is current as of June 15, 2013, and is subject to change.

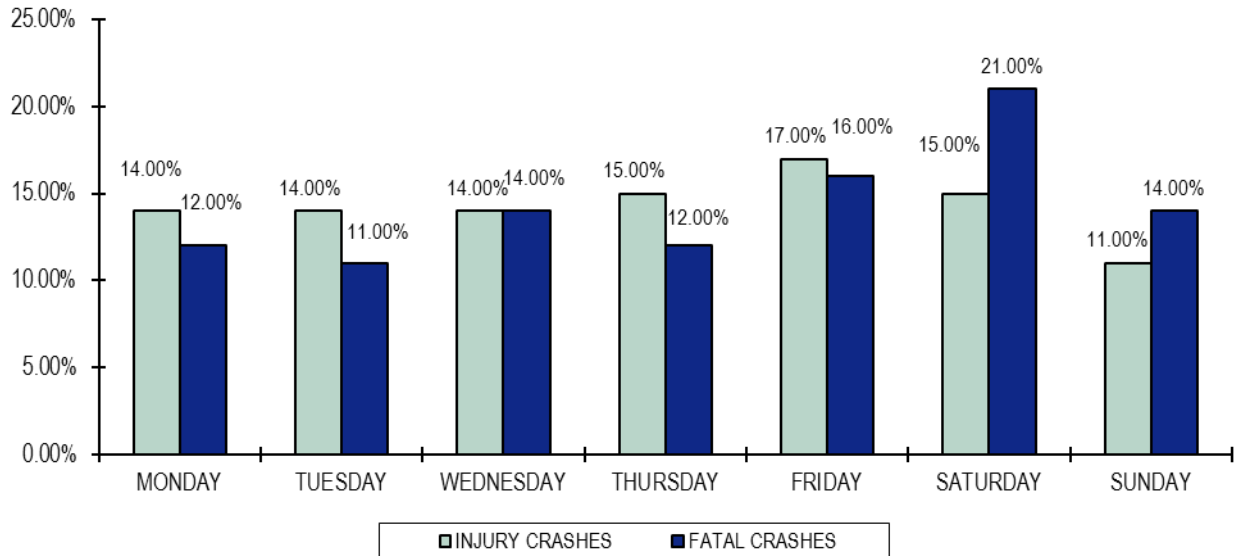
<sup>3</sup> Note: All 2012 crash data provided reflects State data (provided by the Highway Safety Research Group at Louisiana State University).

**Figure 3. Percent of Louisiana Fatal and Injury Crashes by Month 2012**



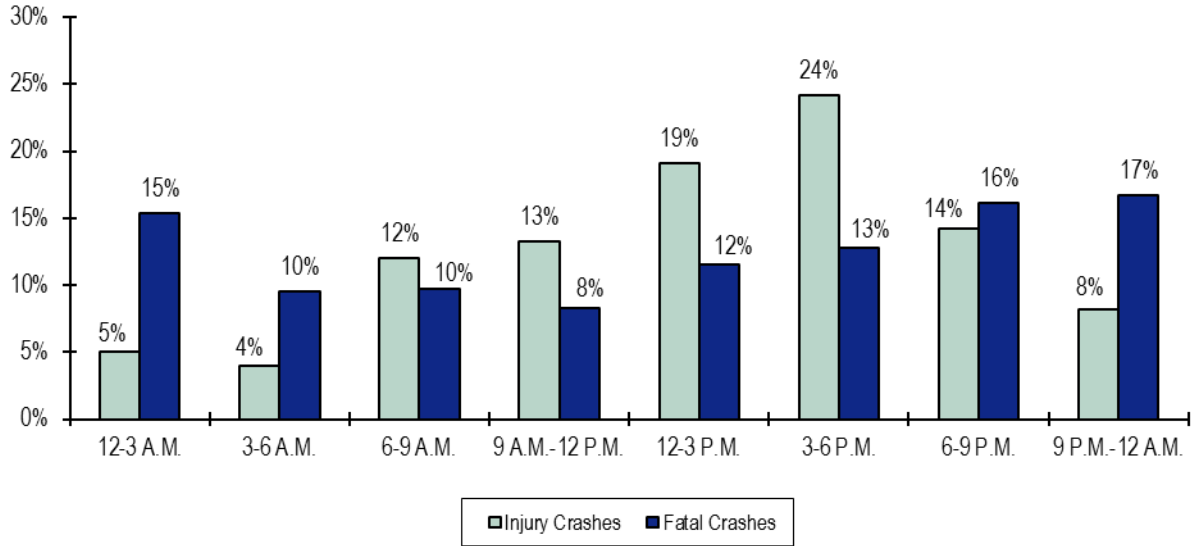
Source: Highway Safety Research Group at Louisiana State University (state data).

**Figure 4. Percent of Louisiana Fatal and Injury Crashes by Day-of-Week 2012**



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

**Figure 5. Percent of Louisiana Fatal and Injury Crashes by Time-of-Day 2012**



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

**Table 4. FY 2014 Louisiana Core Performance Measures<sup>4</sup> 2006 to 2012**

	2006	2007	2008	2009	2010	2011	2012
C-1 Total Fatalities	987	993	916	824	721	675	-
C-2 Total Serious Injuries <sup>a</sup>	15,459	15,814	15,540	14,796	13,397	13,474	13,605
C-3 Fatality rate / 100 million VMT	2.17	2.19	2.03	1.84	1.59	-	-
Rural Fatality rate/100 million VMT	2.40	2.67	2.58	2.28	2.05	-	-
Urban Fatality rate/100 million VMT	2.00	1.83	1.61	1.50	1.25	-	-

<sup>4</sup> Note: 2006 to 2011 data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries, surveys and citations/arrests, which reflect State data from the Highway Safety Research Group at Louisiana State University.

**Table 4. FY 2014 Louisiana Core Performance Measures<sup>5</sup>  
2006 to 2012 (continued)**

	2006	2007	2008	2009	2010	2011	2012
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	440	437	397	353	284	269	-
C-5 Alcohol-Impaired Driving Fatalities (w/ $\geq$ .08 BAC)	371	375	339	290	226	226	-
C-6 Speeding-Related Fatalities	259	256	252	290	239	214	-
C-7 Motorcycle fatalities	95	89	81	103	74	80	-
C-8 Unhelmeted Motorcyclist Fatalities	12	21	32	25	10	14	-
C-9 Drivers Age 15 to 20 Involved in Fatal Crashes	176	179	132	134	108	94	-
C-10 Pedestrian fatalities	97	111	107	108	77	88	-
B-1 Occupant Protection Observed Usage	74.8%	74.8%	75.5%	74.5%	75.9%	77.7%	79.3%
A-1 Number of seat belt citations issued during grant-funded enforcement activities	44,540	32,512	20,690	37,088	53,471	69,432	-
A-2 Number of impaired driving arrests made during grant-funded enforcement activities	1,919	1,854	1,995	2,454	4,739	6,481	-
A-3 Number of speeding citations issued during grant-funded enforcement activities	53,235	30,567	19,983	9,584	12,811	10,638	-

Source: NHTSA Traffic Safety Facts, 2006 to 2011; FARS; Highway Safety Research Group at Louisiana State University.

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

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

*Non-Incapacitating Evident Injury "Code C":* A non-incapacitating evident injury is any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

<sup>5</sup> Note: 2006 to 2011 data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries, surveys and citations/arrests, which reflect State data from the Highway Safety Research Group at Louisiana State University.

**Table 5. Seat Belts, Speeding & Impaired Driving Attitudinal Survey-Louisiana Drivers<sup>6</sup>****Note: The 2013 attitudinal data will not be available until after October 1, 2013.**

	2007	2008	2009	2010	2011	2012	2013
How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up? "Always" and "Nearly Always"	-	-	-	-	95.7%	92.6%	-
What do you think the chances are of getting a ticket if you don't wear your safety belt? "Very likely" and "Somewhat likely"	-	-	-	-	77.6%	75%	-
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? "Yes"	-	-	-	-	47.3%	55.5%	-
What do you think the chances are of getting a ticket if you drive over the speed limit? "Very Likely" and "Somewhat Likely"	-	-	-	-	85.9%	86.1%	-
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? "Yes"	-	-	-	-	37.4%	38.8%	-
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? "Always" and "Nearly Always"	-	-	-	-	11.7%	19.8%	-
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph? "Always" and "Nearly Always"	-	-	-	-	10.9%	13.2%	-
What do you think the chances are of someone getting arrested if they drive after drinking? "Very Likely" and "Somewhat Likely"	-	-	-	-	84.9%	87.4%	-
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? "Yes"	-	-	-	-	59.6%	69.6%	-
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? "None"	-	-	-	-	51.5%	84.5%	-

Telephone surveys were of 800 licensed motorists statewide.

<sup>6</sup> Note: 2012 Attitudinal Survey data provided in Table 5 is from the Seat Belts, Speeding and Impaired Driving Attitudinal Survey conducted for the LHSC by Applied Technology Research Corporation. There is a 95% certainty that the statistics presented for the results are not more than 3.5 percentage points above or below the figure that would have been obtained if all of the licensed motorists would have been interviewed.



**Table 6. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail<sup>7</sup>**  
2006 to 2012

	2006	2007	2008	2009	2010	2011	2012
Total population (1,000)	4,288	4,293	4,293	4,292	4,533	4,575	4,575
Total licensed driver population (1,000)	2,856	2,838	2,851	2,860	2,869	2,898	2,927
Total VMT (100 Million Miles)	454	454	450	449	455	465	465
Total registered vehicles (1,000)	4,638	5,010	4,358	4,656	4,290	5,144	5,144
Property Damage Only (PDO) Crashes	112,500	110,700	110,700	109,800	104,635	105,700	108,700
Total crashes	162,190	159,725	157,420	155,829	147,643	149,629	153,451
<b>Total fatalities (FARS)</b>	<b>987</b>	<b>993</b>	<b>916</b>	<b>824</b>	<b>721</b>	<b>675</b>	-
Total fatal crashes	890	900	820	729	644	629	651
<b>Fatality rate/100 million VMT (FARS)</b>	<b>2.17</b>	<b>2.19</b>	<b>2.02</b>	<b>1.84</b>	<b>1.59</b>	-	-
Fatality rate/100K population	20.8	21.0	19.1	16.2	14.2	13.7	15.8
Total injuries	80,111	78,895	75,916	73,845	68,800	70,300	72,100
Total injury crashes	48,764	48,166	46,530	45,344	42,448	43,300	44,100
Injury rate/100 mill VMT	176.5	173.8	169.0	165.0	151.0	151.0	157.0
Injury rate/100K population	1,868	1,837	1,766	1,644	1,517	1,537	1597
Total fatal and injury crashes	49,654	49,066	47,250	46,029	43,143	43,929	44,751
Fatal and injury crash rate/100 million VMT	107	106	103	101	93	95	
Fatal and injury crash rate/100K population	1,137	1,122	1,082	1,009	936	945	
<b>Rural VMT</b>	<b>2.40</b>	<b>2.67</b>	<b>2.58</b>	<b>2.28</b>	<b>2.04</b>	-	-
<b>Urban VMT</b>	<b>2.00</b>	<b>1.83</b>	<b>1.61</b>	<b>1.50</b>	<b>1.22</b>	-	-
Total rural injury crash	22,639	21,701	20,183	19,124	17,389	17,552	
Total rural fatal crash	659	653	610	521	456	427	
Total rural fatal and injury crashes	23,298	22,354	20,793	19,645	17,845	17,979	
Total urban injury crash	26,126	26,446	26,338	26,221	25,087	25,775	
Total urban fatal crash	231	247	210	208	187	202	
Total urban fatal and injury crashes	26,357	26,693	26,548	26,429	25,274	25,977	
<b>Speeding-related fatalities (FARS)</b>	<b>259</b>	<b>256</b>	<b>252</b>	<b>290</b>	<b>239</b>	<b>214</b>	-
Speeding-related fatalities as percent of total fatalities	26.2%	25.8%	27.3%	34.9%	33.1%	31.7%	-
Alcohol-related fatalities	426	446	415	379	297	277	289

<sup>7</sup> Note: Unless noted, all crash data provided in Table 6 reflects State data (provided by the Highway Safety Research Group at Louisiana State University).

**Table 6. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)**  
2006 to 2012

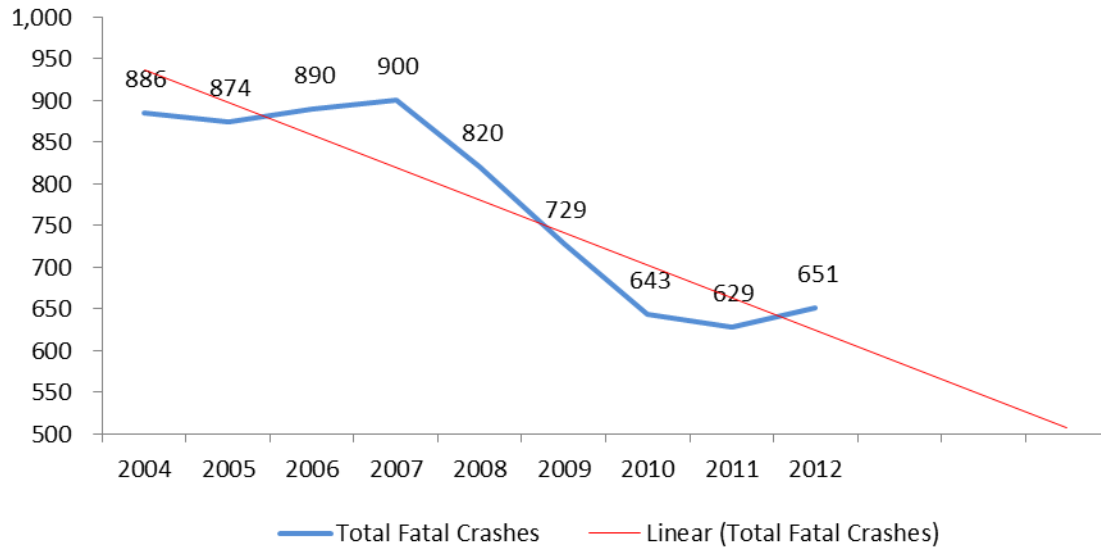
	2006	2007	2008	2009	2010	2011	2012
Alcohol-related fatalities as percent of all fatalities (Louisiana)	43%	45%	45%	46%	41%	41%	40%
Alcohol-related fatalities as percent of all fatalities (U.S.)	41%	37%	32%	37%	31%	N/A	N/A
Alcohol-related fatality rate/VMT	.094	0.98	0.92	0.84	0.65	0.60	0.62
Alcohol-related fatal crashes	384	399	375	335	271	263	259
Percent alcohol-related fatal crashes	43%	44%	46%	46%	42%	42%	40%
<b>Alcohol-impaired driving fatalities (w/ <math>\geq</math>.08 BAC) (FARS)</b>	<b>371</b>	<b>375</b>	<b>339</b>	<b>290</b>	<b>226</b>	<b>226</b>	-
Child restraint (under age 5) observed usage	86%	88%	95%	92%	92%	94%	-
Percent children (< age 5) killed not properly restrained	40%	80%	63%	30%	58%	20%	75%
Percent drivers killed not properly restrained	62%	63%	64%	63%	58%	65%	55%
Percent passengers (5 and older) killed not properly restrained	63%	68%	68%	73%	65%	52%	57%
<b>Unrestrained passenger vehicle occupant fatalities (FARS)</b>	<b>440</b>	<b>437</b>	<b>397</b>	<b>353</b>	<b>284</b>	<b>269</b>	-
<b>Occupant protection observed usage</b>	<b>74.8%</b>	<b>75.2%</b>	<b>75.5%</b>	<b>74.5%</b>	<b>75.9%</b>	<b>77.7%</b>	<b>79.3%</b>
National % of population using seat belts (front seat passengers)	81.0%	82.4%	83.0%	84.0%	85.0%	84.0%	86.0%
Drivers licensed 75 years and older	159,357	154,201	162,124	165,763	165,743	163,509	169,942
Drivers Licensed 75 years and older as % of all licensed drivers	5.6%	5.4%	5.7%	5.8%	5.8%	5.6%	5.8%
Drivers 75 years and older involved in fatal crashes	39	34	40	55	24	40	39
<b>Drivers age 15 to 20 involved in fatal crashes (FARS)</b>	<b>176</b>	<b>179</b>	<b>132</b>	<b>134</b>	<b>108</b>	<b>94</b>	-
Drivers licensed 15-17 years as % of all licensed drivers	2.6%	2.6%	2.5%	2.5%	2.3%	2.3%	2.3%
Drivers 15-17 involved in fatal crashes as % of all drivers involved in fatal crashes	4.6%	4.8%	5.0%	2.5%	5.0%	4.6%	4.8%
Drivers 15-17 involved in fatal crashes	41	43	41	15	32	29	31
Drivers licensed 18-20 years as % of all licensed drivers	5.2%	5.2%	5.1%	5.1%	5.0%	4.9%	4.8%
Drivers 18-20 involved in fatal crashes as % of all drivers involved in fatal crashes	14.8%	14.8%	10.6%	12.1%	11.6%	10.5%	11.1%
Drivers 18-20 involved in fatal crashes	132	133	87	88	75	66	72
Drivers licensed 21-24 yrs as % of all licensed drivers	7.7%	7.6%	7.4%	7.3%	7.2%	7.2%	7.1%

**Table 6. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)**  
2006 to 2012

	2006	2007	2008	2009	2010	2011	2012
Drivers 21-24 involved in fatal crashes as % of all drivers involved in fatal crashes	16.9%	18.4%	19.6%	16.9%	14.3%	15.1%	14.3%
Drivers 21-24 involved in fatal crashes	150	166	162	123	92	95	93
Drivers licensed 15-24 years as % of all licensed drivers	15.5%	15.4%	15.0%	14.9%	14.5%	14.4%	14.3%
Drivers 15-24 involved in fatal crashes as % of all drivers involved in fatal crashes	36.3%	38.0%	35.2%	31.0%	30.9%	30.2%	30.1%
Drivers 15-24 involved in fatal crashes	323	342	289	226	199	190	196
<b>Pedestrian fatalities (FARS)</b>	<b>97</b>	<b>111</b>	<b>107</b>	<b>108</b>	<b>77</b>	<b>88</b>	<b>-</b>
Pedestrian fatalities as % of all fatalities	10.0%	11.2%	12.0%	13.2%	10.8%	14.1%	-
Bicyclist fatalities	23	23	10	12	11	16	24
Bicyclist fatalities as % of all fatalities	2.3%	2.3%	1.1%	1.5%	1.5%	2.4%	-
<b>Motorcycle fatalities</b>	<b>95</b>	<b>89</b>	<b>81</b>	<b>103</b>	<b>74</b>	<b>80</b>	<b>-</b>
Motorcycle fatalities as % of all fatalities	9.5%	8.9%	8.9%	12.6%	10.3%	12.8%	-
Percent of motorcycle fatalities alcohol related	31%	36%	36%	36%	33%	33%	-
Motorcycle single vehicle fatalities	42	41	42	46	32	35	33
Percent of motorcycle fatalities single vehicle	44.7%	46.1%	51.9%	44.2%	43.8%	44.3%	-
Railroad fatalities	8	9	15	6	11	7	3
Railroad fatalities as % of all fatalities	0.8%	0.9%	1.6%	0.7%	1.5%	1.0%	-
Large truck and bus fatalities	119	137	117	82	104	106	107
Large truck and bus fatalities as % of all fatalities	0.12%	0.14%	0.13%	0.11%	0.16%	0.15%	-
Cost of Louisiana crashes (in millions)	\$ 6,065	\$ 6,282	\$ 6,006	\$ 7,247	\$ 6,692	\$ 6,878	-

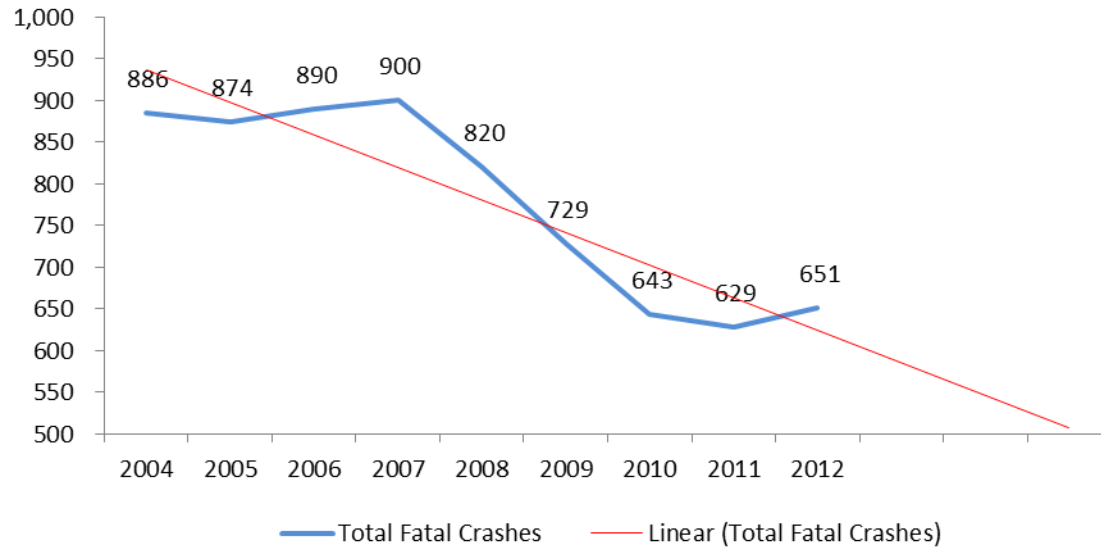
Source: Highway Safety Research Group at Louisiana State University (state data). Available on-line at: <http://lhsc.lsu.edu/Reports/TrafficReports/report.asp?year=2012&reportLet=A>.  
2006 to 2011 data provided in Table 6 for Bold Items is from the Fatality Analysis Reporting System (FARS)

**Figure 6. Fatal Crashes**



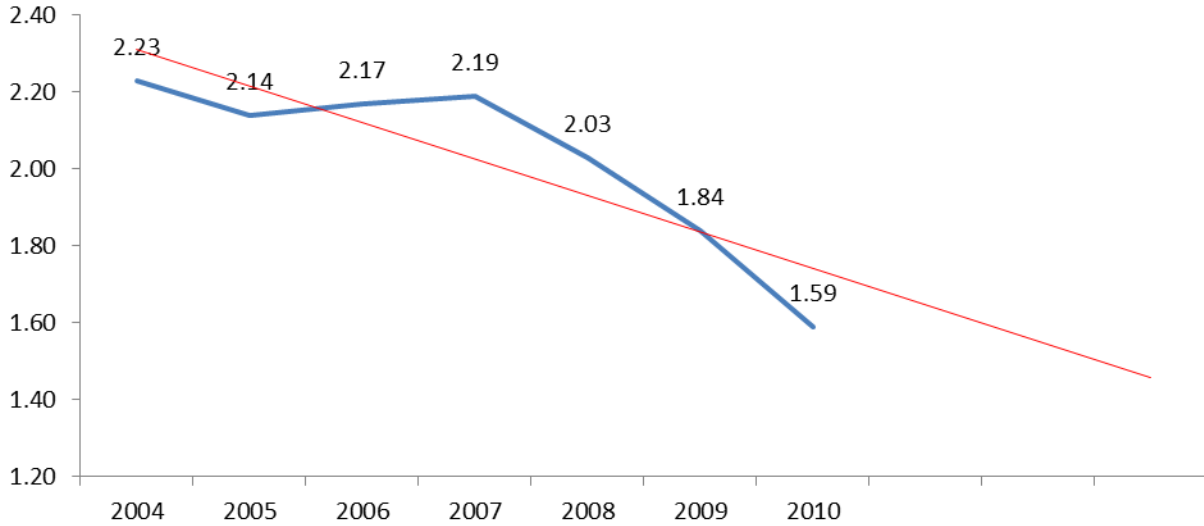
Source: 2006-2011 FARS; 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 7. Total Fatalities**



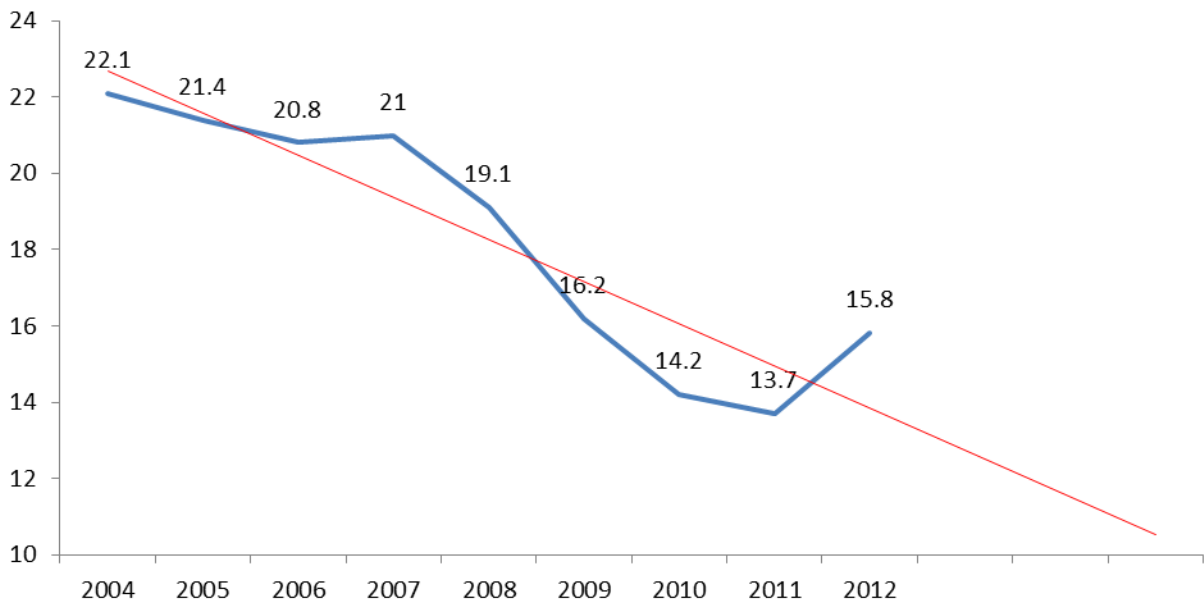
Source: 2006-2011 FARS.

**Figure 8. Fatality Rate per 100 Million VMT**



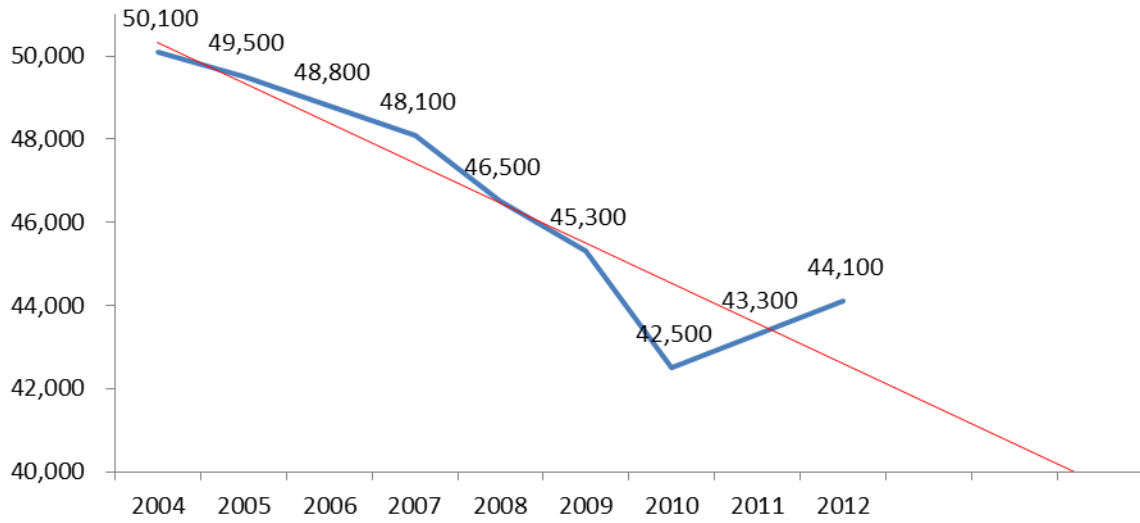
Source: 2006-2010 FARS

**Figure 9. Fatality Rate per 100,000 Population**



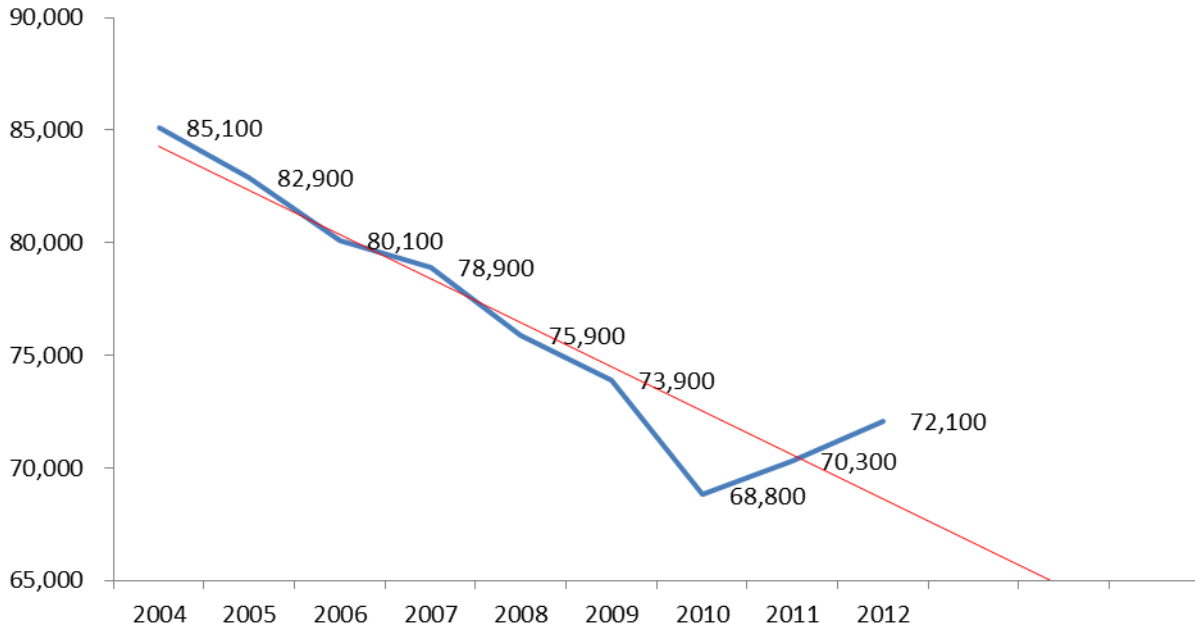
Source: 2006-2011 FARS; 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 10. Total Injury Crashes**



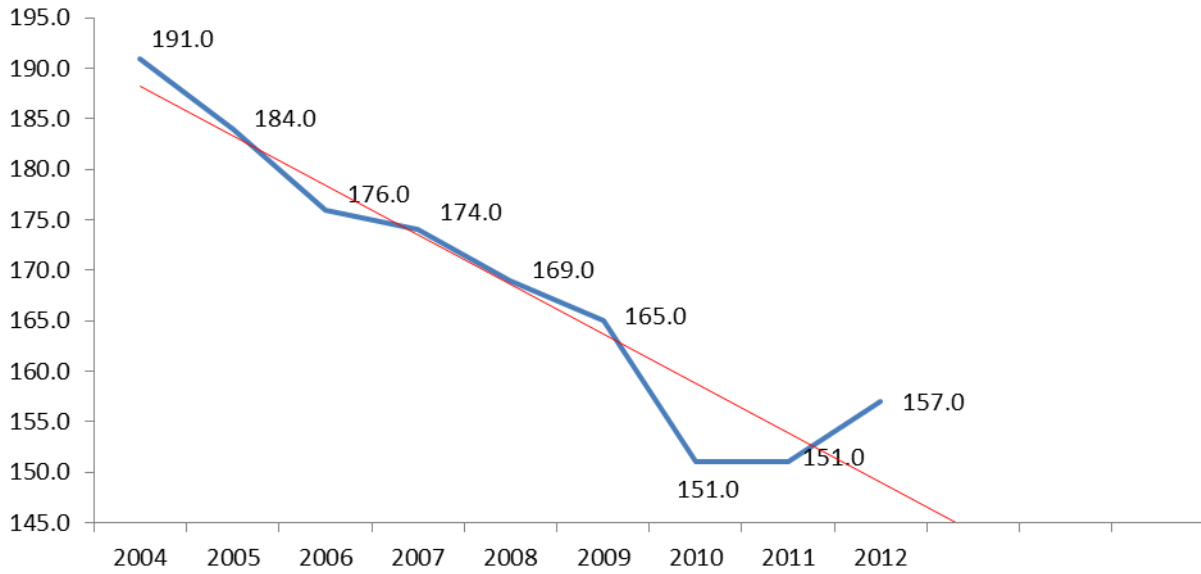
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 11. Total Injuries**



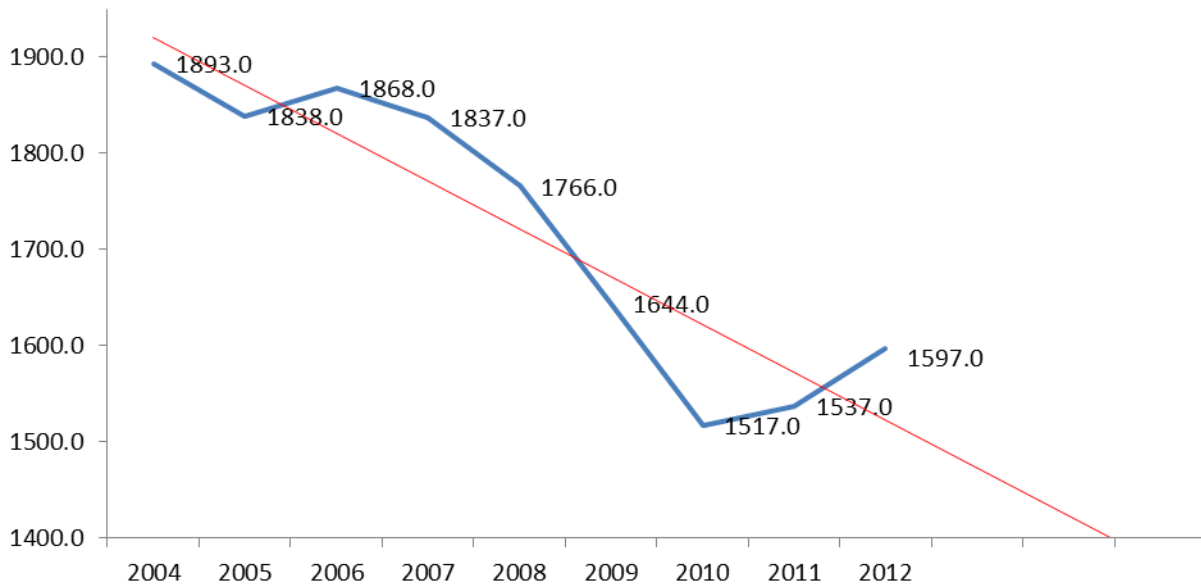
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 12. Injury Rate per 100 Million VMT**



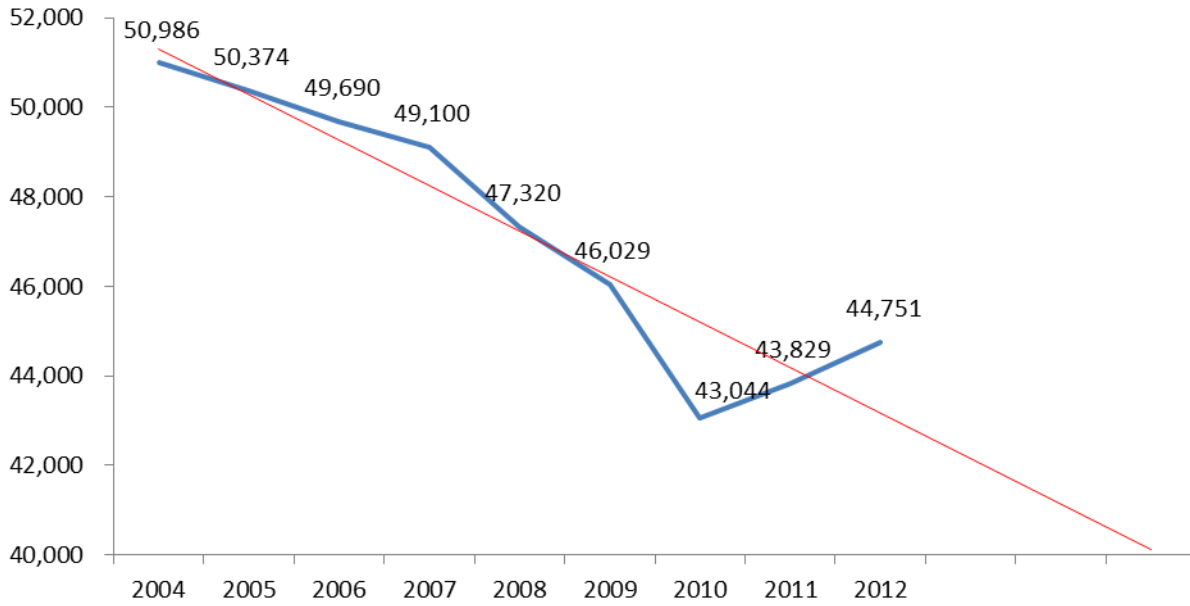
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 13. Injury Rate per 100,000 Population**



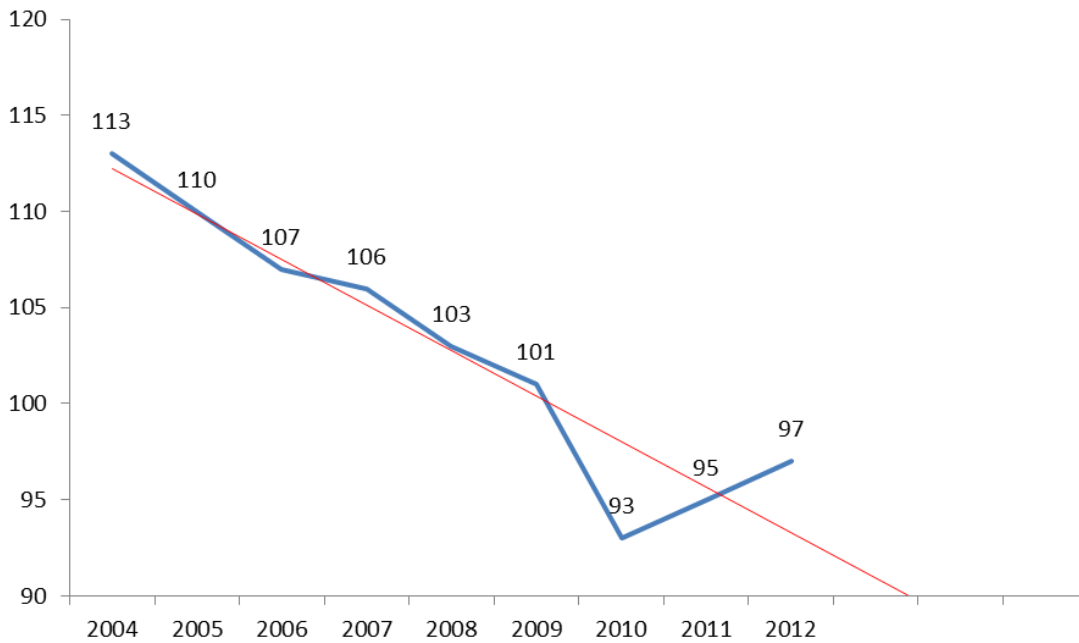
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 14. Total Fatal and Injury Crashes**



Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

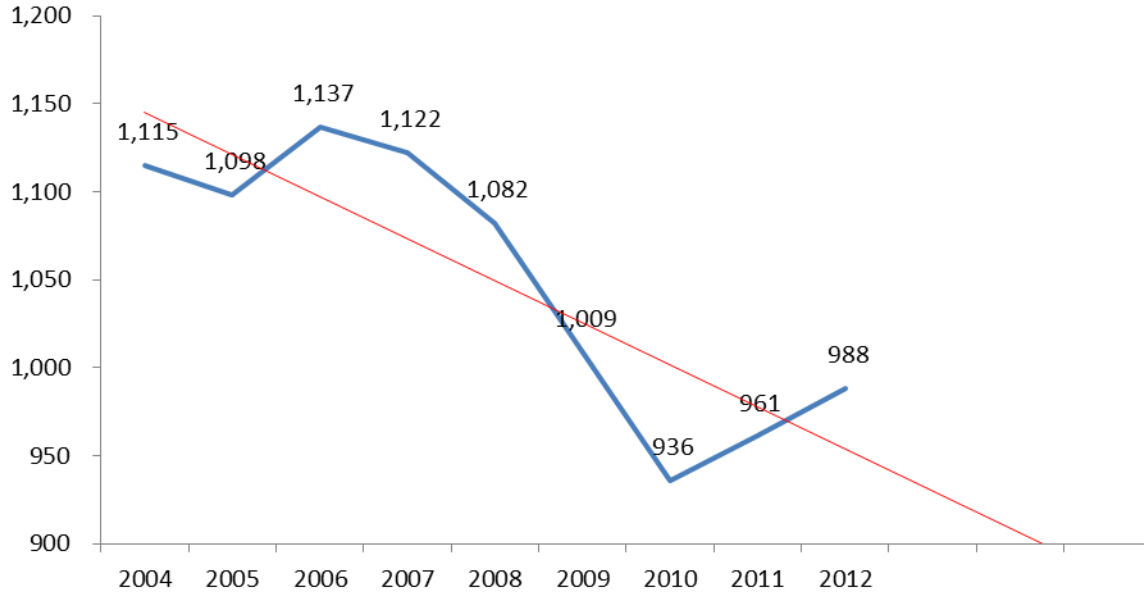
**Figure 15. Fatal and Injury Crash Rate per 100 Million VMT**



Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

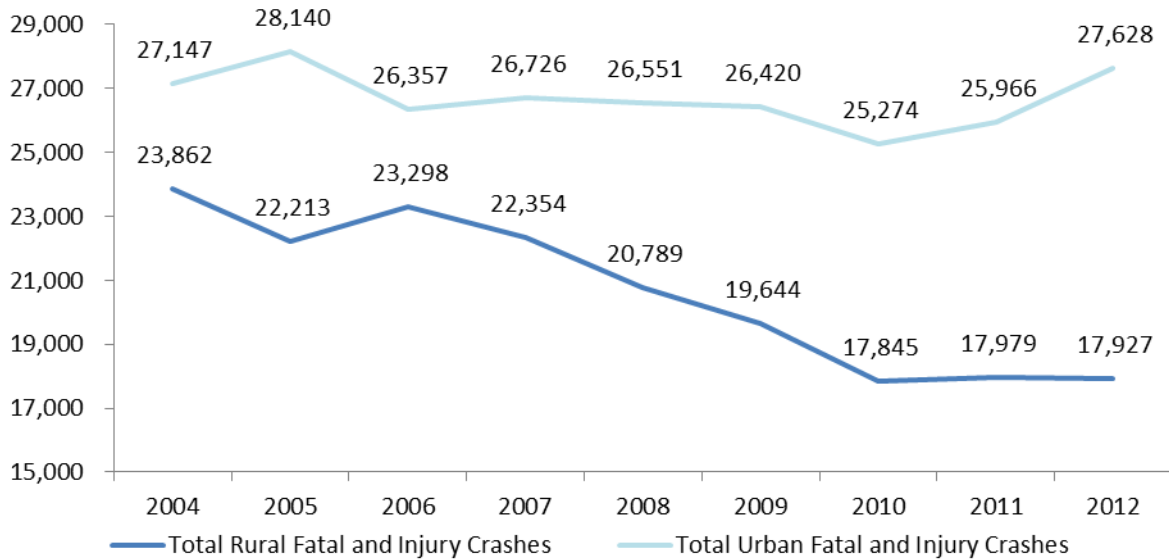


**Figure 16. Fatal and Injury Rate per 100,000 Population**



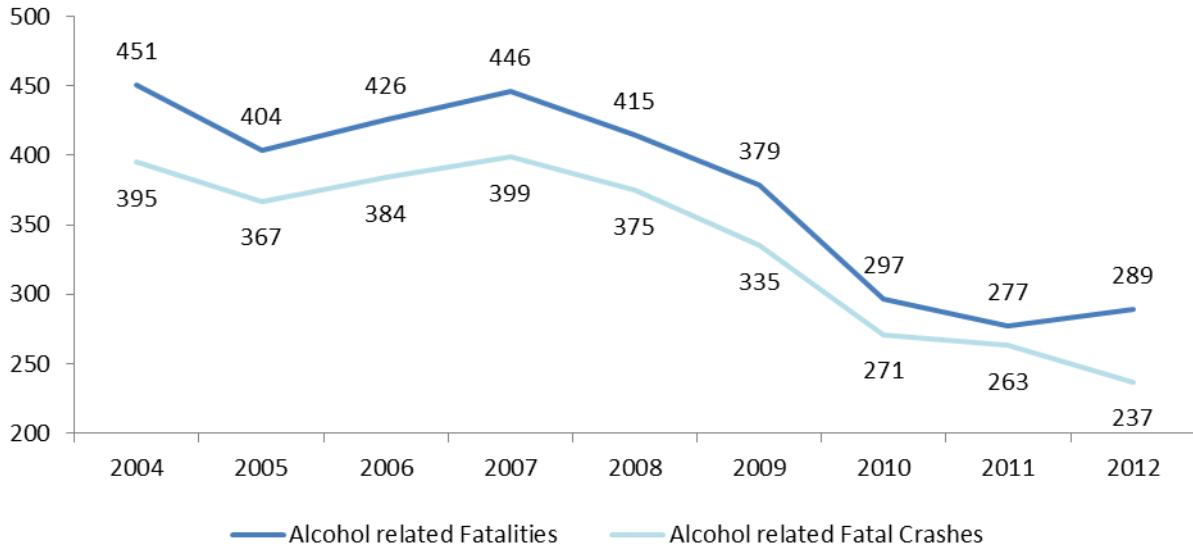
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 17. Rural Fatal and Injury Crashes Compared to Urban**



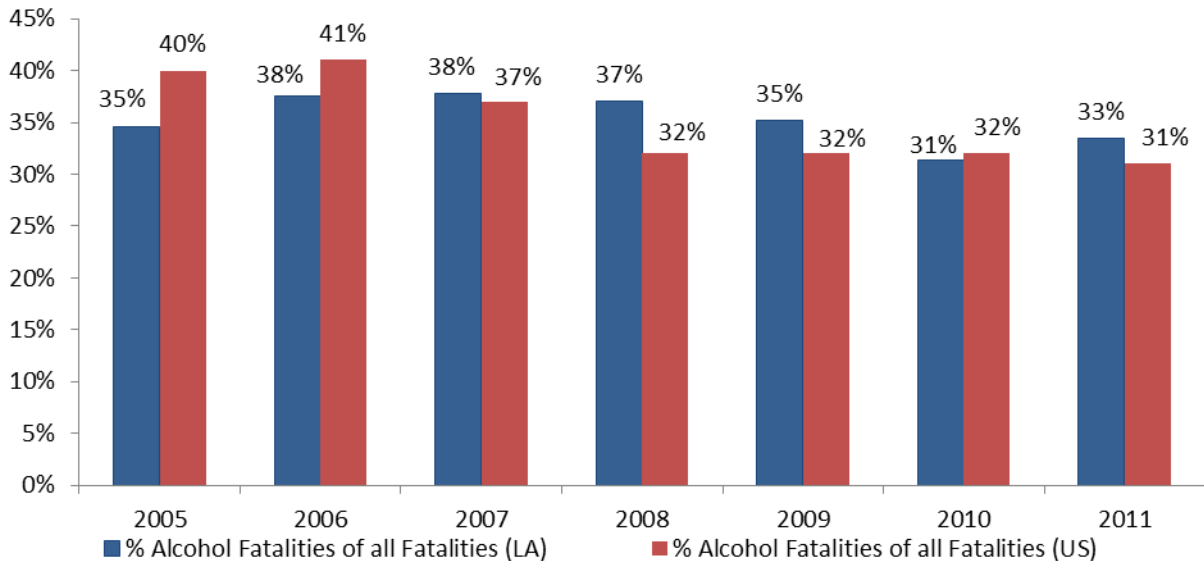
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



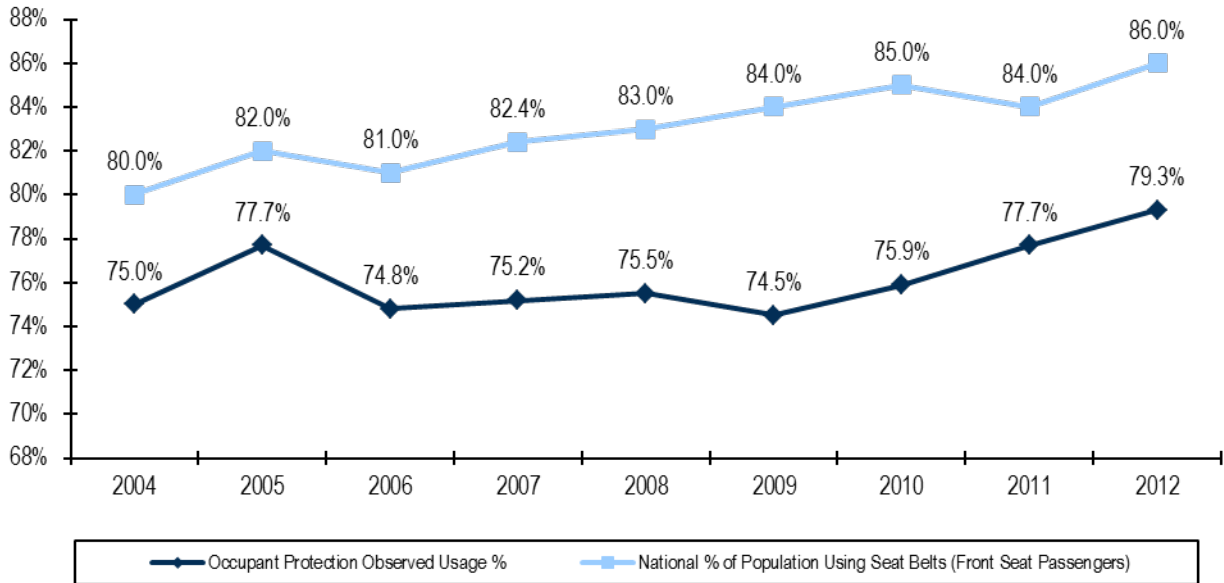
Source: FARS.

**Figure 19. Alcohol-Impaired Fatalities as Percent of Total Fatalities Compared to Nation**



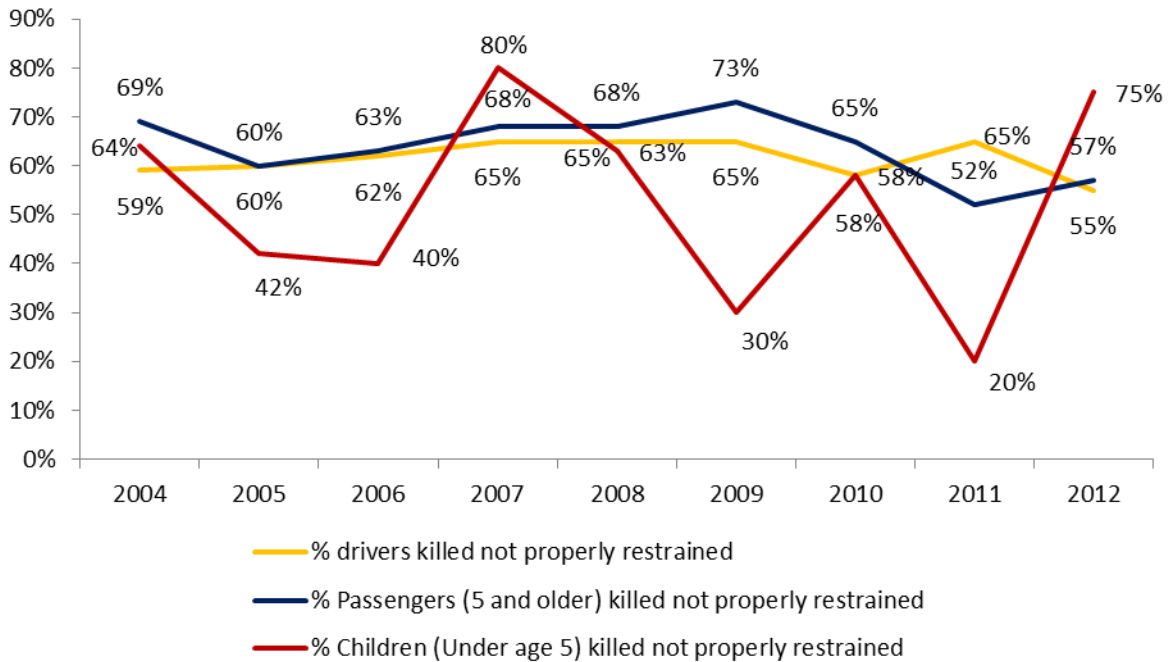
Source: FARS.

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



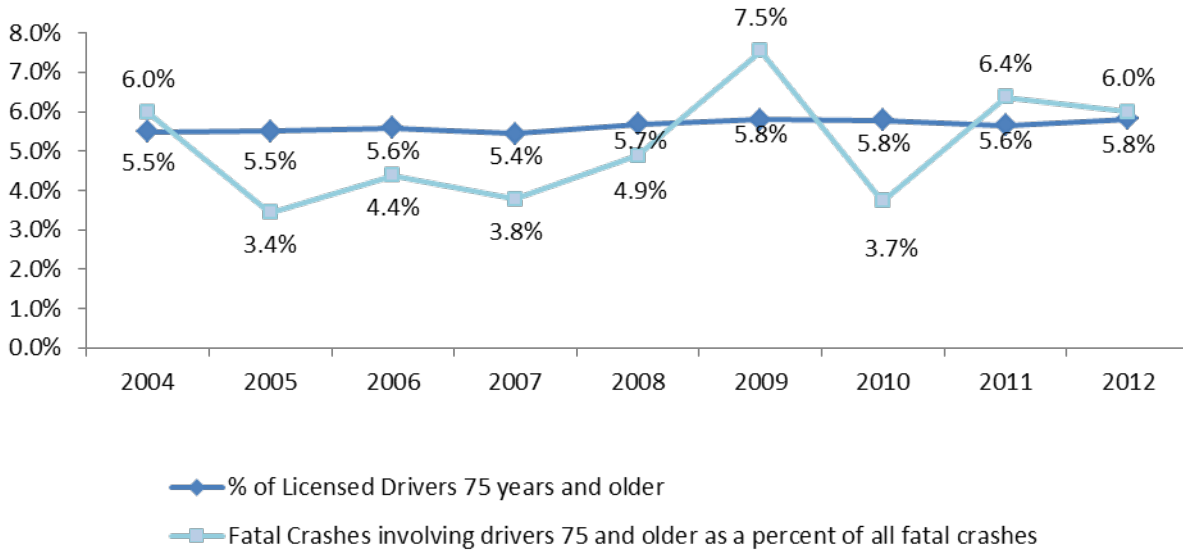
Source: 2012 Highway Safety Research Group at Louisiana State University (state data); NHTSA.

**Figure 21. Percent of Unrestrained Fatalities**



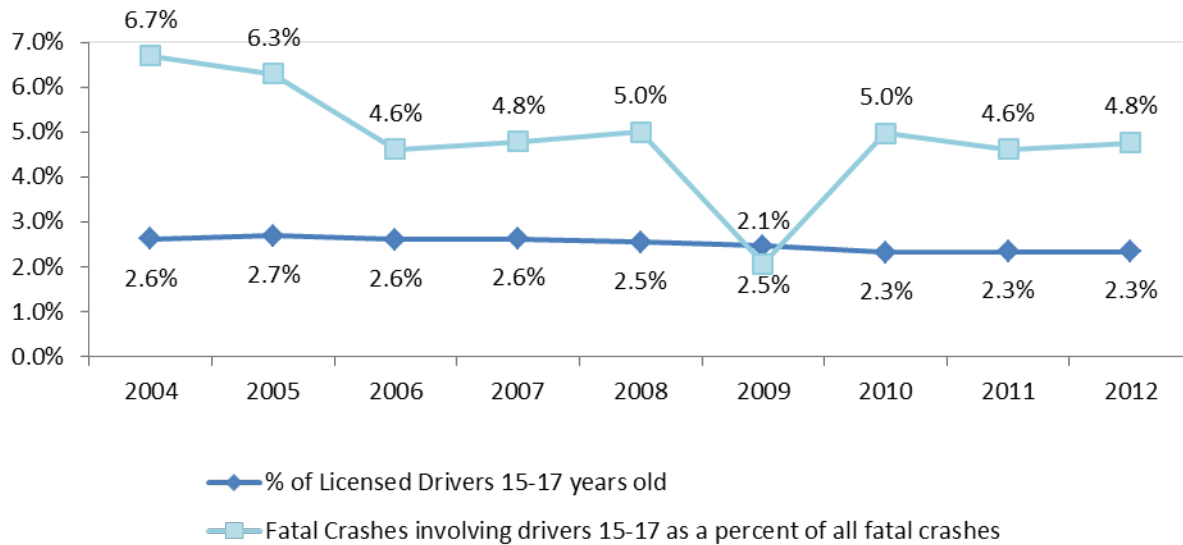
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



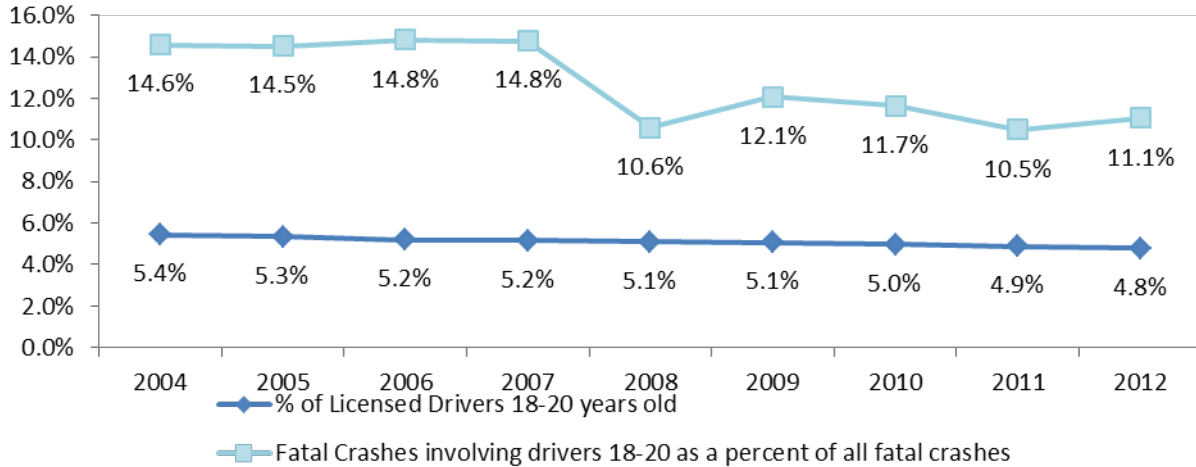
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



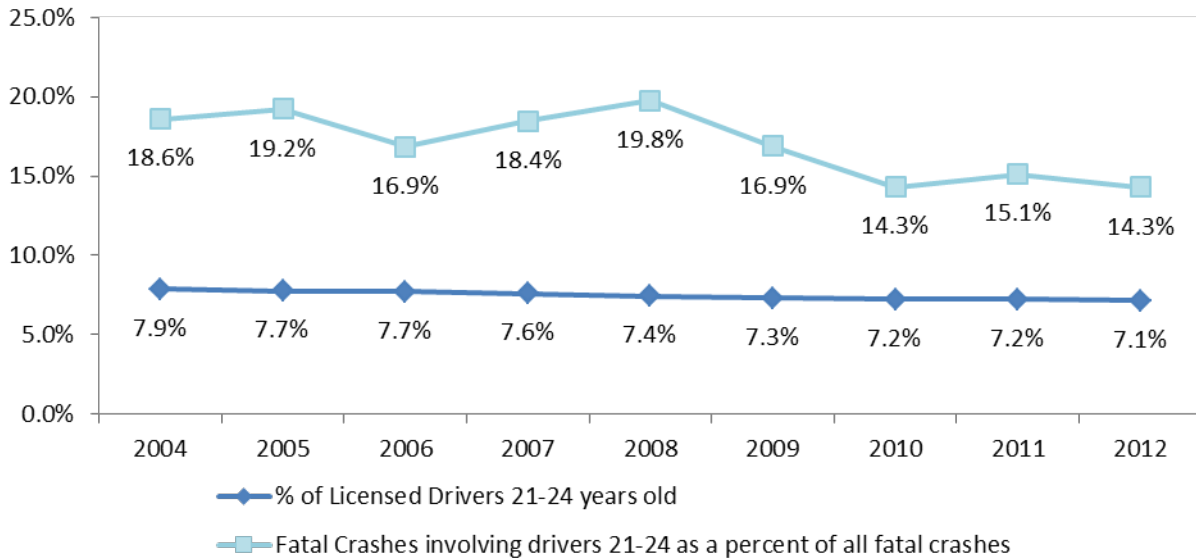
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



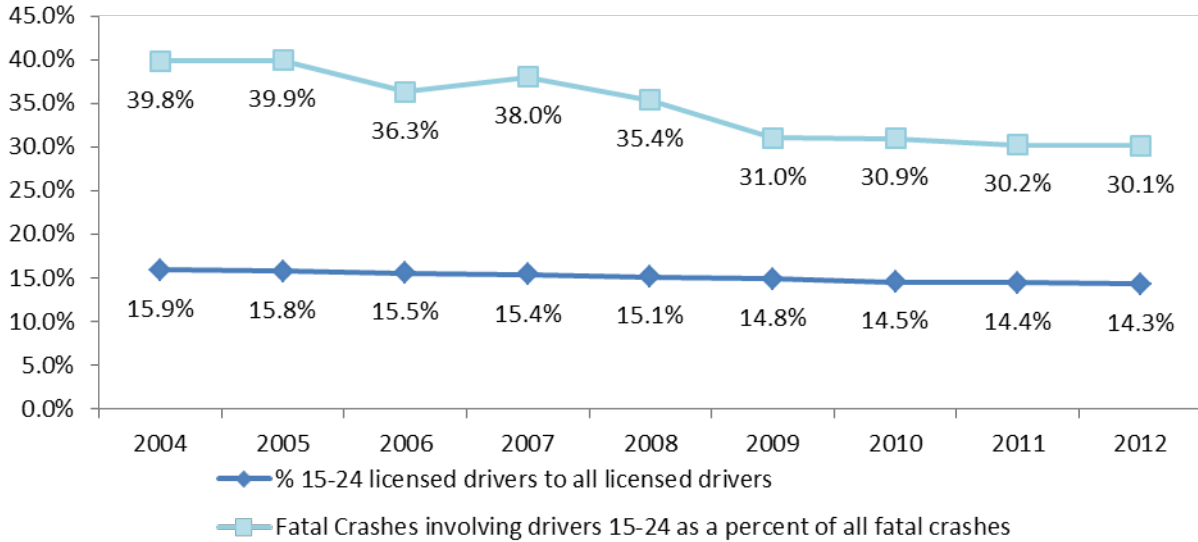
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



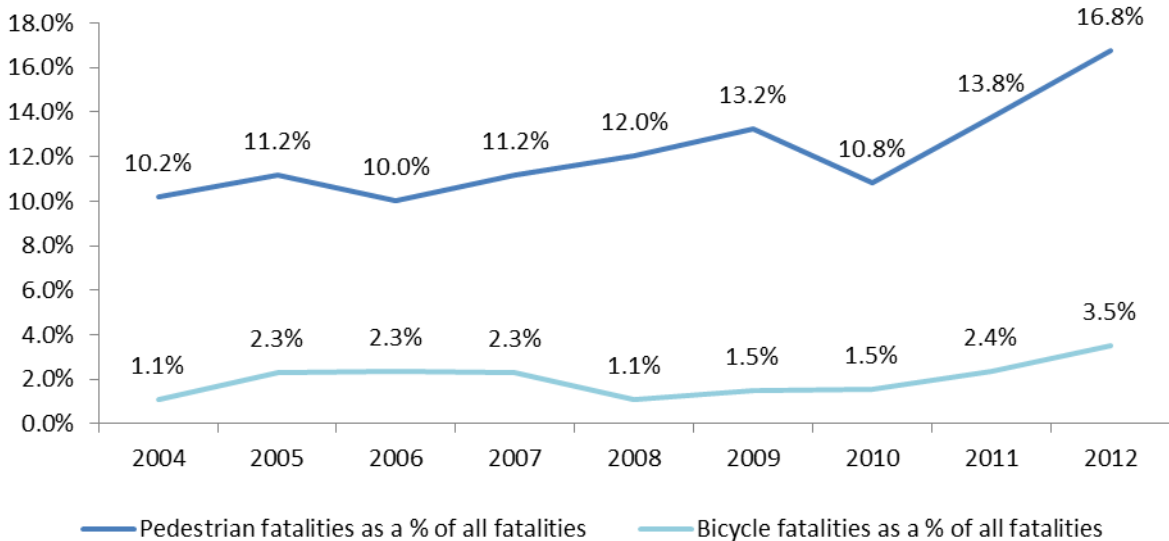
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



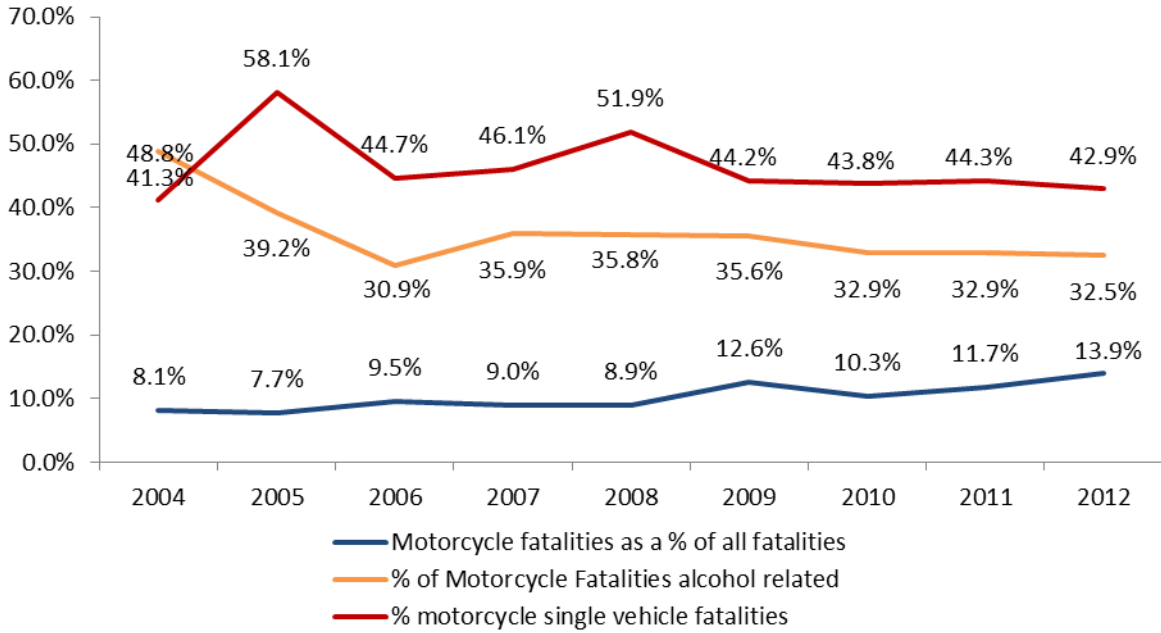
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



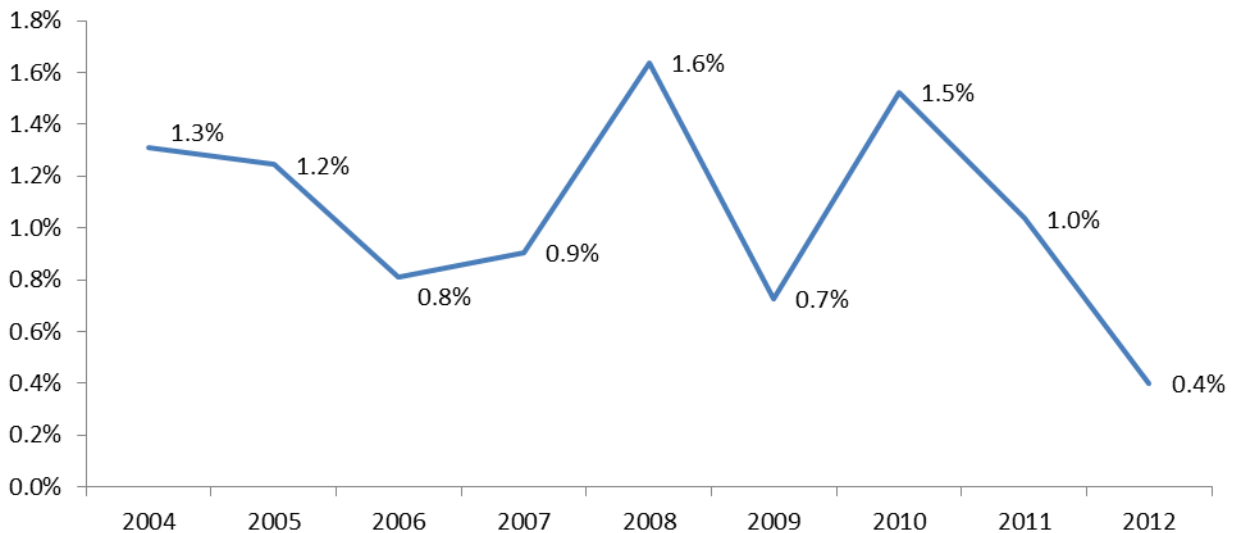
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



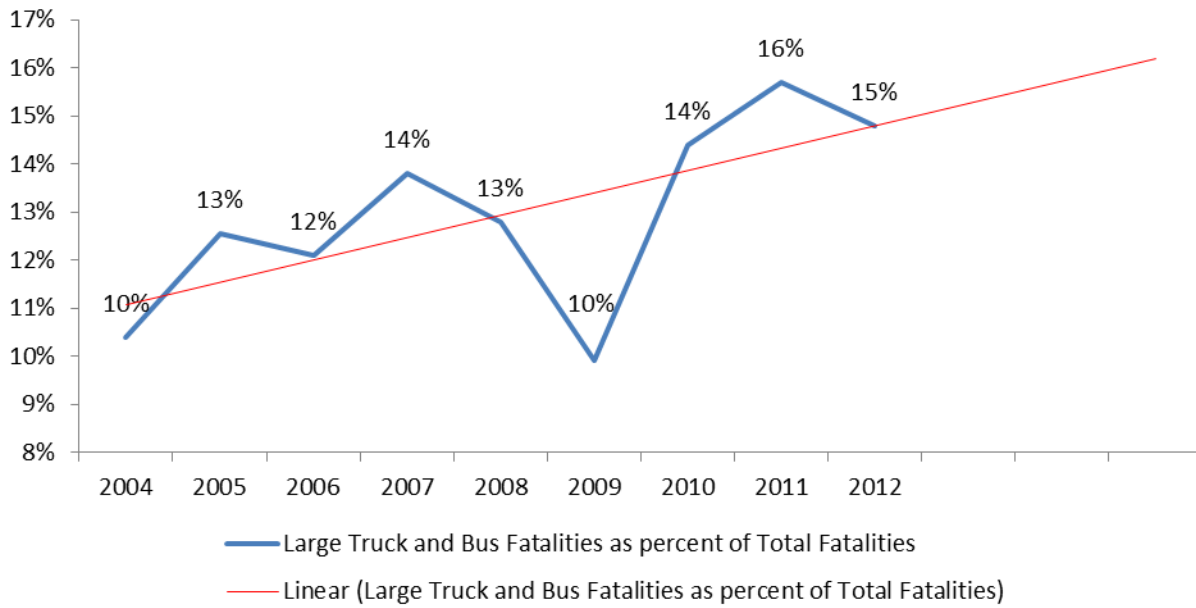
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 29. Railroad Fatalities as Percent of Total Fatalities**



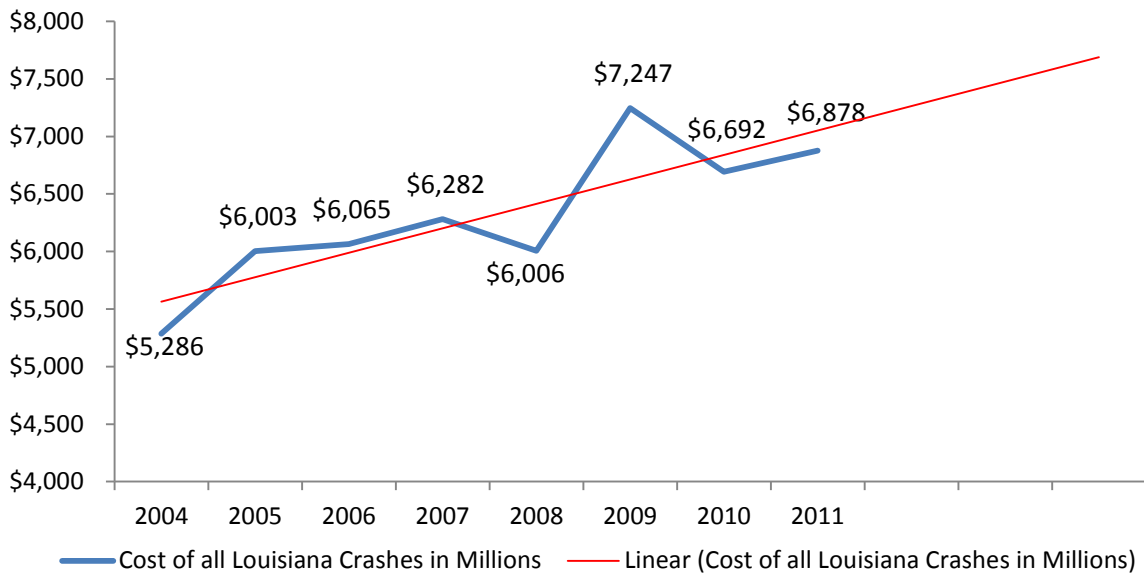
Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

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



Source: 2012 Highway Safety Research Group at Louisiana State University (state data).

**Figure 31. Costs of Louisiana Crashes in Millions**



Source: 2012 Highway Safety Research Group at Louisiana State University (state data).



## 2.4 Louisiana Highway Safety Problem ID Parishes

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

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

In 2011, Louisiana's problem ID parishes account for:

- 70.3 percent of the State's total licensed driver population;
- 73.0 percent of total fatal and injury crashes;
- 57.2 percent of motor vehicle crash-related fatalities; and
- 62 percent of motorcyclist 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 parishes of:

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

In 2011, these 16 parishes accounted for 67 percent of all alcohol-related fatal and injury crashes.

A copy of Louisiana's entire problem identification file can be accessed at the following link:

<http://lahighwaysafety.org/pdf/2014%20Parish%20Tiers%20Chart%20and%20Data.pdf>

## 2.5 Louisiana Highway Safety Targets and Performance Measures

The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. Table 7 identifies the program areas that will be emphasized in Louisiana’s highway safety program in FFY 2014, with related performance targets and measures. Details of the program area strategies are provided in Section 3.0. In 2009, LHSC and the DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the new AASHTO goal of halving fatalities by 2030. The DOTD’s Strategic Highway Safety Plan (SHSP) reflects this overall goal as well. The LHSC and DOTD have adopted a common three-year average baseline and common performance measures for fatalities, fatality rate, and serious injuries. The LHSC used the following process to identify realistic, measurable, performance targets and identify performance measures for each program area. To estimate the performance targets for the FFY 2014 HSP, LHSC started with 2011 as the baseline and calculated the rate of change needed that would be necessary each year to halve fatalities in Louisiana by 2030 and set realistic yearly targets to reach the goal. The targets will be revised from year to year based on the previous year’s accomplishments.

**Table 7. Program Area Targets and Performance Measures<sup>8,9</sup>**

Program Area	Performance Targets	Performance Measures
Overall	To reduce the number of fatalities by 1.5% annually from 675 in 2011 to 655 in 2014. (C-1 Total Fatalities)	Number of motor vehicle-related fatalities.
		Number of motor vehicle-related serious injuries.
	To reduce the number of serious injuries by 2.3% annually from 13,474 in 2011 to 12,844 in 2014. (C-2 Total Serious Injuries)	Fatality rate per 100 M VMT.
		Rural fatality rate per 100 M VMT.
		Urban fatality rate per 100 M VMT.
	To reduce the fatality rate per 100 M VMT by 1.8% annually from 1.45 in 2011 to 1.41 in 2014. (C-3 Fatality Rate/100 Million VMT)	
	To reduce the rural fatality rate per 100 M VMT by 3% annually from 2.05 in 2010 to 1.93 in 2014. (Rural VMT)	
	To reduce the urban fatality rate per 100 M VMT by 2.4% annually from 1.25 in 2010 to 1.19 in 2014. (Urban VMT)	
Alcohol Impaired Driving	To reduce alcohol impaired fatalities by 1% annually from 226 in 2011 to 220 in 2014. (C-5 Alcohol-Impaired Driving Fatalities (w/≥.08 BAC)	Number of alcohol impaired driving traffic fatalities Number of fatalities involving a driver or motorcycle operator with .BAC 08+ and greater.

<sup>8</sup> Program Area strategies are described with corresponding project descriptions in the Highway Safety Plan, Section 3.0.

<sup>9</sup> Note: All crash data provided reflects State data (provided by the Highway Safety Research Group at Louisiana State University), unless noted otherwise.

**Table 7. Program Area Targets and Performance Measures (continued)**

Program Area	Performance Targets	Performance Measures
Occupant Protection	<p>To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 79.3 percent in 2012 to 81.3 percent in 2014. <b>(B-1 Occupant Protection Observed Usage in %)</b></p> <p>To reduce unrestrained passenger fatalities by 1% annually from 269 in 2011 to 263 in 2014. <b>(C-4 Unrestrained Passenger Vehicle Occupant Fatalities)</b></p> <p>To reduce the number of unrestrained fatalities occurring at night by 1.7% annually from 168 in 2011 to 165 in 2014.</p> <p>To increase the observed seat belt use of drivers in pickup trucks by two percentage points from 71.7% in 2012 to 73.7% in 2014.</p>	<p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2013 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p> <p>Number of unrestrained fatalities occurring at night</p> <p>Observed seat belt use of drivers in pickup trucks</p>
Traffic Records	<p>To support the improvement of road safety through the collection, integration, and analysis of traffic safety data.</p> <p>To improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the crash data system.</p> <p>To improve the accuracy of the roadway system.</p> <p>To improve the timeliness of the citation/adjudication system.</p> <p>To improve the completeness of the driver license/history system.</p>	<p>LA will improve the timeliness of the crash system as measured in terms of decrease in the median or mean number of days from the crash date to the date the crash report is entered into the statewide crash database from a baseline of 28.89 days to 22.73 days in FY 2014.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 1.69 to 1.62 in FY 2014.</p>
*Traffic Records Assessment in 2010 Strategic plan under revision and recently approved for GOTEAM assistance	<p>To improve the accuracy of the roadway system.</p> <p>To improve the timeliness of the citation/adjudication system.</p> <p>To improve the completeness of the driver license/history system.</p>	<p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 1.69 to 1.62 in FY 2014.</p>
Motorcycles	<p>To reduce motorcycle by 2.5% annually from 80 in 2011 to 76 in 2014. <b>(C-7 Motorcycle fatalities)</b></p> <p>To reduce unhelmeted motorcyclist fatalities 7% annually from 14 in 2011 to 12 in 2014. <b>(C-8 Unhelmeted Motorcyclist fatalities)</b></p>	<p>Number of motorcyclist fatalities.</p> <p>Number of unhelmeted motorcyclist fatalities.</p>
Police Traffic Services	<p>To reduce speed related fatalities by 2.3% annually 214 in 2011 to 204 in 2014. <b>(C-6 Speeding-related fatalities)</b></p> <p>To reduce alcohol impaired fatalities by 1% annually from 226 in 2011 to 220 in 2014. <b>(C-5 Alcohol-Impaired Driving Fatalities (w/≥.08 BAC)</b></p> <p>To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 79.3 percent in 2012 to 81.3 percent in 2014. <b>(B-1 Occupant Protection Observed Usage in %)</b></p> <p>To reduce fatal crashes involving young drivers by 1% annually from 94 in 2011 to 92 in 2014. <b>(C-9 Drivers Age 15 to 20 Involved in Fatal Crashes)</b></p> <p>To reduce pedestrian fatalities by 2% annually from 88 in 2011 to 84 in 2014. <b>(C-10 Pedestrian Fatalities)</b></p> <p>To reduce the number of unrestrained fatalities occurring at night by 1.7% annually from 168 in 2011 to 165 in 2014.</p> <p>To increase the observed seat belt use of drivers in pickup trucks by two percentage points from 71.7% in 2012 to 73.7% in 2014.</p>	<p>Number of speeding-related fatalities.</p> <p>Number of alcohol impaired driving traffic fatalities.</p> <p>Number of fatalities involving a driver or motorcycle operator with BAC .08+ and greater .</p> <p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.</p> <p>Number of drivers age 20 or younger involved in fatal crashes.</p> <p>Number of pedestrian fatalities.</p> <p>Number of unrestrained fatalities occurring at night</p> <p>Observed seat belt use of drivers in pickup trucks</p> <p>Number of seat belt citations issued during grant-funded enforcement activities</p> <p>Number of impaired driving arrests made during grant funded enforcement activities.</p> <p>Number of speeding citations issued during grant-funded enforcement activities.</p>

**Table 7. Program Area Targets and Performance Measures (continued)**

Program Area	Performance Targets	Performance Measures
Safe Communities	<p>To reduce alcohol impaired fatalities by 1% annually from 226 in 2011 to 220 in 2014. (C-5 Alcohol-Impaired Driving Fatalities (w/≥.08 BAC))</p> <p>To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 79.3 percent in 2012 to 81.3 percent in 2014. (B-1 Occupant Protection Observed Usage in %)</p>	<p>Number of alcohol impaired driving traffic fatalities.</p> <p>Statewide seat belt use rate, front seat outboard occupants, as determined by the 2011 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p>
Railgrade/Highway	<p>To reduce railgrade fatalities by 14% annually from 7 in 2011 to 5 in 2014.</p>	<p>Number of highway-rail grade fatalities.</p>
Planning and Administration	<p>To provide the 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.</p>	<p>Quality and timeliness of annual programs, plans, and evaluation reports</p> <p>Develop, coordinate, and monitor traffic safety projects identified in this Plan.</p>

**Table 7a. FFY 2014 Performance Targets**

<b>Performance Measure</b>	<b>SHSP 3 Year Average (2006- 2008)</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2014 Target</b>	<b>2030 Goal</b>
Fatalities	965	824	721	675	655	483
Serious Injuries	15,594	14,796	13,397	13,474	12,844	7,797
Fatality Rate Per 100 M VMT	2.13	1.84	1.59	1.45	1.41	1.07
Rural Fatality Rate Per 100 M VMT	2.55	2.28	2.05	2.01	1.93	1.28
Urban Fatality Rate Per 100 M VMT	1.81	1.50	1.25	1.23	1.19	0.91
Occupant Protection Observed Usage (%)	75.0	74.5	75.9	77.7	81.3	N/A
Unrestrained Passenger Fatalities	421	353	284	269	263	211
Drivers Age 20 or younger Involved in Fatal Crashes	162	134	108	94	92	81
Alcohol-Impaired (driver w/BAC .08 or greater)	362	290	226	226	220	181
Speeding-Related Fatalities	256	290	239	214	204	128
Motorcycle Fatalities	88	103	74	80	76	44
Unhelmeted Motorcycle Fatalities	22	25	10	14	12	11
Pedestrian Fatalities	106	108	77	88	84	53
Railgrade Fatalities	11	11	6	11	6	5
Unrestrained Nighttime Fatalities	-	218	193	168	165	-
Occupant Protection Observed Usage by Pickup Truck Drivers (%)	-	-	-	71.7	73.7	-
Seat Belt Citations	N/A	37,088	53,471	69,432	N/A	N/A
Impaired Driving Arrests	N/A	2,454	4,739	6,481	N/A	N/A
Speeding Citations	N/A	9,584	12,811	24,517	N/A	N/A

## 3.0 Highway Safety Plan

This section describes the LHSC's leading program areas for FFY 2014 and provides the strategies, programs, and projects planned for the upcoming year. A comprehensive table of all projects is provided at the end of this section (Table 11).

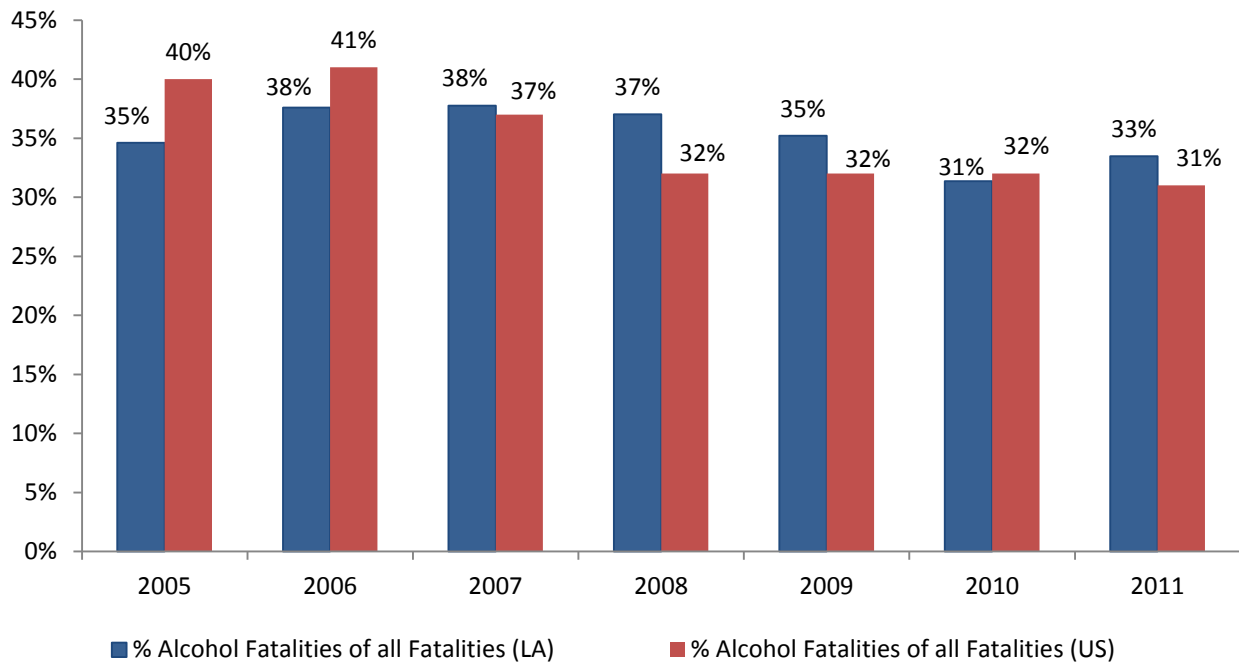
### 3.1 Impaired Driving

#### Problem Identification and Analysis

Louisiana's alcohol-related fatal crash percentage remains around 40 percent, while the percentage of alcohol-impaired fatal crashes has stayed consistent with national trends as evidenced by Figure 32 below. While impaired driving continues to be a concern, Louisiana now ranks as a Section 405 d mid-range state. Driving after drinking is taken too lightly in Louisiana. A cultural shift toward understanding the realities and consequences of drinking and driving must take place.

Louisiana has a Zero Tolerance law (.02 blood alcohol concentration (BAC)) for drivers less than 21 years of age. However, 18- to 20-year-olds are allowed to enter bars in Louisiana. Among the 15- to 20-year-old population there were 519 alcohol-related fatal and injury crashes in Louisiana in 2012. In FFY 2014, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and communication activities.

**Figure 32. Alcohol-Impaired Fatalities as Percent of Total Fatalities as Compared to Nation**



Source: FARS

## Performance Targets

- To reduce alcohol-impaired fatalities by 1% annually from 226 in 2011 to 220 in 2014.

## Performance Measures

Number of alcohol impaired driving traffic fatalities.

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

## Strategies

1. Provide sustained enforcement of statutes addressing impaired driving per certifications and assurances.
2. Support the National “Drive Sober or Get Pulled Over” campaign with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
3. The LHSC will contract with the expectation that each of the participating law enforcement agencies will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year. Fifty-five law enforcement agencies are contracted to work strictly DWI overtime enforcement, an additional 15 agencies are contracted to work strictly underage drinking enforcement, and an additional 57 total agencies are contracted to work all traffic safety enforcement, including DWI. See Police Traffic Services (PTS) section for alcohol-specific contracts for enforcement. Additional impaired driving overtime on highways and roads will be contracted through Louisiana State Police, the Louisiana Alcohol Tobacco Control Agency, and the East Baton Rouge Alcohol Beverage Control Board.
4. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drive Sober or Get Pulled Over” campaign.
5. Promote JUDE enforcement with local law enforcement agencies.
6. Identify, fund, and assist in the implementation of impaired driving prevention programs for adults and underage drinking prevention programs for 15- to 20-year-olds.
7. Identify, fund, and assist in the implementation of impaired driving prevention programs at universities to target 18-23 year olds.
8. Produce and distribute public information and educational materials to combat impaired driving and underage drinking.
9. Develop new, and strengthen existing, impaired driving prevention networks and associations.
10. Work through the Louisiana Supreme Court and the DWI Policy Specialist to support the eight existing DWI courts in Louisiana.
11. Address repeat offenders through legislation, education, public information, and DWI Courts.
12. Contract approved, programming underway, and pilot sites planned for a streamlined, electronic DWI processing system to reduce the time needed to process a DWI arrest.
13. Implement the recommendations of the alcohol assessment report through direction and guidance of an Alcohol Assessment Implementation Coordinator.

14. Via the Louisiana State Police contract, conduct two SFST Instructor, four SFST Training Field Courses, and two DRE course in 2014.
15. Provide training to revitalize the DRE program.
16. Provide paid media programming to support the National “Drive Sober or Get Pulled Over” campaign.
17. Provide paid media outreach for state planned impaired driving education.
18. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the impaired driving outreach program.
19. The LHSC will measure the Gross Rating Point average for the impaired driving campaigns for network buys at the end of the fiscal year.

### Programs and Projects

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**Project Number:** 2014-10-15

**Project Title:** Think First for Teens Program

**Project Description:** Coordinate and implement a minimum of 50 Think First programs (1-2 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. Students will receive first hand testimony from a VIP speaker on how choices can lead to significant consequences, be able to identify the areas and basic functions of the brain, understand the function of the spinal cord and the basics concepts of paraplegia and quadriplegia, relate the use of alcohol and the consequences of impairment. A social media component will be added in FY2014 to reinforce the message of the program. Participants at the programs in 2014 will receive information on how to access the social media page. The page will be updated two to four times each week with educational, timely, alcohol-impaired driving related information. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$78,000.00/Section 410

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**Project Number:** 2014-10-05

**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. 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:** \$47,380.00/Section 410 and \$202,520.00/Section 154 AL  
(\$249,900.00 Total)

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**Project Number:** 2014-10-03

**Project Title:** Program Administrative Assistant for Sudden Impact Program and SELA DWI Task Force Coordinator

**Project Description:** This individual serves as the Administrative Assistant for the SELA DWI Task Force to co-coordinate SELA DWI Task Force Monthly Meetings and provide follow-up accordingly. This individual also serves as the Administrative Assistant for the Sudden Impact Program to process payment requests for the Sudden Impact Program Trauma Victim presentations, purchase educational materials, purchase commodities, and file specialized reports to LHSC for the Sudden Impact program. (CTW, Chapter 1: 6.5)

**Project Budget/Source:** \$6,000.00/Section 410

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**Project Number:** 2014-10-02

**Project Title:** DWI Policy Specialist

**Project Description:** The DWI Policy Specialist will assist LHSC with the implementation of research-based policies, programs and practices aimed at reducing impaired driving and the number of related fatalities. The DWI Policy Specialist is also responsible for managing the contracts of seven LHSC-funded DWI courts and assisting with the proper operation of their courts, identifying additional jurisdictions willing to implement DWI courts, and ensuring that new and existing DWI courts receive the training needed to operate successfully. (CTW, Chapter 1: Section 1.5 and 3.1)

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

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**Project Number:** 2014-10-10

**Project Title:** Louisiana Impaired Driving Assessment Coordinator

**Project Description:** In response to a March 2009 Impaired Driving Assessment recommendation to designate a lead statewide impaired driving coordinator who has the responsibility of leading Louisiana's effort to reduce and eliminate impaired driving, the Louisiana Highway Safety Commission is contracting with an Alcohol Assessment Implementation Coordinator. This person would be responsible for implementing the priority recommendations of the March 2009 Impaired Driving Assessment Report and working in conjunction with the many agencies throughout Louisiana who share a similar mission. As this is a monumental task, the coordinator would form a committee to assist in the implementation of the Impaired Driving Assessment Recommendations. (CTW, Chapter 1: Section 1.5)

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

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**Project Number:** 2014-10-06

**Project Title:** DWI Awards Program

**Project Description:** This program offers an opportunity to recognize law enforcement officials, court officials, and others who are a vital part of the arrest and proper prosecution of DWI cases. Many high level federal, state and local officials are eager to attend this ceremony each year and the program is growing rapidly. The FY 2014 program is the sixth Annual LHSC DWI Awards Program. (CTW, Chapter 1: 2.1, 2.2)

**Project Budget/Source:** \$19,150.00/Section 410

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**Project Number:** 2014-10-01

**Project Title:** DPS Legal Consultant

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

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

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**Project Number:** 2014-10-09

**Project Title:** Baton Rouge Collegiate Alliance (BRCA)

**Project Description:** The goal of the coalition is to reduce alcohol-impaired fatalities. This goal will be accomplished through a comprehensive, research based, joint university-community environmental approach. BRCA will collaborate with other agencies in the Baton Rouge area to address local conditions that contribute to high risk drinking behavior and alcohol-related traffic fatalities and injuries among 18-24 year olds in the East Baton Rouge Parish (EBRP) area. BRCA will continue to work with the EBRP Alcoholic Beverage Control Office to monitor advertisements and promotions of alcohol outlets to identify content that encourages high-risk drinking behavior which leads to impaired driving and other consequences. (CTW, Chapter 1: Section 6.4 and (<http://www.cadca.org/resources/detail/college-and-community-coordinated-efforts-prevent-alcohol-related-consequences>))

**Project Budget/Source:** \$53,692.00/Section 405d

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**Project Number:** 2014-10-12

**Project Title:** Northwestern State University Alcohol Education and Prevention Program

**Project Description:** The goal of this project is to reduce alcohol-impaired traffic fatalities. This program will provide alcohol education, awareness and prevention programming for

Northwestern State University. The project will train students and staff and equip them with skills to identify and combat alcohol issues and prevent impaired driving. It will also provide printing, literature and programming on alcohol awareness and the prevention of impaired driving. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$20,950.00/Section 410

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**Project Number:** 2014-10-14

**Project Title:** Southeastern Louisiana University Project Lions Pride

**Project Description:** The goal of this project is to reduce alcohol-impaired traffic fatalities. This project will educate Southeastern students about the dangers of impaired driving through a leadership/mentoring component PEEPS (Peer Educators Educating Peers at Southeastern) organization and a social norming campaign component. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$27,600.00/Section 405d

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**Project Number:** 2014-10-17

**Project Title:** Social Norms and Marketing Project

**Project Description:** This project will combine social norms and social marketing theory to reduce alcohol-impaired fatal traffic fatalities. Project will focus on 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](http://www.alanberkowitz.com/articles/social_norms.pdf))

**Project Budget/Source:** \$75,000.00/Section 154AL

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**Project Number:** 2014-10-11

**Project Title:** Mothers Against Drunk Driving – Court Monitoring

**Project Description:** The goal of this program is to decrease alcohol-impaired traffic fatalities. This program monitors DWI cases throughout the prosecution process in several court jurisdictions. This program currently monitors courts in East Baton Rouge Parish on a regular weekly basis including Baton Rouge City and 19<sup>th</sup> Judicial District Courts and randomly monitors in courts in St. Tammany, Orleans, Jefferson, and Lafayette parishes. Additional court monitors will be added in order to increase the number of cases monitored and the validity of the data collected. The Court Monitors are responsible for attending assigned court(s), observing DWI cases, collecting pertinent data, entering case information into the court monitoring database, training and supervision of program volunteers, managing monitor

(“watchdog”) calls and cases, compiling reports on specific data elements as requested, and completing monthly progress reports. (CTW, Chapter 1: Section 3.3)

**Project Budget/Source:** \$249,900.00/Section 410

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**Project Number:** 2014-10-07

**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 properly handle DWI cases. 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:** \$105,465.00/Section 410

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**Project Number:** 2014-10-20

**Project Title:** Louisiana Supreme Court

**Project Description:** The Supreme Court Drug Court Office (SCDCO) will utilize their years of experience in providing oversight to Louisiana’s 47 Drug Courts in order to provide the same level of oversight, administration and monitoring to the existing DWI Courts. All courts are required to adhere to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. This includes administrative, fiscal and programmatic oversight including data collection. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$660,140.00/Section 410

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**Project Number:** 2014-10-21

**Project Title:** 14<sup>th</sup> Judicial District DWI Court

**Project Description:** The 14<sup>th</sup> 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:** \$112,500.00/Section 405d

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**Project Number:** 2014-10-22

**Project Title:** 4<sup>th</sup> Judicial District DWI Court

**Project Description:** The 4<sup>th</sup> Judicial District DWI Court serves Ouachita and Morehouse Parishes and accepts 3<sup>rd</sup> 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:** \$109,500.00/Section 405d

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**Project Number:** 2014-10-23

**Project Title:** 32<sup>nd</sup> Judicial District DWI Court

**Project Description:** The 32<sup>nd</sup> Judicial District DWI Court serves Terrebonne Parish and accepts second 1<sup>st</sup> offenders and 2<sup>nd</sup> offenders into a minimum 12-month treatment program. DWI offenders receiving a 1<sup>st</sup> DWI are placed into a probation program and the charge is dismissed, but if a second 1<sup>st</sup> 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:** \$100,500.00/Section 410

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**Project Number:** 2014-10-04

**Project Title:** Alcohol Beverage Control JUDE Task Force

**Project Description:** The Task Force is designed to attack the problem of underage drinking and deter impaired driving in East Baton Rouge Parish which will decrease the overall number of alcohol-impaired fatalities. The Task Force will also work to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess and consume alcoholic beverages. The EBR ABC Agents will work 3,233 overtime enforcement hours. (CTW, Chapter 1: Section 6.1, 6.3)

**Project Budget/Source:** \$119,621.00/Section 405d

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**Project Number:** 2014-10-08

**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. These efforts reduce the incidence of underage alcohol procurement and thereby reduce alcohol-impaired fatalities. The ATC Agents will work 5,060 overtime enforcement hours. (CTW, Chapter 1: Section 6.1, 6.3)

**Project Budget/Source:** \$172,040.00/Section 154 AL

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**Project Number:** 2014-10-18

**Project Title:** Louisiana State Police Crime Lab

**Project Description:** The Louisiana State Police Crime Laboratory is the only crime lab in the state with the capability to conduct toxicology analysis of blood and urine. Approximately 93% of the requests for toxicology analysis are related to traffic cases. These include impaired driving arrests, crash investigation and warrant based blood draws resulting from “No Refusal” enforcement. Many of these are requests are to screen driver blood samples for drugs in addition to alcohol.

The LHSC will fund overtime, training and travel directly related to improving the efficiency and effectiveness of toxicology analysis related to impaired driving. Crime Lab scientists will conduct increased toxicology testing on overtime to reduce the backlog of cases. The training will provide the crime lab with the ability to conduct evidentiary analysis for synthetic drugs. Currently, no crime lab in the United States is conducting evidentiary analysis for synthetic drugs. (CTW, Chapter 1: Section 7.1)

**Project Budget/Source:** \$49,653.00/Section 405d

**Project Number:** 2014-30-10 through 2014-30-65

**Project Title:** DWI Overtime Enforcement – Local Law Enforcement

**Project Description:** High visibility and sustained enforcement continues to be the most effective countermeasure in reducing impaired driving related crashes and fatalities (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1) This strategy will provide subgrants to local police departments and sheriff’s offices for DWI overtime enforcement. All law enforcement agencies participating in this targeted DWI overtime enforcement program are located in the 16 Alcohol Problem ID Parishes, which account for 67 percent of all alcohol-related fatal and injury crashes in 2011. Participating agencies conduct sobriety checkpoints, saturation patrols, and year-long enforcement to correspond with both national and state mobilizations. Agencies deploy resources based on crash analysis and make adjustments throughout the year as needed. Law enforcement agencies participating in this targeted DWI overtime enforcement program include:

- |  |                                       |
|--|---------------------------------------|
| 1. Abbeville Police Department             | 32. Monroe Police Department          |
| 2. Alexandria Police Department            | 33. New Orleans Police Department     |
| 3. Ascension Parish Sheriff’s Office       | 34. Natchitoches Police Department    |
| 4. Baker Police Department                 | 35. Opelousas Police Department       |
| 5. Baton Rouge Police Department           | 36. University of LA at Monroe        |
| 6. Bogalusa Police Department              | 37. Pineville Police Department       |
| 7. Bossier City Police Department          | 38. Ponchatoula Police Department     |
| 8. Bossier Parish Sheriff’s Office         | 39. Rapides Parish Sheriff’s Office   |
| 9. Caddo Parish Sheriff’s Office           | 40. Rosepine Police Department        |
| 10. Calcasieu Parish Sheriff’s Office      | 41. Shreveport Police Department      |
| 11. Covington Police Department            | 42. Slidell Police Department         |
| 12. Denham Springs Police Department       | 43. Southeastern Louisiana University |
| 13. E. Baton Rouge Parish Sheriff’s Office | 44. Southern University Baton Rouge   |

- |   |   |
|---|---|
| 14. Franklin Police Department              | 45. Sulphur Police Department           |
| 15. Franklinton Police Department           | 46. St. Charles Parish Sheriff's Office |
| 16. Gonzales Police Department              | 47. St. Tammany Parish Sheriff's Office |
| 17. Grambling Police Department             | 48. Tangipahoa Parish Sheriff's Office  |
| 18. Greenwood Police Department             | 49. Terrebonne Parish Sheriff's Office  |
| 19. Hammond Police Department               | 50. Thibodaux Police Department         |
| 20. Harahan Police Department               | 51. Walker Police Department            |
| 21. Houma Police Department                 | 52. Washington Parish Sheriff's Office  |
| 22. Iberia Parish Sheriff's Office          | 53. W. Monroe Police Department         |
| 23. Jean Lafitte Police Department          | 54. Westwego Police Department          |
| 24. Jefferson Davis Parish Sheriff's Office | 55. Zachary Police Department           |
| 25. Jefferson Parish Sheriff's Office       |   |
| 26. Kenner Police Department                |   |
| 27. Lafayette Police Department             |   |
| 28. Lafourche Parish Sheriff's Office       |   |
| 29. Lake Charles Police Department          |   |
| 30. Livingston Parish Sheriff's Office      |   |
| 31. Mandeville Police Department            |   |

**Project Budget/Source:** \$575,266.00/Section 410 FR; \$1,073,913.00/Section 410 HVE; \$522,333.00/Section 405d; \$282,690.00/Section 154AL; and \$394,125.00/Section 164AL

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**Project Number:** 2014-08-01

**Project Title:** Paid Media for Impaired Driving

**Project Description:** This contract will focus on impaired driving and research and develop a year long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$829,722.00/Section 405d and \$520,000.00/Section 164AL (\$1,269,396.00 Total)

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**Project Number:** 2014-80-02

**Project Title:** Paid Media Support

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

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

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**Project Number:** 2014-80-03

**Project Title:** LHSC Public Relations

**Project Description:** Public relations firm to provide services of press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations. Specifically on the topics of Impaired Driving, Occupant Protection, and other National Priority Safety Programs. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$49,500.00/Section 402

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### Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
2014-10-15	Think First for Teens	\$66,000.00	410
	Think First Social Media	\$12,000.00	410
2014-10-05	Sudden Impact	\$47,380.00	410
		\$202,520.00	154 AL
2014-10-03	Admin. Assistant–SELA/Sudden Impact	\$6,000.00	410
2014-10-02	DWI Policy Specialist	\$48,999.00	410
2014-10-10	Impaired Driving Assessment Coordinator	\$49,900.00	410
2014-10-06	DWI Awards Program	\$19,150.00	410
2014-10-01	Legal Assistant for DWI Efforts	\$25,000.00	405d
2014-10-09	LSU BRCA	\$53,692.00	405d
2014-10-12	Northwestern State University	\$20,950.00	410
2014-10-14	Project Lions Pride	\$27,600.00	405d
2014-10-17	Social Norms and Media Project	\$75,000.00	154 AL
2014-10-11	Mothers Against Drunk Driving	\$249,900.00	410
2014-10-07	Prosecutor/Law Enforcement Training Program	\$105,465.00	410
2014-10-20	LA Supreme Court DWI Court Program	\$660,140.00	410
2014-10-21	14 <sup>th</sup> JDC DWI Court	\$112,500.00	405d
2014-10-22	4 <sup>th</sup> JDC DWI Court	\$109,500.00	405d
2014-10-23	32 <sup>nd</sup> JDC DWI Court	\$100,500.00	410
2014-10-04	Alcohol Beverage Control JUDE Task Force (EBR)	\$119,621.00	405d
2014-10-08	Louisiana Cops in Shops	\$172,040.00	154 AL
2014-10-18	LSP Crime Lab	\$49,653.00	405d
	DWI Overtime Enforcement – Local Law Enforcement	\$575,266.00	410 FR
		\$1,073,913.00	410 HVE
		\$522,333.00	405 d
		\$292,690.00	154AL
		\$394,125.00	164AL



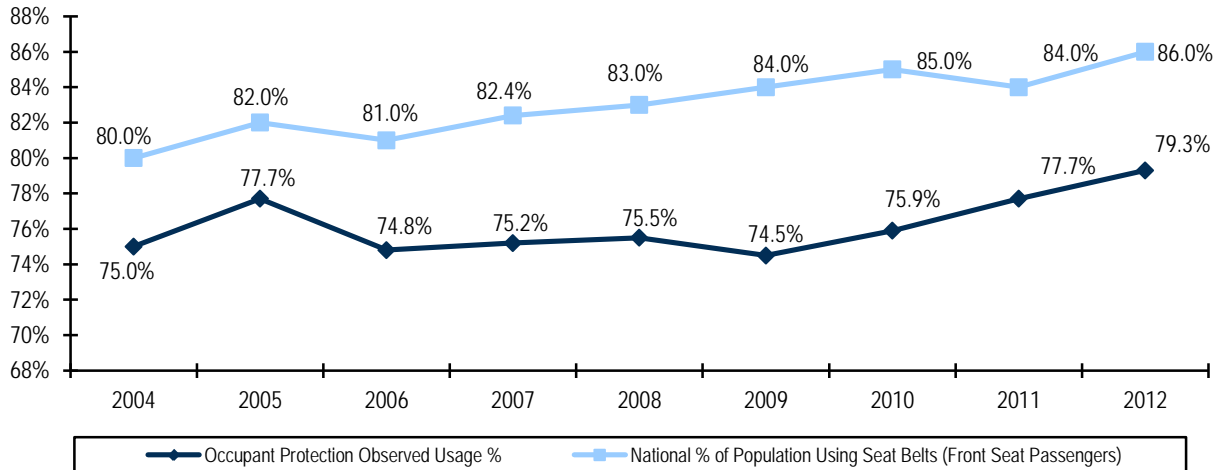
<b>2014-80-01</b>	Paid Media for Impaired Driving	\$829,722.00	405d
		\$520,000.00	164 AL
<b>2014-80-02</b>	Paid Media Support	\$32,000.00	402
<b>2014-80-03</b>	LHSC Earned Media	\$49,500.00	402
<b>402 Total</b>		<b>\$81,500.00</b>	
<b>405d Total</b>		<b>\$1,849,621.00</b>	
<b>410 Total</b>		<b>\$1,386,384.00</b>	
<b>410 FR Total</b>		<b>\$575,266.00</b>	
<b>410 HVE Total</b>		<b>\$1,073,913.00</b>	
<b>154 AL Total</b>		<b>\$742,250.00</b>	
<b>164 AL Total</b>		<b>\$914,125.00</b>	
<b>Total All Funds</b>		<b>\$6,623,059.00</b>	

### 3.2 Occupant Protection

#### Problem Identification and Analysis

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

**Figure 33. 2004 – 2012 Observed Seat Belt Use**

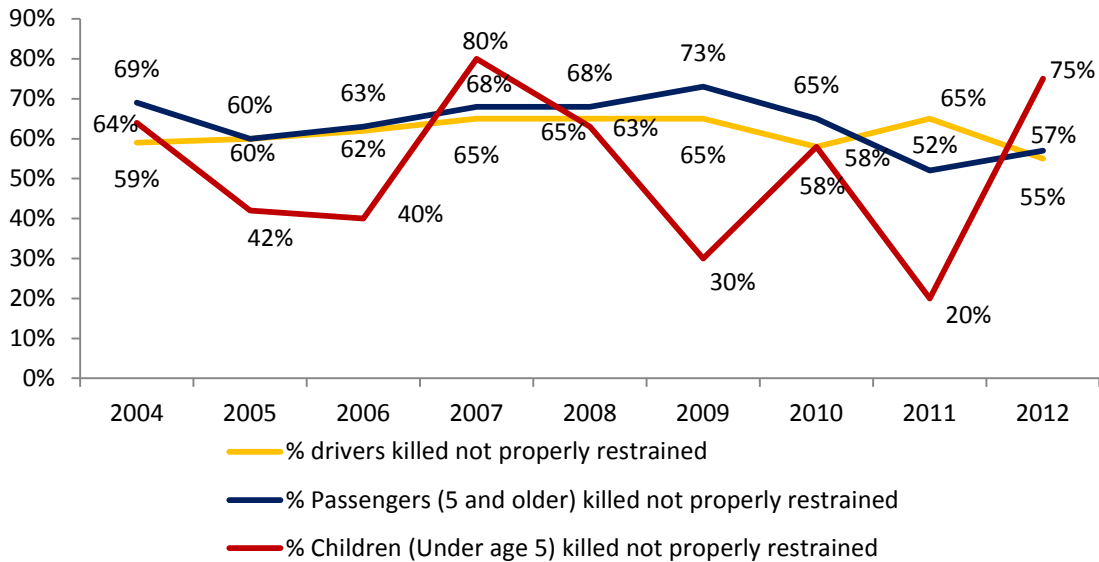


Source: Highway Safety Research Group at Louisiana State University (State data); NHTSA.

Louisiana also has a high rate of unrestrained fatalities that occur during nighttime hours. In 2010, 66% of the unbelted fatalities occurred at night and 62% occurred at night in 2011. Pickup trucks account for 24.5% of the registered vehicles on Louisiana roadways. The lowest usage rate among individual vehicles types was with pickup trucks. The 2012 rate for pickup trucks drivers was 71.7% compared to 82% for passenger car drivers. In 2011, the rate of unrestrained driver fatalities for pickup trucks was 66.39% compared to 56.47% for passenger cars and 27.27% for vans.

As shown in Figure 34, in 2012, 75% of the children under age five who were killed in crashes were not properly restrained, 55% of drivers killed were not restrained, and 57% of passenger vehicle occupants killed were not properly restrained. Nonusage for children under age five increased, while drivers and passenger vehicle occupants killed while not properly restrained decreased. In FFY 2014, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of occupant protection enforcement and communication activities.

**Figure 34. 2004 to 2012 Percent of Unrestrained Fatalities**



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

**Performance Targets**

- To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 79.3 percent in 2013 to 81.3 percent in 2014.
- To reduce unrestrained passenger fatalities by 1% annually from 269 in 2011 to 263 in 2014.
- To reduce the number of unrestrained fatalities occurring at night by 1.7% annually from 168 in 2011 to 165 in 2014.
- To increase the observed seat belt use of drivers in pickup trucks by two percentage points from 71.7% in 2012 to 73.7% in 2014.

**Performance Measures**

- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2013 seat belt observation survey.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- Number of unrestrained fatalities occurring at night
- Observed seat belt use of drivers in pickup trucks

## Strategies

1. Provide sustained enforcement of statutes addressing occupant protection per certifications and assurances.
2. Recommend legislation to become compliant with occupant protection requirements of MAP-21.
3. Contract with law enforcement agencies for occupant protection enforcement overtime. Additional occupant protection overtime will be worked with the Louisiana State Police.
4. 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.
5. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the "Click it or Ticket" campaign.
6. Require nighttime enforcement practices to be conducted by contracted law enforcement agencies. Encourage noncontracted law enforcement agencies to adopt nighttime practices. Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
7. Conduct a comprehensive high-risk countermeasures program to reduce unrestrained fatalities during nighttime hours and to increase occupant protection usage rates in pickup trucks.
8. 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.
9. Provide safety belt restraint, child safety seat restraint, safety enforcement information, and educational materials to the public.
10. Provide training opportunities to potential and existing child passenger safety (CPS) technicians and instructors.
11. Provide training opportunity on providing safe travel for children with special needs.
12. Maintain a CPS seat distribution program for low-income families.
13. Conduct annual observational surveys on occupant protection usage including a nighttime survey.
14. Provide paid media programming to support the National "Click it or Ticket." campaign.
15. Provide paid media outreach for state planned occupant protection education.
16. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the occupant protection outreach program.
17. The LHSC will measure the Gross Rating Point average for the occupant protection campaigns for network buys at the end of the fiscal year.

## Programs and Projects

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**Project Number:** 2014-20-02

**Project Title:** Louisiana Passenger Safety Task Force Assistant

**Project Description:** This individual serves as the Administrative Assistant for the Louisiana Passenger Safety Task Force to co-coordinate and organize/implement all of the child passenger safety restraint related programs and events as approved by the LPSTF Program Director for the State of Louisiana. Such duties to include: maintain database of all LA CPS technicians, provide centralized resource for all CPS activities and education, coordinates statewide quarterly meetings, orders/distributes promotional materials and supplies, coordinates CPS seat events, etc. (CTW, Chapter 2: Section 7.2, 7.3)

**Project Budget/Source:** \$36,000.00/HSIP Funds

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**Project Number:** 2014-20-05

**Project Title:** Louisiana Passenger Safety Task Force

**Project Description:** To maintain the Louisiana Passenger Safety Task Force (LPSTF) occupant protection efforts through the Interim LSU Hospital to promote child safety seat usage, as well as safety belt usage statewide. The LPSTF will: provide a centralized resource for all OP/CPS activities and education, gather/maintain a database of all LA CPS technicians, promote recertification of technicians every two years, conduct quarterly regional meetings, provide five Standardized Child Passenger Safety Instructor/Technician Courses and support certified fitting stations in each region. (CTW, Chapter 2: Section 7.2, 7.3)

**Project Budget/Source:** \$249,900.00/HSIP Funds

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**Project Number:** 2014-20-04

**Project Title:** Hispanic Outreach Occupant Protection (Rapides/Natchitoches Parishes)

**Project Description:** To educate the Hispanic population in the Rapides and Natchitoches parish areas to raise awareness of the importance of wearing a seat belt and using child passenger safety restraints. The Hispanic Committee of the South (HSC) will accomplish the following: conduct monthly occupant protection related educational campaigns in churches, community centers and the HSC office to inform parents about child passenger safety laws, distribute Spanish educational related materials to Hispanic families, conduct child safety seat clinics every other month, continue to promote a Buckle Up Latino Campaign using PSA's to increase seat belt usage, distribute child safety seats at clinics and participate in local events to promote and distribute occupant protection educational materials in Spanish to the Hispanic community. (CTW, Chapter 2: Section 7.2, 7.3)

**Project Budget/Source:** \$57,100.00/HSIP

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**Project Number:** 2014-20-03

**Project Title:** Sheriff's Safety Town-Caddo Parish

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

**Project Budget/Source:** \$10,100.00/Section 402

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**Project Number:** 2014-20-06

**Project Title:** Research and Assessment Surveys

**Project Description:** To utilize Section 402 funds to conduct the statewide observational surveys as required by the National Highway Traffic Safety Administration to determine adult seat belt usage. The motorcycle helmet usage survey will be conducted simultaneously at no cost to Louisiana. Also provides Section 402 funds for statewide attitudinal surveys on impaired driving, occupant protection, and speed. Funds will provide for the personnel, materials, administrative and logistical support to complete these surveys. Upon completion of the data collection, the Preusser Research Group, Inc. will enter, tabulate and process the data to develop a final report of the surveys. Section 402 funds will also be utilized to conduct a nighttime observations survey to measure seat belt usage during nighttime hours as part of the high-risk countermeasures program.

**Project Budget/Source:** \$172,700.00/Section 402

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**Project Number:** 2014-20-01

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

**Project Description:** To educate the Hispanic population in the Greater New Orleans area to raise awareness of the importance of wearing a seat belt and using child passenger safety restraints. The Catholic Charities Archdiocese of New Orleans will accomplish the following: raise awareness through community outreach, partner with the Louisiana Passenger Safety Task Force (LPSTF) and the New Orleans Police Department (NOPD) to host 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, clinics), etc. This project will build upon their existing services to reach additional clients throughout the year. (CTW, Chapter 2: Section 7.2)

**Project Budget/Source:** \$49,999.00/HSIP

**Project Number:** 2014-30-10 through 2014-30-65

**Project Title:** OP Overtime Enforcement – Local Law Enforcement

**Project Description:** Short-term, high visibility and sustained enforcement continue to be the most effective countermeasure in increasing seat belt usage. (CTW, Chapter 2: Sections 2.1, 2.2, 5.1) This strategy will provide subgrants to local police departments and sheriff's offices for OP overtime enforcement. All law enforcement agencies participating in this targeted OP overtime enforcement program utilize data to identify areas of critical need and focus on high-risk populations (nighttime usage and pickup trucks). Agencies deploy resources based on crash analysis and make adjustments throughout the year as needed. Participating agencies conduct checkpoints, saturation patrols, and year-long enforcement to correspond with both national and state mobilizations. Law enforcement agencies participating in this targeted OP overtime enforcement program include:

- |   |  |
|---|--|
| 1. Abbeville Police Department              | 29. Lake Charles Police Department         |
| 2. Alexandria Police Department             | 30. Livingston Parish Sheriff's Department |
| 3. Ascension Parish Sheriff's Office        | 31. Mandeville Police Department           |
| 4. Baker Police Department                  | 32. Monroe Police Department               |
| 5. Baton Rouge Police Department            | 33. Natchitoches Police Department         |
| 6. Bogalusa Police Department               | 33. New Orleans Police Department          |
| 7. Bossier City Police Department           | 35. Opelousas Police Department            |
| 8. Caddo Parish Sheriff's Office            | 37. Pineville Police Department            |
| 9. Calcasieu Parish Sheriff's Office        | 38. Ponchatoula Police Department          |
| 10. Covington Police Department             | 39. Rapides Parish Sheriff's Office        |
| 11. Denham Springs Police Department        | 40. Rosepine Police Department             |
| 12. E. Baton Rouge Parish Sheriff's Office  | 41. Shreveport Police Department           |
| 13. Franklin Police Department              | 42. Slidell Police Department              |
| 14. Franklinton Police Department           | 43. Southeastern Louisiana University      |
| 15. Gonzales Police Department              | 44. Southern University Baton Rouge        |
| 16. Grambling Police Department             | 45. Sulphur Police Department              |
| 17. Greenwood Police Department             | 46. St. Charles Parish Sheriff's Office    |
| 18. Hammond Police Department               | 47. St. Tammany Parish Sheriff's Office    |
| 19. Harahan Police Department               | 48. Tangipahoa Parish Sheriff's Office     |
| 20. Houma Police Department                 | 49. Terrebonne Parish Sheriff's Office     |
| 21. Iberia Parish Sheriff's Office          | 50. Thibodaux Police Department            |
| 22. Jean Lafitte Police Department          | 51. Walker Police Department               |
| 23. Jefferson Davis Parish Sheriff's Office | 52. Washington Parish Sheriff's Office     |
| 24. Jefferson Parish Sheriff's Office       | 53. W. Monroe Police Department            |
| 25. Kenner Police Department                | 54. Westwego Police Department             |
| 26. Lafayette Police Department             | 55. Zachary Police Department              |
| 27. Lafourche Parish Sheriff's Office       |  |
| 28. Lake Charles Police Department          |  |

**Project Budget/Source:** \$1,026,038.00/Section 402 Funds and \$586,313.00/Section HSIP Funds

**Project Number:** 2014-80-03

**Project Title:** LHSC Public Relations

**Project Description:** Public relations firm to provide services of press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations. Specifically on the topics of Impaired Driving, Occupant Protection, and other National Priority Safety Programs. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 2: Section 3.1, 3.2)

**Project Budget/Source:** \$49,500.00/Section 402

**Project Number:** 2014-80-01

**Project Title:** Paid Media for Occupant Protection

**Project Description:** This contract is focused on the occupant protection program area would research and develop a year long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 2: Section 3.1, 3.2)

**Project Budget/Source:** \$1,100,000.00/HSIP

**Occupant Protection: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
2014-20-02	LPSTF Assistant	\$36,000.00	HSIP
2014-20-05	LPSTF	\$249,900.00	HSIP
2014-20-04	Hispanic Committee of the South	\$57,100.00	HSIP
2014-20-03	Friends of Safety Town	\$10,100.00	402
2014-20-06	Research and Assessment Surveys	\$172,700.00	402
2014-20-01	Catholic Charities Archdiocese of New Orleans	\$49,999.00	HSIP
	OP Overtime Enforcement – Local Law Enforcement	\$1,026,038.00	402
		\$586,313.00	HSIP

<b>2014-80-03</b>	LHSC Public Relations	\$49,500.00	402
<b>2014-80-01</b>	Paid Media for OP	\$1,100,000.00	HSIP
<b>402 Total</b>		<b>\$1,258,338.00</b>	
<b>HSIP Total</b>		<b>\$2,076,312.00</b>	
<b>Total All Funds</b>		<b>\$3,334,650.00</b>	

### 3.3 Traffic Records Program Area

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

Section 405c funds provide guidance for traffic records projects to be planned, implemented, and managed by the Traffic Records Coordinating Committee (TRCC). In practice, a Traffic Safety Information System Strategic Plan is the guiding document for a statewide TRCC, a body composed of members from the different stakeholders involved in collecting and using data related to highway safety. The plan is the committee's charter and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section. The LHSC will continue to partner with the TRCC. The Performance Targets and Performance Measures noted below are in support of the State's 2014 Section 405c Grant Application.

Louisiana's request to NHTSA for a traffic records GO-Team to assist in the development of a new Traffic Records Strategic Plan was recently approved.

#### Performance Targets

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

#### Performance Measures

- LA will improve the timeliness of the crash system as measured in terms of decrease in the median or mean number of days from the crash date to the date the crash report is entered into the statewide crash database from a baseline of 28.89 days to 22.73 days in FY 2014.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 1.69 to 1.62 in FY 2014.

#### Strategies

1. Maintain membership in the Louisiana TRCC.



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

## Programs and Initiatives

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**Project Number:** 2014-40-01

**Project Title:** Automated DWI Processing

**Project Description:** This contractor will coordinate and direct the implementation of the electronic DWI Arrest Reporting System. After the outside software vendor has been selected through an RFP process, this contractor will work closely with this vendor, as well as DPS Data Processing personnel, the Louisiana District Attorneys Association, the Office of Motor Vehicles and the various law enforcement agencies participating in the project to ensure its success. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

**Project Budget/Source:** \$2,096,400.00/Section 154 AL and \$3,000,000.00/Section 164

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**Project Number:** 2014-10-13

**Project Title:** Automated DWI Processing System Coordinator

**Project Description:** This contractor will coordinate and direct the implementation of the electronic DWI Arrest Reporting System. This contractor works closely with this vendor, as well as DPS Data Processing personnel, the Louisiana District Attorneys Association, the Office of Motor Vehicles and the various law enforcement agencies participating in the project to ensure its success. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

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

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**Project Number:** 2014-40-40

**Project Title:** TRCC Meeting Support

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on meeting support for TRCC members and TRCC related initiatives. Projects should help the TRCC discuss and promote their goals and objectives. (Highway Safety Program Guidelines No. 10)

**Project Budget/Source:** \$50,000.00/Section 405c

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**Project Number:** 2014-40-10

**Project Title:** Improve Timeliness and Accuracy of Crash Data

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on improving the timeliness and accuracy of crash data. Projects should help the state receive crash data in a more timely manner and receive more complete and accurate crash data. (Highway Safety Program Guidelines No. 10)

Project examples include:

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

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

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**Project Number:** 2014-40-20

**Project Title:** Improve Data Accessibility

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on improving and measuring data accessibility. Projects should help the state measure and improve the dissemination of crash data to decision makers. (Highway Safety Program Guidelines No. 10)

Project examples include:

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

**Project Budget/Source:** \$380,000.00/Section 405c

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**Project Number:** 2014-40-30

**Project Title:** Electronic Citation

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on capturing, storing, analyzing, and reporting of electronic citation data. Projects should help law enforcement move from a paper based to an electronic citation system. (Highway Safety Program Guidelines No. 10)

Project examples include:

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

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

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**Project Number:** 2014-40-05

**Project Title:** TRCC Conference Travel

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on conference travel support for TRCC members and TRCC related initiatives. Projects should help the TRCC discuss and promote their goals and objectives. (Highway Safety Program Guidelines No. 10)

**Project Budget/Source:** \$25,000.00/Section 408

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**Project Number:** 2014-40-50

**Project Title:** Traffic Crash Report Revision

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on enhancing the uniformity of the state's crash data. Projects should help the state enhance their crash data to be more uniform with MMUCC requirements and the development of new training material. (Highway Safety Program Guidelines No. 10)

Project examples include:

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

**Project Budget/Source:** \$70,000.00/Section 405c

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**Project Number:** 2014-40-60

**Project Title:** Court Management

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on capturing, storing, analyzing, and reporting of court management data. Projects should help the courts move from a paper based to an electronic reporting system. (Highway Safety Program Guidelines No. 10)

Project examples include:

Automation of court management systems  
 Software licensing  
 Hardware purchasing

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

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**Project Number:** 2014-40-61

**Project Title:** Louisiana Emergency Response Network (LERN)

**Project Description:** This project was approved by the TRCC Executive Committee. The project provides for a contracted individual at LERN that will travel around the state and contract with the various ambulance providers to enlist their cooperation in submitting emergency crash data to LERN for the purposes of creating a statewide Emergency Response Crash Database. This data will then be transmitted to the HSRG for analysis with their existing crash database. (Highway Safety Program Guidelines No. 10)

**Project Budget/Source:** \$49,000.00/Section 408

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**Project Number:** 2014-40-62

**Project Title:** Louisiana Ambulance Alliance

**Project Description:** This project was approved by the TRCC Executive Committee. The Ambulance Alliance will utilize these funds to purchase laptops to distribute to the various ambulance providers around Louisiana to enable the providers to electronically submit their emergency crash data to LERN. This project will work in concert with the LERN project. (Highway Safety Program Guidelines No. 10)

**Project Budget/Source:** \$151,000.00/Section 408

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**Project Number:** 2014-40-70

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

**Project Description:** This initiative, to be managed by the Traffic Records Coordinating Committee (TRCC), will focus on capturing, storing, analyzing, and reporting of EMS and injury surveillance data. Projects should help the state identify how to capture and integrate EMS and injury surveillance data with crash data. (Highway Safety Program Guidelines No. 10)

Project examples include:

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

**Project Budge/Source:** \$64,218.99/Section 408

**Project Number:** 2014-40-02

**Project Title:** Information Technology Applications Program Analyst

**Project Description:** This position, which is physically located at the DPS Data Center, is concerned with uploading, maintaining and troubleshooting the State Police Crash data base; working with the State Police Troops, Traffic Records and Radio Maintenance in solving crash report problems; assisting Highway Safety in preparing and programming reports and electronic enhancements as requested; working with the selected vendor in the assimilation and rollout of the Electronic DWI Reporting System; and any other computer programming tasks deemed appropriate. (Highway Safety Program Guidelines No. 10)

**Project Budget/Source:** \$100,000.00/Section 408

**Traffic Records: Budget Summary**

Project Number	Project Title	Budget	Budget Source
2014-40-01	Automated DWI Processing	\$2,096,400.00 \$3,000,000.00	154 AL 164 AL
2014-10-13	Coordination of Automated DWI Processing	\$49,900.00	410
2014-40-40	TRCC Meeting Support	\$50,000.00	405c
2014-40-10	Improve Timeliness/Accuracy of Crash Data	\$300,000.00	408
2014-40-20	Improve Data Accessibility	\$380,000.00	405c
2014-40-30	Electronic Citation	\$150,000.00	408
2014-40-05	TRCC Conference Travel	\$25,000.00	408
2014-40-50	Traffic Crash Report Revision	\$70,000.00	405c
2014-40-60	Court Management	\$150,000.00	408
2014-40-61	LERN	\$49,000.00	408
2014-40-62	LA Ambulance Alliance	\$151,000.00	408
2014-40-70	EMS/Injury Surveillance Data Needs and System Integration	\$64,218.99	408
2014-40-02	Program Analyst	\$100,000.00	408

<b>402 Total</b>		<b>0</b>	
<b>405c Total</b>		<b>\$564,218.99</b>	
<b>408 Total</b>		<b>\$925,000.00</b>	
<b>410 Total</b>		<b>\$49,900.00</b>	
<b>154/164 AL Total</b>		<b>\$5,096,400.00</b>	
<b>Total All Funds</b>		<b>\$6,635,518.99</b>	

### 3.4 Motorcycle Safety Program Area

#### Problem Identification and Analysis

Louisiana maintained its motorcycle helmet law in 2013. Safety practitioners will likely need to sustain the same vigorous educational and informational efforts in FFY 2014. There were 79 motorcyclist fatalities in 2012, a 2.5% decrease from 79 in 2011. Thirty-two percent of those fatalities involved alcohol impairment, a one percent decrease from 2011. Overall, motorcycle crashes decreased from 2,165 in 2011 to 2,147 in 2012. Motorcycle injuries decreased by 4.3% from 2011 to 2012. Helmet use in motorcycle crashes was 91% in both 2011 and 2012. 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.

#### Performance Targets

- To reduce motorcycle fatalities by 2.5% annually from 80 in 2011 to 76 in 2014.
- To reduce unhelmeted motorcyclist fatalities by 7% annually from 14 in 2011 to 12 in 2014.

#### Performance Measures

- Number of motorcyclist fatalities.
- Number of unhelmeted motorcyclist fatalities.

#### Strategies

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

#### Programs and Projects

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**Project Number:** 2014-50-02

**Project Title:** Motorcycle Awareness Committee

**Project Description:** The Motorcycle Awareness Committee (MAC) will expand its reach by increasing from 9 to 11 chapters in FY 2014. 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:** \$40,000.00/Section 2010

**Project Number:** 2014-50-01

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

**Project Description:** The Motorcycle Safety Foundation approved training program in Louisiana resides within the Department of Public Safety and provides Basic training courses and Advanced Rider Courses at locations throughout the state. The LHSC grant will assist the training program in expanding from 8 to 10 sites across the state. (CTW, Chapter 5: Sections 3.1, 3.2, 4.1, 4.2)

**Project Budget/Source:** \$40,000.00/Section 2010 and \$65,411.38/Section 405f (\$105,411.38 Total)

**Motorcycle Safety: Budget Summary**

Project Number	Project Title	Budget	Budget Source
2014-50-02	Motorcycle Awareness Committee	\$40,000.00	2010
2014-50-01	LSP Motorcycle Training and Operator Course	\$40,000.00 \$65,411.38	2010 405f
<b>402 Total</b>		<b>0</b>	
<b>405f Total</b>		<b>\$65,411.38</b>	
<b>2010 Total</b>		<b>\$80,000.00</b>	
<b>Total All Funds</b>		<b>\$145,411.38</b>	

**3.5 Police Traffic Services Program Area**

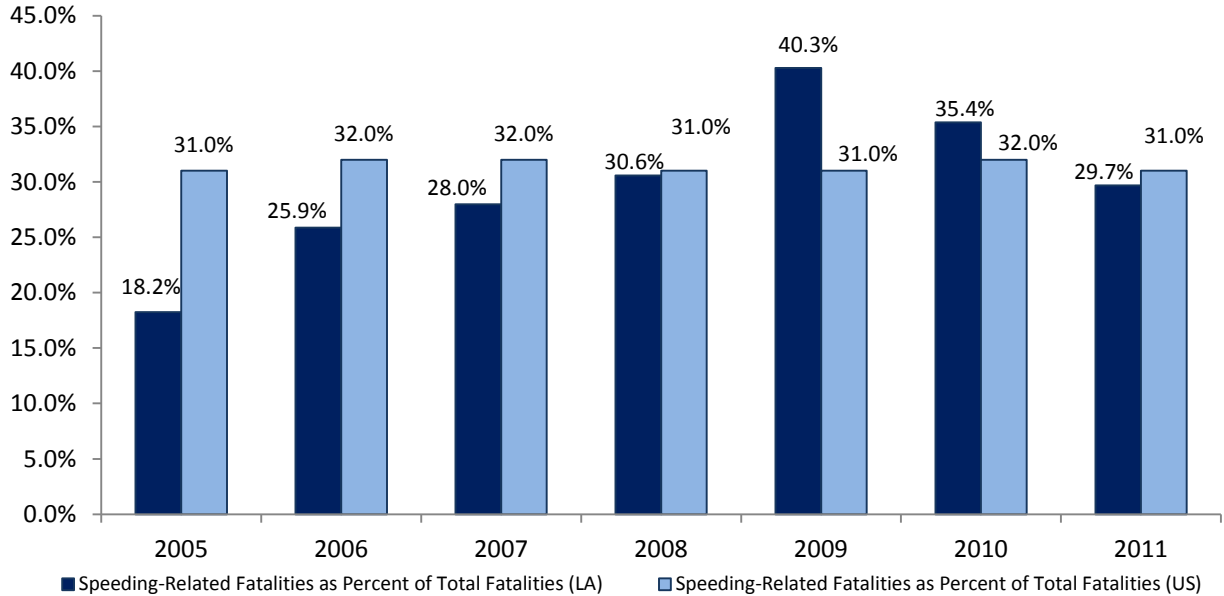
**Problem Identification and Analysis**

In FFY 2014, Police Traffic Services (PTS) will be funded under Sections 402, 410, Section 154/164, and DOTD HSIP Funds for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. In 2012, 55% of the drivers killed in crashes were not wearing seat belts, and 57% of passengers five years of age and older killed in crashes were not wearing seatbelts. In 2012, 40% of all fatal crashes were alcohol related.

Data from the Highway Safety Research Group at LSU reveal very few fatal or injury crashes include a violation for “over safe speed limit” or “over stated speed limit.” The majority of violations reported in injury (18%) and fatal (21%) crashes, however, are for “careless driving.” “Careless driving” is defined by LRS 32:58 as: “Any person operating a motor vehicle on the public roads of this state shall drive in a careful and prudent manner, so as not to endanger the life, limb, or property of any person. Failure to drive in such a manner shall constitute careless operation.” This may be interpreted by law enforcement to include speeding. Outreach to law enforcement, possibly through the State’s TRCC or Strategic Highway Safety Plan

Management Team, of which LHSC is a member, should be conducted to determine how better to identify and/or report speed involvement in Louisiana crashes. According to the FARS, Louisiana continues to fall below the U.S. average for fatalities involving speed, however, due to the information above, improvements to data collection regarding speed may result in significant changes to these statistics. In FY 2014, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of enforcement and communication activities.

**Figure 34. Speed Involvement in Louisiana Fatalities Compared to U.S. Average 2005 to 2011**



Source: FARS.

### Performance Targets

- To reduce speed related fatalities by 2.3% annually from 214 in 2011 to 204 in 2014.
- To reduce alcohol-impaired fatalities by 1% annually from 226 in 2011 to 220 in 2014.
- To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 79.3 percent in 2013 to 81.3 percent in 2014.
- To reduce fatal crashes involving young drivers by 1% annually from 94 in 2011 to 92 in 2014.
- To reduce pedestrian fatalities by 2% annually from 88 in 2011 to 84 in 2014.
- To reduce the number of unrestrained fatalities occurring at night by 1.7% annually from 168 in 2011 to 165 in 2014.
- To increase the observed seat belt use of drivers in pickup trucks by two percentage points from 71.7% in 2012 to 73.7% in 2014.

### Performance Measures

- Number of speeding related fatalities.



- Number of alcohol impaired driving traffic fatalities.
- Number of fatalities involving a driver or motorcycle operator with BAC.08+ or greater.
- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2013 seat belt observation survey.
- Number of drivers age 20 or younger involved in fatal crashes.
- Number of pedestrian fatalities.
- Number of unrestrained fatalities occurring at night.
- Observed seat belt use of drivers in pickup trucks.
- Number of seat belt citations issued during grant-funded enforcement activities.
- Number of impaired driving arrests made during grant funded enforcement activities.
- Number of speeding citations issued during grant-funded enforcement activities.

### **Strategies**

1. Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
2. Support NHTSA campaigns: “Drive Sober or Get Pulled Over” and “Click it or Ticket” with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations. The enforcement contracts will include impaired driving, occupant protection, and speed overtime hours.
3. The LHSC will contract with the expectation that each participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year.
4. Encourage nighttime occupant protection enforcement for both contracted and noncontracted law enforcement agencies.
5. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drive Sober or Get Pulled Over” and “Click it Or Ticket” campaigns.
6. Contract with the Louisiana State Police and other law enforcement agencies to conduct speed enforcement.
7. Conduct enforcement operations to prevent underage drinking.
8. Conduct two SFST Instructor, four SFST Training Field Courses, and two DRE course in 2014.
9. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

### **Programs and Projects**

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**Project Number:** 2014-30-92

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

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop A area, with top priority given to LHSC-contracted law enforcement agencies, that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of West Feliciana, East Feliciana, Pointe Coupe, East Baton Rouge, West Baton Rouge, Livingston, Ascension, northern St. James, and Iberville. The Parishes of East Baton Rouge, Livingston, and Ascension are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

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**Project Number:** 2014-30-91

**Project Title:** Law Enforcement Liaison – LSP Troop B

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop B area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of St. John, St. Charles, Jefferson, Orleans, St. Bernard, and Plaquemines. The Parishes of Jefferson, Orleans, Lafourche, and Terrebonne are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

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**Project Number:** 2014-30-96

**Project Title:** Law Enforcement Liaison – LSP Troop C

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop C area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Assumption, St. James, Lafourche, Terrebonne, and St. John. The Parishes of Lafourche and Terrebonne are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the

geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

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**Project Number:** 2014-30-99

**Project Title:** Law Enforcement Liaison – LSP Troop D

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop D area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Beauregard, Allen, Calcasieu, Jefferson Davis, and Cameron. The Parish of Calcasieu is a comprehensive problem id parish. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

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**Project Number:** 2014-30-98

**Project Title:** Law Enforcement Liaison – LSP Troop F & E

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop F area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Union, Morehouse, West Carroll, East Carroll, Lincoln, Ouachita, Richland, Madison, Jackson, Caldwell, Franklin, and Tensas. The LEL will also provide support to the Parishes of Winn, Sabine, Natchitoches, Grant, Vernon, Rapides, LaSalle, Catahoula, Concordia, and Avoyelles. The Parishes of Ouachita and Rapides are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

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**Project Number:** 2014-30-94

**Project Title:** Law Enforcement Liaison – LSP Troop G & E

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop G area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Caddo, Bossier, Webster, Claiborne, De Soto, Red River, and Bienville. The LEL will also provide support to the Parishes of Winn, Sabine, Natchitoches, Grant, Vernon, Rapides, LaSalle, Catahoula, Concordia, and Avoyelles. The Parishes of Caddo, Bossier, and Rapides are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

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**Project Number:** 2014-30-97

**Project Title:** Law Enforcement Liaison – LSP Troop I

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop I area, with top priority given to LHSC-contracted law enforcement agencies, that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Evangeline, St. Landry, Acadia, Lafayette, St. Martin, Vermillion, Iberia, and St. Mary. The Parishes of St. Landry and Lafayette are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

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**Project Number:** 2014-30-90

**Project Title:** Law Enforcement Liaison – Troop L

**Project Description:** Conduct LEL services to all law enforcement agencies in the Troop L area, with top priority given to LHSC-contracted law enforcement agencies, that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of St. Helena, Tangipahoa,

Washington, and St. Tammany. The Parishes of Tangipahoa and St. Tammany are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00/Section 402

**Project Number:** 2013-30-41





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







**Project Description:** The LSP will work DWI, speed, and OP overtime enforcement and PIO overtime activities. High fatal and injury crash locations, days, and times should be a priority for enforcement under this subgrant. Adjustments are made throughout the year based on resources and crash analysis.

The LSP will plan and conduct specific training courses. The LSP will subcontract with one or more nationally recognized law enforcement training agencies to conduct specific training courses. These training courses will include: two 1) SFST Instructor Development Course, one 1) Radar Instructor Development Course, two 1) DRE Instructor Course, one 1) SFST Certification/Practicum, four 4) SFST Training Field Courses, one 1) ARIDE, and four 4) ARIDE Field Course. These courses will be open and announced to all statewide law enforcement agencies. About one-half of the students scheduled for each of these courses shall be from statewide police departments and sheriffs' offices. The LSP will announce, schedule, register, and fully coordinate these courses. These training courses shall be free to all participating agencies and students. However, students and/or agencies may be charged a standard LSP Academy Dorm Room and/or Meal Card fee, if applicable. The LSP will provide the LHSC with rosters of students who complete each course, their final grades, and their agencies' names and addresses. The LSP also will provide the LHSC a copy of each student's Course Evaluation for each course.

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

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

-  There will be additional DWI, occupant protection, and speed enforcement;
-  The advantages to drivers and passengers of properly wearing safety belts and using child passenger safety seats;
-  Give emphasis to 18- to 34-year-old adult male pickup truck driver seat belt usage compliance;
-  Give emphasis to nighttime occupant protection compliance;

-  The results of enforcement efforts (pre- and post-surveys, PI&E events, etc.);
-  The laws, penalties, and risks of non-occupant protection usage, to include the medical, financial, and criminal risks and sanctions;
-  The laws, penalties, and risks for Drivers' License violations (including suspended, revoked, fake, expired, and no drivers' license);
-  The advantages of driving sober;
-  The advantages of using a designated driver; and
-  The laws, penalties, and risks of driving while impaired, to include the medical, financial, and criminal risks and sanctions.

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

The LHSC will reimburse the LSP for Radio Communication Overtime Activities and Clerical Overtime Activities in support of this sub grant. Radio Communication Officers and Clerical personnel may be employed on an overtime basis to assist regularly assigned radio operators, process additional paperwork, and compile statistical data associated with the increased traffic enforcement patrols. There must be a minimum of two troopers working LHSC – sponsored overtime traffic enforcement per troop in order for that troop to employ a Radio Communication Officer on an overtime basis under this sub grant. (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:** \$582,850.00/Section 402 M21; \$235,500.00/Section 410 Programmatic; \$235,639.00 Section 405d; \$119,500.00/Section 164 Alcohol M21 & \$200,000.00 HSIP Funds (\$1,294,489.00 Total)

**Project Number:** 2014-30-10 *through* 2014-30-65

**Project Title:** Overtime Traffic Safety Enforcement – Local Law Enforcement

**Project Description:** High visibility and sustained enforcement continues to be the most effective countermeasure in reducing crashes and fatalities (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1) These projects will provide subgrants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. The police departments and sheriff's offices will provide enforcement, for a number of hours to be specified in each agency's contract with LHSC, in support of occupant protection, impaired driving, speed, and child passenger safety. This enforcement will be coordinated with the NHTSA/LHSC annual "Click It or Ticket" and "Drive Sober or Get Pulled Over." Campaigns 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. Agencies deploy resources based on crash analysis and make adjustments throughout the year as needed. Law enforcement agencies to be involved in this program include:

- |                                 |  |
|---------------------------------|--|
| 1. Abbeville Police Department  | 29. Lake Charles Police Department     |
| 2. Alexandria Police Department | 30. Livingston Parish Sheriff's Office |

- |   |   |
|---|---|
| 3. Ascension Parish Sheriff's Office        | 31. Mandeville Police Department        |
| 4. Baker Police Department                  | 32. Monroe Police Department            |
| 5. Baton Rouge Police Department            | 33. Natchitoches Police Department      |
| 6. Bogalusa Police Department               | 34. New Orleans Police Department       |
| 7. Bossier City Police Department           | 35. Opelousas Police Department         |
| 8. Bossier Parish Sheriff's Office          | 36. Pineville Police Department         |
| 9. Caddo Parish Sheriff's Office            | 37. Ponchatoula Police Department       |
| 10. Calcasieu Parish Sheriff's Office       | 38. Rapides Parish Sheriff's Office     |
| 11. Covington Police Department             | 39. Shreveport Police Department        |
| 12. Denham Springs Police Department        | 40. Rosepine Police Department          |
| 13. E. Baton Rouge Parish Sheriff's Office  | 41. Slidell Police Department           |
| 14. Franklin Police Department              | 42. Sorrento Police Department          |
| 15. Franklinton Police Department           | 43. Southeastern Louisiana University   |
| 16. Gonzales Police Department              | 44. Southern University- Baton Rouge    |
| 17. Grambling Police Department             | 45. St. Charles Parish Sheriff's Office |
| 18. Greenwood Police Department             | 46. St. Tammany Parish Sheriff's Office |
| 19. Hammond Police Department               | 47. Sulphur Police Department           |
| 20. Harahan Police Department               | 48. Tangipahoa Parish Sheriff's Office  |
| 21. Houma Police Department                 | 49. Terrebonne Parish Sheriff's Office  |
| 22. Iberia Parish Sheriff's Office          | 50. Thibodaux Police Department         |
| 23. Jean Lafitte Police Department          | 51. University of LA Monroe Police      |
| 24. Jefferson Davis Parish Sheriff's Office | 52. Walker Police Department            |
| 25. Jefferson Parish Sheriff's Office       | 53. Washington Parish Sheriff's Office  |
| 26. Kenner Police Department                | 54. West Monroe Police Department       |
| 27. Lafayette Police Department             | 55. Westwego Police Department          |
| 28. Lafourche Parish Sheriff's Office       | 56. Zachary Police Department           |

**Project Budget/Source:** \$1,027,770.00/Section 402; \$575,266.00/Section 410 FR; \$1,073,913.00/Section 410 HVE; \$282,690.00/Section 154 AL; \$394,125.00/Section 164 AL; \$522,333.00/Section 405d; and \$586,313.00/HSIP Funds

**Project Number:** 2014-30-70

**Project Title:** Special Waves Overtime Enforcement – Local Law Enforcement

**Project Description:** High visibility and sustained enforcement continues to be the most effective countermeasures in reducing impaired driving related crashes and fatalities (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1) These projects will provide subgrants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. The police departments and sheriff's offices will provide enforcement, for a number of hours to be specified in each agency's contract with LHSC, in support of occupant protection and impaired driving to be coordinated with the NHTSA/LHSC annual "Click It or Ticket" and "Drive Sober or Get Pulled Over." campaigns. For a list of participating agencies, please see Table 11 – Project Summary Table for FY 2014. Additional agencies will be invited

to participate in the special waves prior to each mobilization. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations.

**Project Budget/Source:** \$101,500.00/Section 154 AL; and \$229,750.00/HSIP Funds

**Project Number:** 2014-30-93

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

**Project Description:** The subcontractor will oversee and manage PTS grants in the Troop D and Troop I areas. Duties will include the following: manage LEL's 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 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:** \$49,950/Section 402

**Project Number:** 2014-30-95

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

**Project Description:** The subcontractor will oversee and manage PTS grants in the Troop C and Troop L areas. Duties will include the following: manage LEL's 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 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:** \$49,950/Section 402

**Police Traffic Service: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
<b>2014-30-92</b>	LEL-Troop A	\$49,900.00	402
<b>2014-30-91</b>	LEL-Troop B	\$49,900.00	402
<b>2014-30-96</b>	LEL-Troop C	\$49,900.00	402
<b>2014-30-99</b>	LEL-Troop D	\$49,900.00	402



<b>2014-30-98</b>	LEL-Troop F and E	\$49,900.00	402
<b>2014-30-94</b>	LEL-Troop G and E	\$49,900.00	402
<b>2014-30-97</b>	LEL-Troop I	\$49,900.00	402
<b>2014-30-90</b>	LEL-Troop L	\$49,900.00	402
<b>2014-30-41</b>	LSP Crash Reduction	\$582,850.00 \$256,639.00 \$235,500.00 \$119,500.00 \$200,000.00	402 405d 410 FR 164 AL HSIP
	Overtime Traffic Safety Enforcement - Local Law Enforcement	\$1,027,770.00 \$522,333.00 \$575,266.00 \$1,073,913.00 \$282,690.00 \$394,125.00 \$586,313.00	402 405d 410 FR 410 HVE 154 AL 164 AL HSIP
	Special Waves- Local Law Enforcement	\$101,500.00 \$229,750.00	154 AL HSIP
<b>2014-30-93</b>	PTS Coordinator-Troop D and I	\$49,950.00	402
<b>2014-30-95</b>	PTS Coordinator-Troop C and L	\$49,950.00	402
<b>402 Total</b>		<b>\$2,109,720.00</b>	
<b>405d Total</b>		<b>\$778,972.00</b>	
<b>410 FR Total</b>		<b>\$810,766.00</b>	
<b>410 HVE Total</b>		<b>\$1,073,913.00</b>	
<b>154 AL Total</b>		<b>\$384,190.00</b>	
<b>164 AL Total</b>		<b>\$394,125.00</b>	
<b>HSIP Total</b>		<b>\$1,016,063.00</b>	
<b>Total All Funds</b>		<b>\$6,567,749.00</b>	

### 3.6 Safe Communities

#### Problem Identification and Analysis

The Safe Communities concept has been implemented in Louisiana to empower local communities to evaluate their local needs and develop strategies to improve their traffic safety problems. This concept has worked successfully in five communities. The LHSC will continue to target local communities that have the potential to embrace this concept and in working with our local partners we will have greater impact at local levels in developing the most effective approaches to improving traffic safety issues.

This section also contains coalition-based activities that do not meet the Safe Communities model, but are critical to the LHSC performance targets.

#### Performance Targets

- To reduce alcohol-impaired fatalities by 1% annually from 226 in 2011 to 220 in 2014.
- To increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 79.3 percent in 2013 to 81.3 percent in 2014.

## Performance Measures

- Number of alcohol impaired driving traffic fatalities.
- Statewide seat belt use rate, front seat outboard occupants, as determined by the 2012 seat belt observation survey.

## Strategies

1. Support the five existing Safe Community programs through maintained funding.
2. Assess and fund eligible coalition based projects that do not meet the Safe Communities model.

## Programs and Projects

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**Project Number:** 2014-70-05

**Project Title:** South Central Safe Community

### Project Description:

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

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

([www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit\\_sp/pdf/approach.pdf](http://www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit_sp/pdf/approach.pdf))

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

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**Project Number:** 2014-70-06

**Project Title:** St. Martin Parish Safe Community

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

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

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

([www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit\\_sp/pdf/approach.pdf](http://www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit_sp/pdf/approach.pdf))

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

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**Project Number:** 2014-70-02

**Project Title:** Lincoln Parish Safe Community

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

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

([www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit\\_sp/pdf/approach.pdf](http://www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit_sp/pdf/approach.pdf))

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

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**Project Number:** 2014-70-03

**Project Title:** National Safety Council – New Orleans Regional Traffic Safety Coalition

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

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

([www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit\\_sp/pdf/approach.pdf](http://www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit_sp/pdf/approach.pdf))

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

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**Project Number:** 2014-10-16

**Project Title:** Tangipahoa Parish Government – TRACC Coalition

**Project Description:** The Tangipahoa Parish Government office in Amite, Louisiana will coordinate the Safe Community membership in the Tangipahoa Parish area. Each Safe Community program will follow the NHTSA model that includes the establishment and maintenance of a Safe Community Coalition that includes a variety of professionals, safety advocates, and community leaders, the continual assessment of crash data, and the development and implementation of an action plan for impaired driving prevention and underage drinking prevention.

Additionally, this Safe Community project will include the planning and implementation of two public forums, one to address impaired driving prevention and one to address underage drinking concerns. Also, this project conduct specific outreach efforts designed to support the National Mobilizations of Drive Sober or Get Pulled Over, and conduct a local press event to enhance the media component of the National Mobilization.

([www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit\\_sp/pdf/approach.pdf](http://www.nhtsa.gov/nhtsa/hispanictoolkit/toolkit_sp/pdf/approach.pdf))

**Project Budget/Source:** \$40,000.00/Section 410

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**Project Number:** 2014-70-01

**Project Title:** Lexlee's Kids

**Project Description:** The project will fund the Ready, Set, DRIVE! Teen Driver Safety Program program in East 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:** \$24,850.00/Section 402

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**Safe Communities: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
2014-70-05	South Central Safe Community	\$69,710.00	402
2014-70-06	St. Martin Parish Safe Community	\$75,600.00	402
2014-70-02	Lincoln Parish Safe Community	\$38,020.00	402
2014-70-03	NO Regional Traffic Safety Coalition	\$36,100.00	402
2014-10-16	Tangipahoa Parish – TRACC Coalition	\$40,000.00	410
2014-70-10	Lexlee's Kids	\$24,850.00	402
<b>402 Total</b>		<b>\$244,280.00</b>	
<b>410 Total</b>		<b>\$40,000.00</b>	
<b>Total All Funds</b>		<b>\$284,280.00</b>	

## 3.7 Railgrade/Highway Safety

### Problem Identification and Analysis

There were four deaths reported involving a train in 2012 compared to 7 deaths reported for 2011.

### Goal

- To reduce railgrade fatalities by 14% annually from 7 in 2011 to 5 in 2014.

### Performance Measures

Number of highway-rail grade fatalities.

### Strategies

1. Support Louisiana Operation Lifesaver.
2. Establish a legislative framework for the LHSC program throughout 2013.
3. Conduct highway-rail grade crossing public education programs.
4. Conduct highway-rail grade crossing officer training programs.
5. Support Officer on a Train educational program.
6. Encourage strict enforcement of rail crossing violations.

### Programs and Projects

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**Project Number:** 2014-60-01

**Project Title:** Operation Lifesaver - Rail

#### Project Description:

1. Act as the coordinator for Louisiana Operation Lifesaver (LOL).
2. Update the Operation Lifesaver Action Plan for FY 2014 based on problem identification, regarding motor vehicle / train crashes, trespass prevention, and Louisiana Operation Lifesaver, LOL, and the LHSC goals and objectives.
3. Update existing LOL plans in first quarter of FFY.
4. Plan, organize, and conduct meetings, workshops, and presentations to support rail grade safety.
5. Maintain, and utilize the LOL "presenters" database.
6. Coordinate the maintenance of the LOL website.
7. Train volunteers statewide.
8. Promote LOL and Operation Lifesaver programs in parishes with high railroad grade collision rates.

([www.oli.org](http://www.oli.org), CTW, Section 1: 6.5)

**Project Budget/Source:** \$36,726.00/Section 402

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**Railgrade/Highway Safety: Budget Summary**


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Project Number	Project Title	Budget	Budget Source
2014-60-01	Operation Lifesaver	\$20,000.00	402
<b>402 Total</b>		<b>\$36,726.00</b>	
<b>Total All Funds</b>		<b>\$36,726.00</b>	

### 3.8 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

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**Project Number:** 2014-90-00

**Project Title:** Hazard Elimination/Highway Safety Improvement Program (HSIP) FY14

**Project Description:** Install or construct countermeasures on Louisiana's streets, roads, and highways designed to eliminate hazards to the motoring public, and thereby reduce the number of crashes. Projects within this program include, but are not limited to, the following: constructing turn lanes; roundabouts, retrofitting interstates and other routes with rumble strips; bridge and guard rail installation/rehabilitation; improve roadway alignments; intersection improvements; signal installation and upgrades; lighting; improvements in the collection, processing, and analysis of traffic crash and roadway data; SHSP implementation activities; and the development and implementation of public awareness campaigns. LHSC will participate as a Safety Selection Team member in the recommendation and prioritization of these 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:** \$29,754,777.00 Section 154HE and \$29,755,125.00 Section 164HE

Project Number	Project Title	Budget	Budget Source
<b>2014-90-00</b>			
H.006472	Shreveport Traffic Signals Projects	\$374,000.00	154 HE
H.006478	Traffic Signal Installations	\$400,000.00	154 HE
H.009942	LA 10 @ Franklinton Overlay	\$3,800,000.00	154 HE
H.010139	Guard Rail Upgrade	\$1,139,000.00	154 HE
H.010210	Upgrade Tangipahoa RR Crossings	\$180,000.00	154 HE

H.010483	District 05 Guardrail Replacement	\$2,500,000.00	154 HE
H.010675	I 20 Median Cable Installation	\$4,167,000.00	154 HE
H.010738	LA 3235 Signage & Rumble Strips	\$325,000.00	154 HE
	Misc Small Projects & Plan Changes	\$1,000,000.00	154 HE
	La Operation Lifesaver	\$60,000.00	164 HE
	Data Analysis	\$3,000,000.00	164 HE
	Local Roads	\$5,000,000.00	164 HE
	Safe Routes to Schools	\$1,200,000.00	164 HE
	Local Circuit Rider	\$132,000.00	164 HE
	Roundabout Retainer	\$100,000.00	164 HE
	Consultant Contracts	\$250,000.00	164 HE
	Project Design Retainer	\$500,000.00	164 HE
	SHSP Implementation Activities	\$174,885.00	164 HE
	Total Funds Obligated	<b>\$24,301,885.00</b>	
	Total Funds Unobligated	<b>\$35,208,217.00</b>	
<b>154/164 HE Funds</b>		<b>\$59,509,902.00</b>	
<b>Total All Funds</b>		<b>\$59,509,902.00</b>	

### 3.9 Planning and Administration

Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of the LHSC Highway Safety Plan. Costs include salaries and related personnel benefits for the Governor's Representative and for other technical, administrative, and clerical staff in the LHSC, as shown in Tables 8 and 9. P&A costs also include office expenses such as travel, equipment, supplies, rent, and utilities necessary to carry out the functions of the LHSC.

A program cost summary for all program areas can be found in Table 10 at the end of this section. All costs identified are allowable. In FY 2014, the LHSC is not proposing to fund any equipment purchases.

#### Performance Targets

- To provide the 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**

1. Provide staff the opportunity to receive training and attend various traffic safety conferences to improve skills and knowledge.
2. Follow guidance provided by the LHSC accountant to limit planning and administration costs to the 13% maximum.

<u>Planning and Administration Activities</u>	<u>Federal</u>	<u>State Match</u>
Salaries (Executive Director, Planner (60%),Deputy Director, Accountant, Accountant Assistant)	\$252,907	\$60,500
Fringe Benefits (29%)	\$73,231	
Travel	\$25,000	\$15,000
Other Fees	\$15,000	\$25,000
Operating Services/Supplies	\$40,000	\$150,000
Professional Services	\$33,700	\$82,867
Indirect Costs		\$103,515
	_____	_____
	\$439,882	\$436,882



**Table 8. Planning and Administration Activities**

Project No.	Funding Source	Project Name	Description	2014 Proposed Funding
2014-01-01	402 402 M21	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.	\$150,000 \$286,882
<b><i>Program Management Projects</i></b>				
2014-10-00	402 402 M21	Program Management (Alcohol)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.	\$150,000 \$200,561
2014-20-00	402 402 M21	Program Management (Occupant Protection)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.	\$20,000 \$70,383
2014-30-00	402	Program Management (Police Traffic Services)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.	\$253,294
20134-40-00	402 402 M21	Program Management (Traffic Records)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.	\$80,400 \$49,242
2014-50-00	402	Program Management (Motorcycle)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC motorcycle safety program.	\$10,021
2014-70-04	402	Program Management (Safe Communities)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC safe communities program.	\$9,739
2014-60-00	402	Program Management (Railroad/Highways)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC railroads/highway program.	\$1,453
<b><i>Program Support Projects</i></b>				
2014-30-01	402	LHSC Sponsored Travel and Training	Program provides funding for in and out-of-state travel to conferences and training.	\$25,000
2014-40-03	402	Traffic Safety Program Consultant	Provides for a traffic safety program consultant.	\$35,000
2014-40-04	402	H & M Consulting	Provides for statistical analysis of identified traffic safety needs.	\$25,000

**Table 9. Positions and Funding Source**

Position	Current Staff		Federal	State	AL	OP	PT	TR	SA	MC	RH	154AL
Executive Director	Col. John A. LeBlanc	Planning and Administration	40%	60%								
Accountant (LHSC Program Coordinator 2)	Linda Tillman	Planning and Administration	100%									
Assistant Director (LHSC Program Coordinator 3)	Ken Trull	Program Management	100%									
LHSC Program Coordinator 2/Planner	Dortha Cummins	P/A (60%) and Program Management	100%		4%	96%						
Program Coordinator 1	Juanita Crotwell	Program Management	100%		72%					28%		
Program Coordinator 2	Lyrice Johnson	Program Management	100%				100%					
Program Coordinator 2	Chuck Miller	Program Management	100%					22%				78%
Public Information Coordinator (LHSC Program Coordinator 2)	Elaine Rougeau	Program Management	100%		58%	35%			7%			
Grants/Reviewer 2	Chela Mitchell	Program Management	100%		98%		1%					1%
Administrative Coordinator 3*	Vacant	Program Management	100%		51%	8%	31%	8%	1%	1%		
Administrative Coordinator 3	Ladricka Hill Minor	Planning and Administration	100%									
Grants/Reviewer 2*	Cindy Wheeler	Program Management	100%		51%	8%	31%	8%	1%	1%		

\*Percentages are based on all LHSC projects – these positions support all LHSC projects.

This method will be utilized in lieu of the Personnel Action Reports. Projects will be monitored and adjustments made to percentages if necessary.

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Except as noted above, these percentages are based upon total % of Program Area calculated by \$ of amount of projects managed/All LHSC projects exclusive of Planning and Administration, Program Management and Hazard Elimination Funds.

Chela Mitchell

Alcohol	\$2,568,418.00
Occupant Protection	\$0.00
Police Traffic Services	\$25,000.00
Traffic Records	\$0.00
Safe Communities	\$0.00
Motorcycle	\$0.00
Railroads	<u>\$36,726.00</u>
	\$2,630,144.00

Charles Miller

Alcohol	\$5,215,350.00
Occupant Protection	\$0.00
Police Traffic Services	\$0.00
Traffic Records	\$1,485,000.00
Safe Communities	\$0.00
Motorcycle	\$0.00
Railroads	<u>\$0.00</u>
	\$6,700,350.00

Elaine Rougeau

Alcohol	\$1,839,826.00
Occupant Protection	\$1,116,000.00
Police Traffic Services	\$0.00
Traffic Records	\$0.00
Safe Communities	\$219,430.00
Motorcycle	\$0.00
Railroads	<u>\$0.00</u>
	\$3,175,256.00

Dortha Cummins

Alcohol	\$25,000.00
Occupant Protection	\$575,799.00
Police Traffic Services	\$0.00
Traffic Records	\$0.00
Safe Communities	\$0.00
Motorcycle	\$0.00
Railroads	<u>\$0.00</u>
	\$600,799.00

Juanita Crotwell

Alcohol	\$505,142.00
Occupant Protection	\$0.00

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Police Traffic Services	\$0.00
Traffic Records	\$0.00
Safe Communities	\$24,850.00
Motorcycle	\$253,195.00
Railroads	<u>\$0.00</u>

\$783,187.00

Lyrca Johnson

Alcohol	\$0.00
Occupant Protection	\$0.00
Police Traffic Services	\$4,874,993.00
Traffic Records	\$0.00
Safe Communities	\$0.00
Motorcycle	\$0.00
Railroads	<u>\$0.00</u>

\$4,874,993.00

Darrell Hebert\*

Alcohol	\$0.00
Occupant Protection	\$0.00
Police Traffic Services	\$727,200.00
Traffic Records	\$0.00
Safe Communities	\$0.00
Motorcycle	\$0.00
Railroads	<u>\$0.00</u>

\$727,200.00

Kenneth Williams\*

Alcohol	\$0.00
Occupant Protection	\$0.00
Police Traffic Services	\$1,093,806.00
Traffic Records	\$0.00
Safe Communities	\$0.00
Motorcycle	\$0.00
Railroads	<u>\$0.00</u>

\$1,093,806.00

\*Included in calculation but not included in salary table because these are contracted positions.

**Table 10. Performance Report for FFY 2013**

The 2011 data indicated that Louisiana continues to see a downward trend in fatalities, VMT, unrestrained fatalities, speeding-related fatalities, and fatal crashes involving drivers under 20. Although, serious injuries, motorcycle fatalities, unhelmeted motorcycle fatalities, and pedestrian fatalities have begun trending upward. Alcohol-impaired driving fatalities remains unchanged from 2010 to 2011. Louisiana saw a 1.6% increase in occupant observed usage from 2011 to 2012.

### Traffic Safety Performance (Core Outcome) Measures\* For Louisiana

Core Outcome Measures		Year					
		2007	2008	2009	2010	2011	2012
Traffic Fatalities	Total	993	916	824	721	675	-
	Rural	520	502	442	391	348	-
	Urban	473	414	382	330	327	-
	Unknown	0	0	0	0	0	-
Serious Injuries**		15,814	15,540	14,796	13,397	13,474	-
Fatalities Per 100 Million Vehicle Miles Driven***	Total	2.19	2.03	1.84	1.59	-	-
	Rural	2.67	2.58	2.28	2.05	-	-
	Urban	1.83	1.61	1.50	1.25	-	-
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	736	671	581	522	470	-
	Restrained	239	213	193	190	169	-
	Unrestrained	437	397	353	284	269	-
	Unknown	60	61	35	48	32	-
Alcohol-Impaired Driving Fatalities (BAC=.08+****)		375	339	290	226	226	-
Speeding-Related Fatalities		256	252	290	239	214	-
Motorcyclist Fatalities	Total	89	81	103	74	80	-
	Helmeted	65	49	77	63	59	-
	Unhelmeted	21	32	25	10	14	-
	Unknown	3	0	1	1	7	-
Drivers Involved in Fatal Crashes	Total	1,302	1,172	1,037	929	930	-
	Aged Under 15	4	4	2	2	1	-
	Aged 15-20	175	128	132	106	93	-
	Aged Under 21	179	132	134	108	94	-
	Aged 21 and Over	1,104	1,025	885	807	820	-
Unknown Age	19	15	18	14	16	-	
Pedestrian Fatalities		111	107	108	77	88	-
Observed Occupant Protection Usage (%)		74.8%	75.5%	74.5%	75.9%	77.7%	79.3%

\*These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)

\*\*Serious Injuries data are from Highway Safety Research Group at Louisiana State University (State data)

\*\*\*2011 State Vehicle Miles Traveled (VMT) Data is Not Yet Available

\*\*\*\*Based on the BAC of All Involved Drivers and Motorcycle Riders Only

**Table 11. Project Summary Table for FFY 2014**

\*Projects with this notation are included in either SHSP State Emphasis area action plans or Regional Emphasis area action plans in concept or as an identified countermeasure. Enforcement projects are included but are not marked.

## FFY 2014 PROJECT LIST

### State of Louisiana

Coordinator	Project Number	Agency	Project Title	FFY 2014 Allocation	Funding Source	Prog Area
Dortha	2014-20-01	Catholic Charities Archdiocese of New Orleans	Hispanic Apostolate Highway Safety Initiative	\$49,999.00	HSIP	OP
Dortha	2014-20-02	Dinnika T. Lawrence	Louisiana Passenger Task Force Assistant	\$36,000.00	HSIP	OP
Dortha	2014-20-04	Hispanic Committee of the South	Hispanic Outreach Occupant Protection	\$57,100.00	HSIP	OP
Dortha	2014-20-05	Interim LSU Hospital	Child Passenger Safety Program *	\$249,900.00	HSIP	OP
Darrell	2014-30-10	Abbeville PD	Abbeville PD	\$3,000.00	HSIP	PTS
Lyrice	2014-30-11	Alexandria PD	Alexandria PD	\$9,975.00	HSIP	PTS
Lyrice	2014-30-12	Ascension Parish SO	Concentrated Accident Reduction Enforcement	\$12,400.00	HSIP	PTS
Lyrice	2014-30-13	Baker PD	Baker PD	\$5,000.00	HSIP	PTS
Lyrice	2014-30-14	Baton Rouge PD	Baton Rouge PD	\$36,000.00	HSIP	PTS
Kenny	2014-30-15	Bogalusa PD	Bogalusa PD	\$6,000.00	HSIP	PTS
Lyrice	2014-30-16	Bossier City PD	Bossier City PD	\$10,000.00	HSIP	PTS
Lyrice	2014-30-18	Caddo Parish SO	Caddo Parish SO	\$10,050.00	HSIP	PTS
Darrell	2014-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$50,420.00	HSIP	PTS
Lyrice	2014-30-20	City of Denham Springs	Denham Springs PD	\$14,980.00	HSIP	PTS
Kenny	2014-30-21	City of Thibodaux	Thibodaux PD	\$15,600.00	HSIP	PTS
Kenny	2014-30-22	Covington PD	Covington PD	\$10,000.00	HSIP	PTS
Lyrice	2014-30-23	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$40,000.00	HSIP	PTS

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Darrell	2014-30-24	Franklin PD	Franklin PD	\$1,250.00	HSIP	PTS
Lyrice	2014-30-26	Gonzales PD	Gonzales PD	\$15,015.00	HSIP	PTS
Lyrice	2014-30-28	Greenwood PD	Greenwood PD	\$8,576.00	HSIP	PTS
Kenny	2014-30-29	Hammond PD	Hammond PD	\$11,700.00	HSIP	PTS
Kenny	2014-30-31	Houma PD	Houma PD	\$14,985.00	HSIP	PTS
Darrell	2014-30-32	Iberia Parish SO	Iberia Parish SO	\$11,900.00	HSIP	PTS
Lyrice	2014-30-33	Jean Lafitte PD	Jean Lafitte PD	\$10,000.00	HSIP	PTS
Darrell	2014-30-34	Jefferson Davis SO	Jefferson Davis SO	\$5,000.00	HSIP	PTS
Lyrice	2014-30-35	Jefferson Parish SO	Jefferson Parish SO	\$7,004.00	HSIP	PTS
Lyrice	2014-30-36	Kenner PD	Kenner PD	\$6,970.00	HSIP	PTS
Kenny	2014-30-38	Lafourche Parish SO	Lafourche Parish SO	\$32,640.00	HSIP	PTS
Lyrice	2014-30-40	Livingston Parish SO	Livingston Parish SO	\$20,025.00	HSIP	PTS
Lyrice	2014-30-41	Louisiana State Police (LSP)	Crash Reduction	\$200,000.00	HSIP	PTS
Kenny	2014-30-42	Mandeville PD	Mandeville PD	\$12,250.00	HSIP	PTS
Lyrice	2014-30-43	Monroe PD	Monroe PD	\$15,001.00	HSIP	PTS
Lyrice	2014-30-44	Natchitoches PD	Natchitoches PD	\$7,000.00	HSIP	PTS
Darrell	2014-30-46	Opelousas PD	Opelousas PD	\$12,000.00	HSIP	PTS
Lyrice	2014-30-47	Pineville PD	Pineville PD	\$15,000.00	HSIP	PTS
Kenny	2014-30-48	Ponchatoula PD	Ponchatoula PD	\$11,648.00	HSIP	PTS
Kenny	2014-30-52	Slidell PD	Slidell PD	\$25,000.00	HSIP	PTS
Lyrice	2014-30-54	Southern University Baton Rouge PD	Southern University Baton Rouge PD	\$6,000.00	HSIP	PTS
Darrell	2014-30-57	Sulphur PD	Sulphur PD	\$10,000.00	HSIP	PTS
Kenny	2014-30-58	Tangipahoa Parish SO	Tangipahoa Parish SO	\$19,182.00	HSIP	PTS
Kenny	2014-30-59	Terrebonne Parish SO	Terrebonne Parish SO	\$25,200.00	HSIP	PTS
Lyrice	2014-30-61	Walker PD	Walker PD	\$5,526.00	HSIP	PTS
Lyrice	2014-30-63	West Monroe PD	West Monroe PD	\$26,000.00	HSIP	PTS
Lyrice	2014-30-64	Westwego PD	Westwego PD	\$14,016.00	HSIP	PTS
Lyrice	2014-30-65	Zachary PD	Zachary PD	\$14,000.00	HSIP	PTS
Lyrice	2014-30-70	Additional Special Wave Agencies for OP	Additional Special Wave Agencies for OP	\$150,000.00	HSIP	PTS
Darrell	2014-30-70	Allen SO	Allen SO	\$2,500.00	HSIP	PTS
Darrell	2014-30-70	Baldwin PD	Baldwin PD	\$2,500.00	HSIP	PTS

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Lyrice	2014-30-70	Bastrop PD	Bastrop PD	\$5,000.00	HSIP	PTS
Lyrice	2014-30-70	Bunkie PD	Bunkie PD	\$5,000.00	HSIP	PTS
Lyrice	2014-30-70	Concordia Parish SO	Concordia Parish SO	\$6,000.00	HSIP	PTS
Lyrice	2014-30-70	Cotton Valley PD	Cotton Valley PD	\$1,250.00	HSIP	PTS
Darrell	2014-30-70	Eunice PD	Eunice PD	\$2,500.00	HSIP	PTS
Lyrice	2014-30-70	Ferriday PD	Ferriday PD	\$5,000.00	HSIP	PTS
Kenny	2014-30-70	Independence Police Department	Independence Police Department	\$2,500.00	HSIP	PTS
Darrell	2014-30-70	Iowa PD	Iowa PD	\$2,500.00	HSIP	PTS
Lyrice	2014-30-70	Killian PD	Killian PD	\$5,000.00	HSIP	PTS
Lyrice	2014-30-70	Mangham PD	Mangham PD	\$2,500.00	HSIP	PTS
Darrell	2014-30-70	Merryville PD	Merryville PD	\$2,500.00	HSIP	PTS
Lyrice	2014-30-70	Minden PD	Minden PD	\$5,000.00	HSIP	PTS
Darrell	2014-30-70	Patterson Police Department	Patterson Police Department	\$2,500.00	HSIP	PTS
Darrell	2014-30-70	Rayne PD	Rayne PD	\$2,500.00	HSIP	PTS
Lyrice	2014-30-70	Springhill PD	Springhill PD	\$5,000.00	HSIP	PTS
Lyrice	2014-30-70	St. Gabriel PD	St. Gabriel PD	\$2,500.00	HSIP	PTS
Darrell	2014-30-70	St. Landry SO	St. Landry SO	\$2,500.00	HSIP	PTS
Darrell	2014-30-70	St. Martin Parish SO	St. Martin Parish SO	\$2,500.00	HSIP	PTS
Lyrice	2014-30-70	Union Parish SO	Union Parish SO	\$5,000.00	HSIP	PTS
Lyrice	2014-30-70	Webster Parish SO	Webster Parish SO	\$5,000.00	HSIP	PTS
Lyrice	2014-30-70	West Baton Rouge SO	West Baton Rouge SO	\$5,000.00	HSIP	PTS
Darrell	2014-30-70	Westlake PD	Westlake PD	\$2,500.00	HSIP	PTS
Lyrice	2014-30-70	Winn Parish SO	Winn Parish SO	\$2,500.00	HSIP	PTS
Lyrice	2014-30-70	Winnfield PD	Winnfield PD	\$1,250.00	HSIP	PTS
Elaine	2014-80-01	Graham Group	Paid Media for LHSC	\$1,100,000.00	HSIP	PMOP
		<b>Total for HSIP Funds</b>		<b>\$2,517,812.00</b>	<b>HSIP</b>	
Juanita	2014-10-05	Interim LSU Hospital	Sudden Impact *	\$202,520.00	Section 154AL	AL
Chela	2014-10-08	Louisiana Office of Alcohol and Tobacco Control	Louisiana Cops in Shops Program *	\$172,040.00	Section 154AL	AL
Juanita	2014-10-17	Southwest Area Health Education Center	Social norms and Marketing Project	\$75,000.00	Section 154AL	AL
Lyrice	2014-30-13	Baker PD	Baker PD	\$5,000.00	Section 154AL	PTS



LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Lyrice	2014-30-17	Bossier SO	Bossier SO	\$14,040.00	Section 154AL	PTS
Kenny	2014-30-22	Covington PD	Covington PD	\$15,470.00	Section 154AL	PTS
Kenny	2014-30-29	Hammond PD	Hammond PD	\$18,720.00	Section 154AL	PTS
Darrell	2014-30-46	Opelousas PD	Opelousas PD	\$18,000.00	Section 154AL	PTS
Kenny	2014-30-48	Ponchatoula PD	Ponchatoula PD	\$11,200.00	Section 154AL	PTS
Kenny	2014-30-53	Southeastern University PD	Southeastern University PD	\$5,000.00	Section 154AL	PTS
Lyrice	2014-30-60	University of Louisiana at Monroe	University of Louisiana at Monroe PD	\$20,260.00	Section 154AL	PTS
Lyrice	2014-30-63	West Monroe PD	West Monroe PD	\$65,000.00	Section 154AL	PTS
Lyrice	2014-30-64	Westwego PD	Westwego PD	\$16,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Additional Special Wave Agencies for AL	Additional Special Wave Agencies for AL	\$101,500.00	Section 154AL	PTS
Darrell	2014-30-70	Allen SO	Allen SO	\$2,500.00	Section 154AL	PTS
Darrell	2014-30-70	Baldwin PD	Baldwin PD	\$2,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Bastrop PD	Bastrop PD	\$5,000.00	Section 154AL	PTS
Lyrice	2014-30-70	Bunkie PD	Bunkie PD	\$5,000.00	Section 154AL	PTS
Lyrice	2014-30-70	Concordia Parish SO	Concordia Parish SO	\$6,000.00	Section 154AL	PTS
Darrell	2014-30-70	Eunice PD	Eunice PD	\$2,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Ferriday PD	Ferriday PD	\$5,000.00	Section 154AL	PTS
Kenny	2014-30-70	Independence Police Department	Independence Police Department	\$2,500.00	Section 154AL	PTS
Darrell	2014-30-70	Iowa PD	Iowa PD	\$2,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Killian PD	Killian PD	\$5,000.00	Section 154AL	PTS
Lyrice	2014-30-70	Mangham PD	Mangham PD	\$2,500.00	Section 154AL	PTS
Darrell	2014-30-70	Merryville PD	Merryville PD	\$2,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Minden PD	Minden PD	\$5,000.00	Section 154AL	PTS
Darrell	2014-30-70	Rayne PD	Rayne PD	\$2,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Springhill PD	Springhill PD	\$5,000.00	Section 154AL	PTS
Lyrice	2014-30-70	St. Gabriel PD	St. Gabriel PD	\$2,500.00	Section 154AL	PTS
Darrell	2014-30-70	St. Landry SO	St. Landry SO	\$2,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Union Parish SO	Union Parish SO	\$5,000.00	Section 154AL	PTS
Lyrice	2014-30-70	Webster Parish SO	Webster Parish SO	\$10,000.00	Section 154AL	PTS
Lyrice	2014-30-70	West Baton Rouge SO	West Baton Rouge SO	\$5,000.00	Section 154AL	PTS
Darrell	2014-30-70	Westlake PD	Westlake PD	\$2,500.00	Section 154AL	PTS

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Lyrice	2014-30-70	Winn Parish SO	Winn Parish SO	\$2,500.00	Section 154AL	PTS
Lyrice	2014-30-70	Winnfield PD	Winnfield PD	\$1,250.00	Section 154AL	PTS
Lyrice	2014-30-70	Cotton Valley PD	Cotton Valley PD	\$1,250.00	Section 154AL	PTS
Darrell	2014-30-70	Patterson Police Department	Patterson Police Department	\$2,500.00	Section 154AL	PTS
Darrell	2014-30-70	St. Martin Parish SO	St. Martin Parish SO	\$2,500.00	Section 154AL	PTS
Chuck	2014-40-01	DPS Data Processing Section	Automated DWI Processing	\$2,096,400.00	Section 154AL	AL
		<b>Total for Section 154AL</b>		<b>\$2,930,150.00</b>	<b>Section 154AL</b>	
Chuck	2014-90-00	Dept of Transportation and Development	Hazard Elimination Projects	\$29,754,777.00	Section 154HE	HE
		<b>Total for Section 154HE</b>		<b>\$29,754,777.00</b>	<b>Section 154HE</b>	
Darrell	2014-30-10	Abbeville PD	Abbeville PD	\$5,000.00	Section 164AL	PTS
Lyrice	2014-30-14	Baton Rouge PD	Baton Rouge PD	\$300,000.00	Section 164AL	PTS
Lyrice	2014-30-23	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$80,000.00	Section 164AL	PTS
Darrell	2014-30-24	Franklin PD	Franklin PD	\$3,125.00	Section 164AL	PTS
Lyrice	2014-30-41	Louisiana State Police (LSP)	Crash Reduction	\$119,500.00	Section 164AL	PTS
Lyrice	2014-30-54	Southern University Baton Rouge PD	Southern University Baton Rouge	\$6,000.00	Section 164AL	PTS
Chuck	2014-40-01	DPS Data Processing Section	Automated DWI Processing	\$3,000,000.00	Section 164AL	AL
Elaine	2014-80-01	Graham Group	Paid Media for LHSC	\$520,000.00	Section 164AL	PMAL
		<b>Total for Section 164AL</b>		<b>\$4,033,625.00</b>	<b>Section 164AL</b>	
Chuck	<b>2014-90-00</b>	Dept of Transportation and Development	Hazard Elimination Projects	\$29,755,125.00	Section 164HE	HE
		<b>Total for Section 164HE</b>		<b>\$29,755,125.00</b>	<b>Section 164HE</b>	
Juanita	2014-50-02	Motorcycle Awareness Campaign	Motorcycle Awareness	\$40,000.00	Section 2010	MC
		<b>Total for Section 2010</b>		<b>\$40,000.00</b>	<b>Section 2010</b>	
Ken	2014-01-01	Planning and Administration	Planning and Administration	\$150,000.00	Section 402	PA
Ken	2014-10-00	Program Management - Alcohol	Program Management - Alcohol	\$150,000.00	Section 402	AL
Ken	2014-20-00	Program Management - Occupant Protection	Program Management - Occupant Protection	\$20,000.00	Section 402	OP
Ken	2014-30-00	Program Management - PTS	Program Management - PTS	\$253,294.00	Section 402	PTS
Chela	2014-30-01	Travel/Training Various Agencies as approved	LHSC Travel/Training	\$25,000.00	Section 402	PTS
Darrell	2014-30-10	Abbeville PD	Abbeville PD	\$100.00	Section 402	PTS
Darrell	2014-30-32	Iberia Parish SO	Iberia Parish SO	\$600.00	Section 402	PTS

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Kenny	2014-30-42	Mandeville PD	Mandeville PD	\$1,032.00	Section 402	PTS
Lyrice	2014-30-49	Rapides Parish SO	Rapides Parish SO	\$24,990.00	Section 402	PTS
Ken	2014-40-00	Program Management - Traffic Records	Program Management - Traffic Records	\$80,400.00	Section 402	TR
Chuck	2014-40-03	Bobby Breland	Traffic Safety Programs Contractor	\$35,000.00	Section 402	TR/402
Chuck	2014-40-04	H&M Consulting	Statistical Analysis	\$25,000.00	Section 402	TR/402
Chela	2014-60-01	Louisiana Operation Lifesaver, Inc.	Louisiana Operation Lifesaver	\$20,000.00	Section 402	RH
Ken	2014-01-01	Planning and Administration	Planning and Administration	\$286,882.00	Section 402	PA
Ken	2014-10-00	Program Management - Alcohol	Program Management - Alcohol	\$200,561.00	Section 402	AL
Ken	2014-20-00	Program Management - Occupant Protection	Program Management - Occupant Protection	\$70,383.00	Section 402	OP
Dortha	2014-20-03	Friends of Safety Town	Sheriff's Safety Town - Caddo Parish	\$10,100.00	Section 402	OP
Dortha	2014-20-06	PRG Inc.	Assessment and Research on Traffic Safety	\$172,700.00	Section 402	OP
Lyrice	2014-30-11	Alexandria PD	Alexandria PD	\$10,185.00	Section 402	PTS
Lyrice	2014-30-12	Ascension Parish SO	Concentrated Accident Reduction Enforcement	\$7,600.00	Section 402	PTS
Lyrice	2014-30-14	Baton Rouge PD	Baton Rouge PD	\$185,600.00	Section 402	PTS
Kenny	2014-30-15	Bogalusa PD	Bogalusa PD	\$661.00	Section 402	PTS
Lyrice	2014-30-16	Bossier City PD	Bossier City PD	\$842.00	Section 402	PTS
Lyrice	2014-30-18	Caddo Parish SO	Caddo Parish SO	\$34,770.00	Section 402	PTS
Darrell	2014-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$8,245.00	Section 402	PTS
Lyrice	2014-30-20	City of Denham Springs	Denham Springs PD	\$43,820.00	Section 402	PTS
Kenny	2014-30-21	City of Thibodaux	Thibodaux PD	\$600.00	Section 402	PTS
Kenny	2014-30-22	Covington PD	Covington PD	\$9,000.00	Section 402	PTS
Lyrice	2014-30-23	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$80,000.00	Section 402	PTS
Darrell	2014-30-24	Franklin PD	Franklin PD	\$600.00	Section 402	PTS
Kenny	2014-30-25	Franklinton PD	Franklinton PD	\$12,551.00	Section 402	PTS
Kenny	2014-30-25	Franklinton PD	Franklinton PD	\$600.00	Section 402	PTS
Lyrice	2014-30-26	Gonzales PD	Gonzales PD	\$9,835.00	Section 402	PTS
Lyrice	2014-30-27	Grambling PD	Grambling PD	\$5,000.00	Section 402	PTS
Lyrice	2014-30-28	Greenwood PD	Greenwood PD	\$768.00	Section 402	PTS
Kenny	2014-30-29	Hammond PD	Hammond PD	\$780.00	Section 402	PTS

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Lyrice	2014-30-30	Harahan Police Department	Harahan Police Department	\$1,553.00	Section 402	PTS
Kenny	2014-30-31	Houma PD	Houma PD	\$13,003.00	Section 402	PTS
Darrell	2014-30-34	Jefferson Davis SO	Jefferson Davis SO	\$600.00	Section 402	PTS
Lyrice	2014-30-35	Jefferson Parish SO	Jefferson Parish SO	\$66,663.00	Section 402	PTS
Lyrice	2014-30-36	Kenner PD	Kenner PD	\$22,755.00	Section 402	PTS
Darrell	2014-30-37	Lafayette PD	Lafayette PD	\$80,200.00	Section 402	PTS
Darrell	2014-30-37	Lafayette PD	Lafayette PD	\$8,400.00	Section 402	PTS
Kenny	2014-30-38	Lafourche Parish SO	Lafourche Parish SO	\$3,268.00	Section 402	PTS
Darrell	2014-30-39	Lake Charles PD	Lake Charles PD	\$50,881.00	Section 402	PTS
Darrell	2014-30-39	Lake Charles PD	Lake Charles PD	\$876.00	Section 402	PTS
Lyrice	2014-30-40	Livingston Parish SO	Livingston Parish SO	\$20,475.00	Section 402	PTS
Lyrice	2014-30-41	Louisiana State Police (LSP)	Crash Reduction	\$582,850.00	Section 402	PTS
Lyrice	2014-30-43	Monroe PD	Monroe PD	\$17,853.00	Section 402	PTS
Lyrice	2014-30-44	Natchitoches PD	Natchitoches PD	\$863.00	Section 402	PTS
Lyrice	2014-30-45	New Orleans Police Department	New Orleans Police Department	\$160,135.00	Section 402	PTS
Darrell	2014-30-46	Opelousas PD	Opelousas PD	\$720.00	Section 402	PTS
Lyrice	2014-30-47	Pineville PD	Pineville PD	\$12,000.00	Section 402	PTS
Kenny	2014-30-48	Ponchatoula PD	Ponchatoula PD	\$672.00	Section 402	PTS
Lyrice	2014-30-49	Rapides Parish SO	Rapides Parish SO	\$12,810.00	Section 402	PTS
Lyrice	2014-30-50	Rosepine PD	Rosepine PD	\$5,000.00	Section 402	PTS
Lyrice	2014-30-51	Shreveport PD	Shreveport PD	\$30,000.00	Section 402	PTS
Lyrice	2014-30-51	Shreveport PD	Shreveport PD	\$10,000.00	Section 402	PTS
Kenny	2014-30-52	Slidell PD	Slidell PD	\$768.00	Section 402	PTS
Kenny	2014-30-53	Southeastern University PD	Southeastern University PD	\$5,000.00	Section 402	PTS
Lyrice	2014-30-54	Southern University Baton Rouge PD	Southern University Baton Rouge	\$1,875.00	Section 402	PTS
Lyrice	2014-30-55	St. Charles Parish SO	St. Charles Parish SO	\$15,000.00	Section 402	PTS
Kenny	2014-30-55	St. Tammany Parish SO	St. Tammany Parish SO	\$33,770.00	Section 402	PTS
Kenny	2014-30-56	St. Tammany Parish SO	St. Tammany Parish SO	\$815.00	Section 402	PTS
Darrell	2014-30-57	Sulphur PD	Sulphur PD	\$672.00	Section 402	PTS
Kenny	2014-30-58	Tangipahoa Parish SO	Tangipahoa Parish SO	\$552.00	Section 402	PTS
Kenny	2014-30-59	Terrebonne Parish SO	Terrebonne Parish SO	\$672.00	Section 402	PTS

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Lyrice	2014-30-61	Walker PD	Walker PD	\$656.00	Section 402	PTS
Kenny	2014-30-62	Washington Parish SO	Washington Parish SO	\$8,000.00	Section 402	PTS
Kenny	2014-30-62	Washington Parish SO	Washington Parish SO	\$480.00	Section 402	PTS
Lyrice	2014-30-63	West Monroe PD	West Monroe PD	\$780.00	Section 402	PTS
Lyrice	2014-30-64	Westwego PD	Westwego PD	\$984.00	Section 402	PTS
Lyrice	2014-30-65	Zachary PD	Zachary PD	\$840.00	Section 402	PTS
Kenny	2014-30-90	Aaron Chabaud	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Lyrice	2014-30-91	Brad McGlothren	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Lyrice	2014-30-92	Brad Stewart	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Lyrice	2014-30-93	Darrell Hebert	PTS Coordinator	\$49,950.00	Section 402	PTS
Lyrice	2014-30-94	Don Campbell	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Lyrice	2014-30-95	Kenny Williams	PTS Coordinator	\$49,950.00	Section 402	PTS
Kenny	2014-30-96	Morris Beverly	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Darrell	2014-30-97	Pete Stout	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Lyrice	2014-30-98	Ted Riser	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Darrell	2014-30-99	Wayne McElveen	Law Enforcement Liaison Troop	\$49,900.00	Section 402	PTS
Ken	2014-40-00	Program Management - Traffic Records	Program Management - Traffic Records	\$49,242.00	Section 402	TR
Ken	2014-50-00	Program Management - Motorcycle	Program Management - Motorcycle	\$5,000.00	Section 402	MC
Ken	2014-50-00	Program Management - Motorcycle	Program Management - Motorcycle	\$5,021.00	Section 402	MC
Ken	2014-60-00	Program Management - Railroad/Highway	Program Management - Railroad/Highway	\$1,453.00	Section 402	RH
Chela	2014-60-01	Louisiana Operation Lifesaver, Inc.	Louisiana Operation Lifesaver	\$16,726.00	Section 402	RH
Juanita	2014-70-01	Lexlees Kids	Ready Set DRIVE	\$24,850.00	Section 402	SA
Elaine	2014-70-02	Lincoln Parish SO	Lincoln Parish SO Safe Community	\$38,020.00	Section 402	SA
Elaine	2014-70-03	Metropolitan Safety Council	New Orleans Regional Traffic Safety Coalition *	\$36,100.00	Section 402	SA
Ken	2014-70-04	Program Management - Safe Communities	Program Management - Safe Communities	\$9,739.00	Section 402	SA
Elaine	2014-70-05	South Central Planning & Development Commission	South Central Safe Community Partnership *	\$69,710.00	Section 402	SA
Elaine	2014-70-06	St. Martin Parish Safe Community	St. Martin Parish Safe Community	\$75,600.00	Section 402	SA
Elaine	2014-80-02	Graham Group	Distribution of Media	\$16,000.00	Section 402	PMAL

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Elaine	2014-80-02	Graham Group	Distribution of Media	\$16,000.00	Section 402	PMOP
Elaine	2014-80-03	Rafael Bermudez and Associates	Earned Media	\$49,500.00	Section 402	PMAL
		<b>Total for Section 402</b>		<b>\$4,022,001.00</b>	<b>Section 402</b>	
Chuck	<b>2014-40-20</b>	<b>TRCC</b>	<b>Improve Data Accessibility</b>	\$380,000.00	Section 405c	TR
Chuck	<b>2014-40-40</b>	<b>LSU Highway Research Center</b>	<b>TRCC Meeting Support</b>	\$50,000.00	Section 405c	TR
Chuck	<b>2014-40-50</b>	<b>TRCC</b>	<b>Traffic Crash Report Revision</b>	\$70,000.00	Section 405c	TR
		<b>Total for Section 405c</b>		<b>\$500,000.00</b>	<b>Section 405c</b>	
Juanita	2014-10-09	LSU BRCA	Louisiana State University	\$53,692.00	Section 405d	AL
Chela	2014-10-18	LSP Crime Lab	Toxicology Unit Training and Overtime	\$49,653.00	Section 405d	AL
Kenny	2014-30-15	Bogalusa PD	Bogalusa PD	\$29,743.00	Section 405d	PTS
Lyrca	2014-30-23	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$80,000.00	Section 405d	PTS
Lyrca	2014-30-35	Jefferson Parish SO	Jefferson Parish SO	\$175,010.00	Section 405d	PTS
Darrell	2014-30-37	Lafayette PD	Lafayette PD	\$102,940.00	Section 405d	PTS
Kenny	2014-30-38	Lafourche Parish SO	Lafourche Parish SO	\$104,640.00	Section 405d	PTS
Lyrca	2014-30-41	Louisiana State Police (LSP)	Crash Reduction	\$256,639.00	Section 405d	PTS
Lyrca	2014-30-51	Shreveport PD	Shreveport PD	\$30,000.00	Section 405d	PTS
Dortha	2014-10-01	Brandee Ketchum 25% now Melinda Long	Legal Assistant for DWI Efforts	\$25,000.00	Section 405d	AL
Chela	2014-10-04	EBR Alcohol Beverage Control	Alcohol Beverage Control J.U.D.E Task Force *	\$119,621.00	Section 405d	AL
Juanita	2014-10-14	Southeastern University	Project Lions Pride	\$27,600.00	Section 405d	AL
Chela	2014-10-21	14th Judicial District Attorney's Office	14th JDC Treatment Court Program *	\$112,500.00	Section 405d	AL
Chela	2014-10-22	4th Judicial District Attorney's Office	4th Judicial District Attorney's DWI Court *	\$109,500.00	Section 405d	AL
Elaine	2014-80-01	Graham Group	Paid Media for LHSC	\$829,721.65	Section 405d	PMAL
		<b>Total for Section 405d</b>		<b>\$2,106,259.65</b>	<b>Section 405d</b>	
Juanita	2014-50-01	Louisiana State Police	LSP Motorcycle Training and Operator Course	\$65,411.38	Section 405f	MC
		<b>Total for Section 405f</b>		<b>\$65,411.38</b>	<b>Section 405f</b>	
Chuck	2014-40-61	LERN	LERN	\$49,000.00	Section 408 TR	TR
Chuck	2014-40-62	La. Ambulance Alliance	La. Ambulance Alliance	\$151,000.00	Section 408 TR	TR
Chuck	<b>2014-40-02</b>	DPS Data Processing Section	Program Analyst	\$100,000.00	Section 408 TR	TR

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Chuck	2014-40-05	TRCC	TRCC Conference Travel	\$25,000.00	Section 408 TR	TR
Chuck	2014-40-10	TRCC	Improve Timeliness and Accuracy of Crash Data	\$300,000.00	Section 408 TR	TR
Chuck	2014-40-30	TRCC	Electronic Citation	\$150,000.00	Section 408 TR	TR
Chuck	2014-40-60	TRCC	Court Management	\$150,000.00	Section 408 TR	TR
Chuck	2014-40-70	TRCC	EMS/Injury Surveillance Data Needs and System Integration	\$64,218.99	Section 408 TR	TR
		<b>Total for Section 408 TR</b>		<b>\$989,218.99</b>	<b>Section 408 TR</b>	
Chela	2014-10-02	Cathy Childers Consulting	DWI Policy Specialist	\$48,999.00	Section 410 Programmatic	AL
Chela	2014-10-03	Dinnika T. Lawrence	Program Admin. Asst. (part-time), Southeast La. DWI Task Force Coordinator (part-time)	\$6,000.00	Section 410 Programmatic	AL
Juanita	2014-10-05	Interim LSU Public Hospital	Sudden Impact *	\$47,380.00	Section 410 Programmatic	AL
Chuck	2014-10-06	Linda Hull	DWI Award Program	\$19,150.00	Section 410 Programmatic	AL
Chela	2014-10-07	Louisiana District Attorney's Association	Prosecutor/Law Enforcement Training Program *	\$105,465.00	Section 410 Programmatic	AL
Chuck	2014-10-10	Mike Barron	LA Impaired Driving Assessment Coord.	\$49,900.00	Section 410 Programmatic	AL
Chela	2014-10-11	Mothers Against Drunk Driving (MADD)	MADD - Court Monitoring *	\$249,900.00	Section 410 Programmatic	AL
Juanita	2014-10-12	Northwestern State University	Northwestern State University	\$20,950.00	Section 410 Programmatic	AL
Chuck	2014-10-13	RMS Consulting (Richard Patrick)	Coordination of Automated DWI Processing System	\$49,900.00	Section 410 Programmatic	AL
Juanita	2014-10-15	ThinkFirst of the Ark-La-Tex, Inc.	Think First Social Media Project	\$12,000.00	Section 410 Programmatic	AL
Juanita	2014-10-15	ThinkFirst of the Ark-La-Tex, Inc.	ThinkFirst for Teens Programs *	\$66,000.00	Section 410 Programmatic	AL
Elaine	2014-10-16	TRACC	Safe Community focused on Alcohol	\$40,000.00	Section 410 Programmatic	AL
Chela	2014-10-20	La. Supreme Court	La. Supreme Court DWI Court Program *	\$660,140.00	Section 410 Programmatic	AL
Chela	2014-10-23	Terrebonne Parish District Attorney	Terrebonne Parish DWI Court *	\$100,500.00	Section 410 Programmatic	AL
		<b>Total for Section 410</b>		<b>\$1,476,284.00</b>	<b>Section 410</b>	
Lyrica	2014-30-14	Baton Rouge PD	Baton Rouge PD	\$140,000.00	Section 410FR	PTS

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Lyrice	2014-30-16	Bossier City PD	Bossier City PD	\$30,000.00	Section 410FR	PTS
Darrell	2014-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$25,725.00	Section 410FR	PTS
Kenny	2014-30-21	City of Thibodaux	Thibodaux PD	\$39,000.00	Section 410FR	PTS
Kenny	2014-30-25	Franklinton PD	Franklinton PD	\$10,500.00	Section 410FR	PTS
Lyrice	2014-30-27	Grambling PD	Grambling PD	\$24,780.00	Section 410FR	PTS
Kenny	2014-30-29	Hammond PD	Hammond PD	\$16,213.00	Section 410FR	PTS
Lyrice	2014-30-30	Harahan Police Department	Harahan Police Department	\$12,946.00	Section 410FR	PTS
Kenny	2014-30-31	Houma PD	Houma PD	\$25,900.00	Section 410FR	PTS
Darrell	2014-30-34	Jefferson Davis SO	Jefferson Davis SO	\$10,000.00	Section 410FR	PTS
Kenny	2014-30-38	Lafourche Parish SO	Lafourche Parish SO	\$12,800.00	Section 410FR	PTS
Lyrice	2014-30-41	Louisiana State Police (LSP)	Crash Reduction	\$235,500.00	Section 410FR	PTS
Kenny	2014-30-42	Mandeville PD	Mandeville PD	\$10,000.00	Section 410FR	PTS
Lyrice	2014-30-44	Natchitoches PD	Natchitoches PD	\$19,307.00	Section 410FR	PTS
Lyrice	2014-30-45	New Orleans Police Department	New Orleans Police Department	\$60,515.00	Section 410FR	PTS
Kenny	2014-30-48	Ponchatoula PD	Ponchatoula PD	\$12,152.00	Section 410FR	PTS
Kenny	2014-30-52	Slidell PD	Slidell PD	\$55,000.00	Section 410FR	PTS
Kenny	2014-30-56	St. Tammany Parish SO	St. Tammany Parish SO	\$29,178.00	Section 410FR	PTS
Darrell	2014-30-57	Sulphur PD	Sulphur PD	\$10,000.00	Section 410FR	PTS
Kenny	2014-30-58	Tangipahoa Parish SO	Tangipahoa Parish SO	\$17,250.00	Section 410FR	PTS
Kenny	2014-30-62	Washington Parish SO	Washington Parish SO	\$14,000.00	Section 410FR	PTS
		<b>Total for Section 410FR</b>		<b>\$810,766.00</b>	<b>Section 410FR</b>	
Lyrice	2014-30-11	Alexandria PD	Alexandria PD	\$14,000.00	Section 410HVE	PTS
Lyrice	2014-30-12	Ascension Parish SO	Concentrated Accident Reduction Enforcement	\$20,000.00	Section 410HVE	PTS
Lyrice	2014-30-18	Caddo Parish SO	Caddo Parish SO	\$5,000.00	Section 410HVE	PTS
Darrell	2014-30-19	Calcasieu Parish SO	Calcasieu Parish SO	\$68,765.00	Section 410HVE	PTS
Lyrice	2014-30-20	City of Denham Springs	Denham Springs PD	\$7,500.00	Section 410HVE	PTS
Kenny	2014-30-21	City of Thibodaux	Thibodaux PD	\$32,500.00	Section 410HVE	PTS
Kenny	2014-30-25	Franklinton PD	Franklinton PD	\$15,000.00	Section 410HVE	PTS
Lyrice	2014-30-26	Gonzales PD	Gonzales PD	\$17,360.00	Section 410HVE	PTS
Lyrice	2014-30-27	Grambling PD	Grambling PD	\$14,700.00	Section 410HVE	PTS
Lyrice	2014-30-28	Greenwood PD	Greenwood PD	\$16,076.00	Section 410HVE	PTS



LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

Kenny	2014-30-31	Houma PD	Houma PD	\$50,610.00	Section 410HVE	PTS
Darrell	2014-30-32	Iberia Parish SO	Iberia Parish SO	\$30,000.00	Section 410HVE	PTS
Lyrice	2014-30-33	Jean Lafitte PD	Jean Lafitte PD	\$10,000.00	Section 410HVE	PTS
Lyrice	2014-30-36	Kenner PD	Kenner PD	\$27,508.00	Section 410HVE	PTS
Darrell	2014-30-39	Lake Charles PD	Lake Charles PD	\$58,381.00	Section 410HVE	PTS
Lyrice	2014-30-40	Livingston Parish SO	Livingston Parish SO	\$54,000.00	Section 410HVE	PTS
Kenny	2014-30-42	Mandeville PD	Mandeville PD	\$10,000.00	Section 410HVE	PTS
Lyrice	2014-30-43	Monroe PD	Monroe PD	\$115,862.00	Section 410HVE	PTS
Lyrice	2014-30-45	New Orleans Police Department	New Orleans Police Department	\$145,285.00	Section 410HVE	PTS
Lyrice	2014-30-47	Pineville PD	Pineville PD	\$36,510.00	Section 410HVE	PTS
Lyrice	2014-30-49	Rapides Parish SO	Rapides Parish SO	\$37,800.00	Section 410HVE	PTS
Lyrice	2014-30-50	Rosepine PD	Rosepine PD	\$10,000.00	Section 410HVE	PTS
Kenny	2014-30-52	Slidell PD	Slidell PD	\$37,770.00	Section 410HVE	PTS
Lyrice	2014-30-55	St. Charles Parish SO	St. Charles Parish SO	\$22,000.00	Section 410HVE	PTS
Kenny	2014-30-56	St. Tammany Parish SO	St. Tammany Parish SO	\$95,917.00	Section 410HVE	PTS
Kenny	2014-30-58	Tangipahoa Parish SO	Tangipahoa Parish SO	\$13,494.00	Section 410HVE	PTS
Kenny	2014-30-59	Terrebonne Parish SO	Terrebonne Parish SO	\$30,520.00	Section 410HVE	PTS
Lyrice	2014-30-61	Walker PD	Walker PD	\$11,255.00	Section 410HVE	PTS
Lyrice	2014-30-63	West Monroe PD	West Monroe PD	\$37,500.00	Section 410HVE	PTS
Lyrice	2014-30-64	Westwego PD	Westwego PD	\$4,100.00	Section 410HVE	PTS
Lyrice	2014-30-65	Zachary PD	Zachary PD	\$24,500.00	Section 410HVE	PTS
		<b>Total for Section 410HVE</b>		<b>\$1,073,913.00</b>	<b>Section 410HVE</b>	
				<b>\$85,111,752.67</b>	<b>All</b>	

## 4.0 Certifications and Assurances

**APPENDIX A TO PART 1200 –  
CERTIFICATION AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Louisiana Fiscal Year: 14

Each fiscal year the State must sign these Certifications and Assurances that it 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.)

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

**GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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))

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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant 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 Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subward_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. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

The State will provide a drug-free workplace by:

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

**BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

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

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT)**  
(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**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered



transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY 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](http://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](http://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.

**ENVIRONMENTAL IMPACT**

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

**SECTION 402 REQUIREMENTS**

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))

At least 40 percent (or 95 percent, as applicable) 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 the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

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))

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;
- 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;
- 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))

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))

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))

**I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.**

**I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.**

  
 \_\_\_\_\_  
 Signature Governor's Representative for Highway Safety

7/1/2013

\_\_\_\_\_  
 Date

**John A. LeBlanc**

\_\_\_\_\_  
 Printed name of Governor's Representative for Highway Safety

## Documentation to Support Appropriate Use of Funds Received by the LHSC

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

The projects listed in the alcohol program are primarily funded from Section 410, including 410 High Visibility and High Fatality Rate. Section 410 also provides support to DWI courts, Louisiana's youth programs and paid media outreach. As a high fatality rate state, Louisiana provides at least half of the allocated funding for high visibility enforcement conducted quarterly via saturation patrols and checkpoints and provides a paid media program to support the high visibility enforcement. Funds are planned based upon allowable activities found in 23 CFR 1313.6.

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	Enforcement	Research/ Judicial	Paid/Earned Media	Public Information and Education	Underage Impaired Driving Projects	Total
410		\$1,285,754		\$112,530	\$78,000	\$1,476,284
410 High Fatality	\$810,766					\$810,766
410 High Visibility	\$1,073,913					\$1,073,913
405d	\$778,972	\$296,653	\$829,722	\$81,292	\$119,621	\$2,106,259.65

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Motorcycle projects are funded from Section 2010 and Section 405f and planned for awareness programs, including paid media.

2014 Indirect Cost Rate Calculation

**LOUISIANA HIGHWAY SAFETY COMMISSION  
SECTION 402 CALCULATION**

A. FY 2014 Indirect Cost	\$103,515
B. Carry Forward	0
C. Total Indirect Cost Pool (A + B)	\$103,515
D. FY 2013 Direct Salary Expenditure	\$252,907
E. FY 2014 Proposed Indirect Cost Rate (C/D)	40.93%

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

The latest approved rate for the Louisiana Highway Safety Commission (LHSC) is for 2011 at 40.93 percent. Documentation of this rate may be obtained from the LHSC and is provided following Section 5.0.

NHTSA Planning and Administration	Federal	State	Total
Cash	\$436,882	\$333,367	\$770,249
In-Kind		\$103,515	\$103,515
<b>NHTSA Total</b>	<b>\$439,882</b>	<b>\$436,882</b>	<b>\$873,764</b>

## FFY 2014 Available Funding

Section	FY 2013 Anticipated Funds (Carryforward)	FY 2014 New Appropriation	Total FY 2014 Projected Funds
Section 402 (NHTSA)	790,416	\$3,231,585	\$4,022,001
Section 408 (SAFETEA-LU)	\$925,000		\$925,000
Section 405c (MAP-21)	\$564,219		\$564,219
Section 2010 (SAFETEA-LU)	\$40,000		\$40,000
Section 405f (MAP-21)	\$65,411		\$65,411
Section 410 (SAFETEA-LU)	\$1,476,284		\$1,476,284
Section 410 FR (SAFETEA-LU)	\$810,766		\$810,766
Section 410 HVE (SAFETEA-LU)	\$1,073,913		\$1,073,913
Section 405d (MAP-21)	\$2,106,260		\$2,106,260
Section 154AL (NHTSA)	\$2,930,150		\$2,930,150
Section 164AL (NHTSA)	\$4,033,799		\$4,033,799
Section 154HE	\$29,754,777		\$29,754,777
Section 164HE	\$29,755,125		\$29,755,125
HSIP Funds		\$2,517,812	\$2,517,812
<b>Totals</b>	<b>\$74,325,946</b>	<b>\$5,749,397</b>	<b>\$80,075,343</b>

## 5.0 Program Cost Summary

The Highway Safety Plan Cost Summary for FFY 2014 is provided in the following pages.

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

State: Louisiana		U.S. Department of Transportation National Highway Traffic Safety Administration						Page: 1	
		<b>Highway Safety Plan Cost Summary</b>						Report Date: 6/28/2013	
		For Approval							
		Date: 6/28/2013							
		By: Approved							
		Program Funds							
Program Area	Project	Description	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local		
NHTSA									
NHTSA 402									
Planning and Administration									
	PA-2014-00-00-00	Planning and Administration	\$0.00	\$436,882.00	\$0.00	\$436,882.00	\$436,882.00	\$0.00	
Planning and Administration Total			\$0.00	\$436,882.00	\$0.00	\$436,882.00	\$436,882.00	\$0.00	
Alcohol									
	AL-2014-10-00-00	Program Management - AL	\$0.00	\$0.00	\$0.00	\$350,561.00	\$350,561.00	\$0.00	
Alcohol Total			\$0.00	\$0.00	\$0.00	\$350,561.00	\$350,561.00	\$0.00	
Motorcycle Safety									
	MC-2014-50-00-00	Program Management - Motorcycle	\$0.00	\$0.00	\$0.00	\$10,021.00	\$10,021.00	\$0.00	
Motorcycle Safety Total			\$0.00	\$0.00	\$0.00	\$10,021.00	\$10,021.00	\$0.00	
Occupant Protection									
	OP-2014-20-00-00	Program Management - OP	\$0.00	\$0.00	\$0.00	\$90,383.00	\$90,383.00	\$0.00	
	OP-2014-20-01-00	Occupant Protection Contracts	\$0.00	\$0.00	\$0.00	\$182,800.00	\$182,800.00	\$0.00	
Occupant Protection Total			\$0.00	\$0.00	\$0.00	\$273,183.00	\$273,183.00	\$0.00	
Police Traffic Services									
	PT-2014-30-00-00	Program Management - PTS	\$0.00	\$0.00	\$0.00	\$253,294.00	\$253,294.00	\$0.00	
	PT-2014-30-01-00	Police Traffic Services Contracts	\$0.00	\$568,618.25	\$0.00	\$2,134,720.00	\$2,134,720.00	\$1,635,220.00	
Police Traffic Services Total			\$0.00	\$568,618.25	\$0.00	\$2,388,014.00	\$2,388,014.00	\$1,635,220.00	
Traffic Records									
	TR-2014-40-00-00	Program Management - Traffic Records	\$0.00	\$0.00	\$0.00	\$129,642.00	\$129,642.00	\$0.00	
	TR-2014-40-01-00	Traffic Records Contracts	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00	
Traffic Records Total			\$0.00	\$0.00	\$0.00	\$189,642.00	\$189,642.00	\$0.00	
Railroad/Highway Crossings									
	RH-2014-60-00-00	Program Management - RH	\$0.00	\$0.00	\$0.00	\$1,453.00	\$1,453.00	\$0.00	
	RH-2014-60-01-00	Railroad/Highways Contracts	\$0.00	\$0.00	\$0.00	\$36,726.00	\$36,726.00	\$0.00	
Railroad/Highway Crossings Total			\$0.00	\$0.00	\$0.00	\$38,179.00	\$38,179.00	\$0.00	
Safe Communities									
	SA-2014-70-00-00	Program Management - SA	\$0.00	\$0.00	\$0.00	\$9,739.00	\$9,739.00	\$0.00	
	SA-2014-70-01-00	Safe Community Contracts	\$0.00	\$0.00	\$0.00	\$244,280.00	\$244,280.00	\$219,430.00	
Safe Communities Total			\$0.00	\$0.00	\$0.00	\$254,019.00	\$254,019.00	\$219,430.00	
Paid Advertising									
	PM-2014-80-00-00	Paid Media Contracts	\$0.00	\$0.00	\$0.00	\$81,500.00	\$81,500.00	\$0.00	
Paid Advertising Total			\$0.00	\$0.00	\$0.00	\$81,500.00	\$81,500.00	\$0.00	
NHTSA 402 Total			\$0.00	\$1,005,500.25	\$0.00	\$4,022,001.00	\$4,022,001.00	\$1,854,650.00	
408 Data Program SAFETEA-LU									
	KS-2014-40-00-00	Traffic Records Committee Contracts	\$0.00	\$231,250.00	\$0.00	\$925,000.00	\$925,000.00	\$0.00	
408 Data Program Incentive Total			\$0.00	\$231,250.00	\$0.00	\$925,000.00	\$925,000.00	\$0.00	
408 Data Program SAFETEA-LU Total			\$0.00	\$231,250.00	\$0.00	\$925,000.00	\$925,000.00	\$0.00	
410 Alcohol SAFETEA-LU									
	K8-2014-00-00-00	410 Programmatic Contracts	\$0.00	\$4,428,852.00	\$0.00	\$1,476,284.00	\$1,476,284.00	\$0.00	
410 Alcohol SAFETEA-LU Total			\$0.00	\$4,428,852.00	\$0.00	\$1,476,284.00	\$1,476,284.00	\$0.00	
410 Alcohol SAFETEA-LU Total			\$0.00	\$4,428,852.00	\$0.00	\$1,476,284.00	\$1,476,284.00	\$0.00	
410 High Fatality Rate									
	K8FR-2014-00-00-00	410 FR Contracts	\$0.00	\$2,432,298.00	\$0.00	\$810,766.00	\$810,766.00	\$0.00	
410 High Fatality Rate Total			\$0.00	\$2,432,298.00	\$0.00	\$810,766.00	\$810,766.00	\$0.00	
410 High Visibility									
	K8HV-2014-00-00-00	410 HVE Contracts	\$0.00	\$3,221,739.00	\$0.00	\$1,073,913.00	\$1,073,913.00	\$0.00	



LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

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

State: Louisiana

**Highway Safety Plan Cost Summary**

Page: 2  
Report Date: 6/28/2013

Program Area	Project	Description	For Approval Date: 6/28/2013 Total Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
410 High Visibility Total			\$0.00	\$3,221,739.00	\$0.00	\$1,073,913.00	\$1,073,913.00	\$0.00
2010 Motorcycle Safety								
	KS-2014-00-00-00	Motorcycle Safety Program Contracts	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
2010 Motorcycle Safety Incentive Total			\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
2010 Motorcycle Safety Total			\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
154 Transfer Funds								
	154AL-2014-00-00-00	Section 154AL Contracts	\$0.00	\$0.00	\$0.00	\$2,930,150.00	\$2,930,150.00	\$2,466,550.00
154 Alcohol Total			\$0.00	\$0.00	\$0.00	\$2,930,150.00	\$2,930,150.00	\$2,466,550.00
154 Hazard Elimination								
	154HE-2014-00-00-00	Hazard Elimination Project	\$0.00	\$0.00	\$0.00	\$29,754,777.00	\$29,754,777.00	\$0.00
154 Hazard Elimination Total			\$0.00	\$0.00	\$0.00	\$29,754,777.00	\$29,754,777.00	\$0.00
154 Transfer Funds Total			\$0.00	\$0.00	\$0.00	\$32,689,927.00	\$32,689,927.00	\$2,466,550.00
164 Transfer Funds								
	164AL-2014-00-00-00	Section 164AL Projects	\$0.00	\$0.00	\$0.00	\$3,513,625.00	\$3,513,625.00	\$3,094,125.00
164 Alcohol Total			\$0.00	\$0.00	\$0.00	\$3,513,625.00	\$3,513,625.00	\$3,094,125.00
164 Paid Media								
	164PM-2014-00-00-00	Section 164 Alcohol Paid Media	\$0.00	\$0.00	\$0.00	\$520,000.00	\$520,000.00	\$0.00
164 Paid Media Total			\$0.00	\$0.00	\$0.00	\$520,000.00	\$520,000.00	\$0.00
164 Hazard Elimination								
	164HE-2014-00-00-00	Hazard Elimination Project	\$0.00	\$0.00	\$0.00	\$29,755,125.00	\$29,755,125.00	\$0.00
164 Hazard Elimination Total			\$0.00	\$0.00	\$0.00	\$29,755,125.00	\$29,755,125.00	\$0.00
164 Transfer Funds Total			\$0.00	\$0.00	\$0.00	\$33,848,924.00	\$33,848,924.00	\$3,094,125.00
MAP 21 405c Data Program								
	M3DA-2014-40-00-00	Traffic Records Committee Contracts	\$0.00	\$141,045.00	\$0.00	\$564,218.99	\$500,000.00	\$0.00
405c Data Program Total			\$0.00	\$141,045.00	\$0.00	\$564,218.99	\$500,000.00	\$0.00
MAP 21 405c Data Program Total			\$0.00	\$141,045.00	\$0.00	\$564,218.99	\$500,000.00	\$0.00
MAP 21 405d Impaired Driving High								
	M4HVE-2014-00-00-00	High Visibility Enforcement Contracts	\$0.00	\$526,565.00	\$0.00	\$778,972.00	\$1,093,012.00	\$0.00
405d High HVE Total			\$0.00	\$526,565.00	\$0.00	\$778,972.00	\$1,093,012.00	\$0.00
405d High Court Support								
	M4CS-2014-00-00-00	Court Support Contracts	\$0.00	\$0.00	\$0.00	\$247,000.00	\$247,000.00	\$0.00
405d High Court Support Total			\$0.00	\$0.00	\$0.00	\$247,000.00	\$247,000.00	\$0.00
405d High BAC Testing/Reporting								
	M4BAC-2014-00-00-00	BAC Testing	\$0.00	\$0.00	\$0.00	\$49,653.00	\$49,653.00	\$0.00
405d High BAC Testing/Reporting Total			\$0.00	\$0.00	\$0.00	\$49,653.00	\$49,653.00	\$0.00
405d High Paid/Earned Media								
	M4PEM-2014-00-00-00	Paid Media Contract	\$0.00	\$0.00	\$0.00	\$829,722.00	\$829,722.00	\$0.00
405d High Paid/Earned Media Total			\$0.00	\$0.00	\$0.00	\$829,722.00	\$829,722.00	\$0.00
405d High Other Based on Problem ID								
	M4OT-2014-00-00-00	Other Supported Programs	\$0.00	\$0.00	\$0.00	\$200,912.65	\$200,912.65	\$0.00
405d High Other Based on Problem ID Total			\$0.00	\$0.00	\$0.00	\$200,912.65	\$200,912.65	\$0.00
MAP 21 405d Impaired Driving High Total			\$0.00	\$814,947.50	\$0.00	\$2,106,259.65	\$2,106,259.65	\$0.00
MAP 21 405f Motorcycle Programs								
	M9MT-2014-00-00-00	Motorcycle Trainign Program	\$0.00	\$0.00	\$0.00	\$65,411.38	\$65,411.38	\$0.00
405f Motorcyclist Training Total			\$0.00	\$0.00	\$0.00	\$65,411.38	\$65,411.38	\$0.00
MAP 21 405f Motorcycle Programs Total			\$0.00	\$0.00	\$0.00	\$65,411.38	\$65,411.38	\$0.00
NHTSA Total			\$0.00	\$12,259,586.75	\$0.00	\$78,859,800.00	\$78,859,800.00	\$7,415,325.00
Total			\$0.00	\$12,259,586.75	\$0.00	\$78,859,800.00	\$78,859,800.00	\$7,415,325.00



## U.S. Department of Justice

Office of Justice Programs  
810 7<sup>th</sup> Street, NW  
Washington, D.C. 20531

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October 4, 2011

Ms. Linda Tillman, Financial Manager  
Louisiana Highway Safety Commission  
7919 Independence Boulevard,  
Baton Rouge, LA 70806

RECEIVED  
OCT 13 2011  
LHSC

Dear Ms. Tillman:

Enclosed is your fully executed negotiated agreement approving a final indirect cost rate of 40.93 for the fiscal year ending June 30, 2009 and a provisional rate is approved with 40.93% for the fiscal year ending June 30, 2011.

If you have any questions, you may contact me at (202) 616-3810.

Sincerely,

A handwritten signature in cursive script that reads "Marcia Triplett".

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

Enclosures

RECEIVED  
OCT 13 2011  
LHSC

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

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

**Date:** 07/21/2011

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

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

**SECTION I: RATES**

**Indirect Costs**

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

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

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

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**SECTION II: GENERAL**

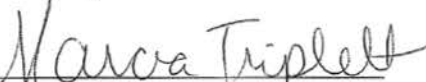
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- A. Limitations:** Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed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

LOUISIANA HIGHWAY SAFETY PLAN FOR FFY 2014

U. S. Department of Justice  
Office of Justice Programs

Louisiana Highway Safety  
Commission

  
\_\_\_\_\_  
Signature: Marcia Triplett, Staff Accountant  
Grants Financial Management Division

  
\_\_\_\_\_  
Signature

8/25/11  
\_\_\_\_\_  
Date

John A. LeBlanc  
Executive Director  
\_\_\_\_\_  
Name and Title (print or type)

8-15-11  
\_\_\_\_\_  
Date

Negotiated by: Marcia Triplett  
(202)616-3810

**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

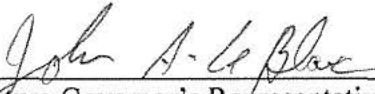
State: Louisiana

Fiscal Year: 14

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

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

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

7/1/2013  
\_\_\_\_\_  
Date

**John A. LeBlanc**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

---

*Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.*

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**Part 1: Occupant Protection (23 CFR 1200.21)**

**All States:** [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 12-13.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 4-11.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 13-17.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 17-20.

**Lower Seat belt Use States:** [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
  
- Coverage of all passenger motor vehicles:
  
- Minimum fine of at least \$25:
  
- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # 20-23.

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # 24-43.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_.

- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

The State's NHTSA-facilitated occupant protection program assessment was conducted on 3/14/2011;

**OR**

The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

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**Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in at least one blank for each bullet below.]*

- A copy of [*check one box only*] the  TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on 3/22/2013.
  - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on 6/19/2013.
  - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on 6/24/2013.
  - The name and title of the State's Traffic Records Coordinator is Cory Hutchinson, Associate Director, Highway Safety Research Group.
  - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on 6/24/2013.
  - [*Check one box below and fill in any blanks under that checked box.*]
    - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages \_\_\_\_\_
    - OR**
    - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # C-1.
  - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 8/20/2010.
-

**Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

**Mid-Range State:**

- [Check one box below and fill in any blanks under that checked box.]
  - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_\_\_ and is provided as HSP attachment # \_\_\_\_\_;
- OR
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # D-1, D-2, D-3, D-4.

**High-Range State:**

- [Check one box below and fill in any blanks under that checked box.]
  - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_\_\_;
- OR
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [Check one box below and fill in any blanks under that checked box.]
  - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on \_\_\_\_\_ is provided as HSP attachment # \_\_\_\_\_.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**Ignition Interlock Law:** [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on 8/1/1993 and last amended on 6/7/2012, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

LA Revised Statute 32:414 (A)(1)(a)(b)(c)(i) and LA Revised Statute 32:415.1 (A)(1)(f)

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**Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in all blanks below.]*

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on 7/1/2008 and last amended on 5/30/2013, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:  
LA Revised Statute 32:300.5 (A)(1)
  
- Definition of covered wireless communication devices:  
LA Revised Statute 32:300.5 (A)(3)(a)
  
- Minimum fine of at least \$25 for first offense:  
LA Revised Statute 32:300.5 (C)(1)
  
- Increased fines for repeat offenses:  
LA Revised Statute 32:300.5 (C)(2)
  
- Exemptions from texting ban:  
LA Revised Statute 32:300.5 (B)(1)(2) and (3)

### **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on 7/1/2008 and last amended on 8/1/2010, is in effect, and will be enforced during the fiscal year of the grant.

#### **Legal citations:**

- Prohibition on youth cell phone use while driving:  
Louisiana Revised Statute 32:300.7 (B)
  
  - Driver license testing of distracted driving issues:  
Louisiana Revised Statute 32:407 (A)(2)(a) and 32:408(A)(1)
  
  - Minimum fine of at least \$25 for first offense:  
Louisiana Revised Statute 32:300.7 (E)(1)(a)
  
  - Increased fines for repeat offenses:  
Louisiana Revised Statute 32:300.7 (E)(1)(b)
  
  - Exemptions from youth cell phone use ban:  
Louisiana Revised Statute 32:300.7 (C)(1)(2)(3) and (4)
-

**Part 5: Motorcyclist Safety (23 CFR 1200.25)**

*[Check at least 2 boxes below and fill in any blanks under those checked boxes.]*

**Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # \_\_\_\_\_.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # \_\_\_\_\_.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # \_\_\_\_\_.

**Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # F-1 \_\_\_\_\_.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # F-2 \_\_\_\_\_.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # 92 \_\_\_\_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # 90-91 \_\_\_\_\_.
- Copy of the State strategic communications plan is provided as HSP attachment # F-3 \_\_\_\_\_.

**Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.

**Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # \_\_\_\_\_.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # 93-98 \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**  
LA Revised Statute 14:98

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

**Legal citation(s):**

**AND**

- The State’s law appropriating funds for FY \_\_\_\_ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

**Legal citation(s):**

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # \_\_\_\_\_.





**Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in all applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage** – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- Testing and education requirements:
  
- Driving restrictions:
  
- Minimum duration:
  
- Applicability to novice drivers younger than 21 years of age:
  
- Exemptions from graduated driver licensing law:

**Intermediate Stage** – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

**Legal citations:**

- Driving restrictions:
  
- Minimum duration:
  
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
  
- Exemptions from graduated driver licensing law:

**Additional Requirements During Both Learner’s Permit and Intermediate Stages**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

**Legal citation(s):**

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

**Legal citation(s):**

**License Distinguishability** (*Check one box below and fill in any blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

**Legal citation(s):**

**OR**

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

**OR**

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.