



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

Region VI  
Arkansas, Louisiana,  
New Mexico, Oklahoma,  
Texas, Indian Nations

819 Taylor Street  
Room 8A38  
Fort Worth, Texas 76102

September 29, 2006

The Honorable Kathleen Blanco  
Governor of the State of Louisiana  
Post Office Box 94004  
Baton Rouge, Louisiana 70804-9004

Dear Governor Blanco:

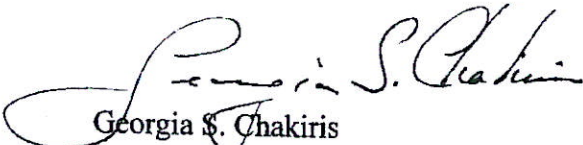
We have reviewed Louisiana's fiscal year 2007 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS217) as received on August 30, 2006. Based on these submissions and the subsequent revisions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program. Details regarding funding will be provided to your Highway Safety Representative, Colonel Jim Champagne .

We would like to thank the Louisiana Highway Safety Commission for their efforts devoted to the development of the State's highway safety program.

We also appreciate the State's efforts to reduce traffic deaths, injuries, and economic costs by implementing the "Click It or Ticket" campaign, and participating in the national "Drunk Driving, Over the Limit. Under Arrest" campaign.

Thank you for your support. If NHTSA may be of assistance to you, please do not hesitate to contact me.

Sincerely,

  
Georgia S. Chakiris  
Regional Administrator

cc: Colonel Jim Champagne, LHSC  
Charles Bolinger, FHWA



DOT AUTO SAFETY HOTLINE  
888-DASH-2-DOT  
888-327-4236

RF



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New Mexico, Oklahoma,  
Texas, Indian Nations

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Room 8A38  
Fort Worth, Texas 76102

September 29, 2006

Colonel Jim Champagne  
Governor's Highway Safety Representative  
Louisiana Highway Safety Commission  
Post Office Box 66336  
Baton Rouge, Louisiana 70896

Dear Colonel Champagne:

We have reviewed Louisiana's fiscal year 2007 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS217) as received on August 30, 2006. Based on these submissions and the subsequent revisions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

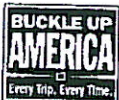
This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1, 2006. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirement of 23 CFR §1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In the Traffic Records section of the plan, please include, or incorporate by reference, quantitative objectives corresponding to the performance measures of the Louisiana Safety Information System Strategic Plan as submitted in the FY06 Section 408 application.

To comply with OMB Circular A-87, Attachment B, Item 11, the State must develop and maintain a time distribution system for Federally funded LHSC employees (as listed on pages 54 and 84-85) to record individual employee's time and costs specific to Planning and Administration and to each program area to support expenses charged to Program Management for the Alcohol, Occupant Protection, Police Traffic Services, and Traffic Records program areas.

No requests for equipment purchases over \$5000 were found in our review of the documents submitted, therefore no approvals are provided for purchase of such equipment with federal funds.

We look forward to the implementation of the FY2007 program. We appreciate the State's efforts to reduce traffic deaths, injuries, and economic costs by implementing the "Click It or Ticket"

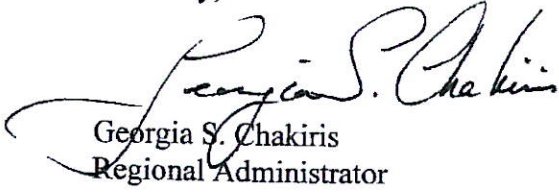


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888-327-4236



campaign and by participating in the national "Drunk Driving, Over the Limit. Under Arrest" campaign. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,



Georgia S. Chakiris  
Regional Administrator

cc: Charles Bolinger, FHWA



*Department of Public Safety and Corrections*  
*Public Safety Services*

KATHLEEN BABINEAUX BLANCO  
GOVERNOR

JAMES E. CHAMPAGNE  
EXECUTIVE DIRECTOR

September 27, 2006

Ms. Georgia Chakiris  
Regional Administrator  
National Highway Traffic Safety Administration  
819 Taylor Street, Room 8A-38  
Fort Worth, Texas 76102

Mr. Charles Bolinger  
Division Administrator  
Federal Highway Administration  
5304 Flanders Dr. Suite A  
Baton Rouge, LA 70808

Dear Ms. Chakiris and Mr. Bolinger:

An electronic copy and an original copy of Louisiana's Highway Safety Plan for FY 2007 is enclosed. Louisiana continues to meet the required program match for Section 402. Should an audit be performed, the LHSC will use the Louisiana State Police projects for the required match. All documentation is maintained in the Office of Management and Finance.

There are no contracts that include equipment purchases over \$5,000.00 in this current plan. The LHSC will submit equipment requests if the situation arises.

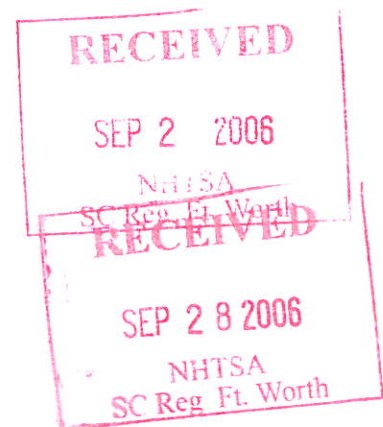
Your approval is appreciated. If you have any questions, please do not hesitate to call Jamie Ainsworth. 225-925-6998.

Sincerely,

James E. Champagne  
Executive Director  
Governor's Highway Safety Representative

JEC:jba

Enclosures





**2007 HIGHWAY SAFETY AND PERFORMANCE PLAN**  

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**Louisiana Highway Safety Commission**

**Kathleen Babineaux Blanco**  
Governor

**James E. Champagne**  
Governor's Representative for Highway Safety

**Elizabeth "Sue" Johnson**  
Chairman

September 27, 2006

Louisiana Highway Safety Commission  
7919 Independence Blvd.  
Baton Rouge, LA 70816  
225-925-6991

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## LOUISIANA HIGHWAY SAFETY COMMISSION MEMBERS

Randall P. Brewton	Winn Parish	5 <sup>th</sup> Congressional District
Allen C. Champagne *	St. Tammany Parish	1 <sup>st</sup> Congressional District
Laura Curb, PhD.	Union Parish	5 <sup>th</sup> Congressional District
Bobby W. Deen*	Grant Parish	5 <sup>th</sup> Congressional District
Tommy Head*	Caddo Parish	1 <sup>st</sup> Congressional District
Elizabeth "Sue" Johnson*	East Baton Rouge Parish	6 <sup>th</sup> Congressional District
Richard J. LeBouef	Vermillion Parish	7 <sup>th</sup> Congressional District
Henry K. Lee*	St. Mary Parish	3 <sup>rd</sup> Congressional District
Charles W. McGowan	East Baton Rouge Parish	6 <sup>th</sup> Congressional District
Bette Dee Mule	Jefferson Parish	1 <sup>st</sup> Congressional District
Bobbie J. Price*	Bossier Parish	4 <sup>th</sup> Congressional District
Norris P. Rader, Sr.	Iberia Parish	3 <sup>rd</sup> Congressional District
Timothy D. Reine	St. Tammany Parish	1 <sup>st</sup> Congressional District
Irving C. Suire*	Vermillion Parish	7 <sup>th</sup> Congressional District
Charles Tapp	East Baton Rouge Parish	6 <sup>th</sup> Congressional District
Jimmie P. Thorns, Jr.	Orleans Parish	1 <sup>st</sup> Congressional District
Godfrey P. Trahan	Vermillion Parish	7 <sup>th</sup> Congressional District
Carl J. Vicknair	St. James Parish	3 <sup>rd</sup> Congressional District
Orian A. Gulotta		
Joseph D. Milioto		

\*Executive Committee

## THE HIGHWAY SAFETY PLANNING PROCESS

The highway safety planning process is circular and continuous; i.e., at any one point in time, the Louisiana Highway Safety Commission (LHSC) may be working on previous, current and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates.

### BACKGROUND:

Each year Highway Safety Offices throughout the United States are responsible for the apportionment of congressionally allocated federal highway safety grant funds (Section 402) for state and local programs which improve highway safety. The mission of the LHSC is a commitment to developing and implementing a comprehensive strategy aimed at saving lives and preventing injuries on our highways. Programs and projects are administered in accordance with the Highway Safety Act of 1966 (Public Law 89-564) and guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

NHTSA has identified nine National Priority Program Areas (NPPA). The nine NPPA's are: Impaired Driving, Occupant Protection, Speed, Traffic Records, Emergency Medical Services, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicycle Safety, and Roadway Safety. The SHSO has developed a problem identification method to recognize state, parish, and municipality needs. The current issues that the LHSC will address, in addition to the nine priority program areas, are Safe Communities and Railroad Safety.

The State of Louisiana operates under the provisions of the Highway Safety Act of 1966, (23 U.S.C. 402). TITLE 23--HIGHWAYS

- (a) Each State shall have a highway safety program approved by the Secretary, designed to reduce traffic crashes and deaths, injuries, and property damage resulting from motor vehicle crashes. Such programs shall be in accordance with



uniform guidelines promulgated by the Secretary. Such uniform guidelines shall be expressed in terms of performance criteria. In addition, such uniform guidelines shall include programs (1) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits, (2) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles and to increase public awareness of the benefit of motor vehicles equipped with airbags, (3) to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance, (4) to prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles, (5) to reduce injuries and deaths resulting from crashes involving school buses, and (6) to improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures. The Secretary shall establish a highway safety program for the collection and reporting of data on traffic-related deaths and injuries by the States. Under such program, the States shall collect and report such data as the Secretary may require. The purposes of the program are to ensure national uniform data on such deaths and injuries and to allow the Secretary to make determinations for use in developing programs to reduce such deaths and injuries and make recommendations to Congress concerning legislation necessary to implement such programs. The program shall provide for annual reports to the Secretary on the efforts being made by the States in reducing deaths and injuries occurring at highway construction sites and the effectiveness and results of such efforts. The Secretary shall establish minimum reporting criteria for the program. Such criteria shall include, but not be limited to, criteria on deaths and injuries resulting from police pursuits, school bus crashes, and speeding, on traffic-related deaths and injuries at highway construction sites and on the configuration of commercial motor vehicles involved in motor vehicle crashes. Such uniform guidelines shall be promulgated by the Secretary so as to improve driver performance (including, but not limited to, driver education, driver testing to determine proficiency to operate motor vehicles, driver examinations (both physical and mental) and driver licensing) and to improve pedestrian performance and bicycle safety. In addition such uniform guidelines shall include, but not be limited to, provisions for an effective record system of crashes (including injuries and



deaths resulting from motor vehicle crashes), crash investigations to determine the probable causes of crashes, injuries, and deaths, vehicle registration, operation, and inspection, highway design and maintenance (including lighting, markings, and surface treatment), traffic control, vehicle codes and laws, surveillance of traffic for detection and correction of high or potentially high crash locations, enforcement of light transmission standards of window glazing for passenger motor vehicles and light trucks as necessary to improve highway safety, and emergency services. Such guidelines as are applicable to State highway safety programs shall, to the extent determined appropriate by the Secretary, be applicable to federally administered areas where a Federal department or agency controls the highways or supervises traffic operations.

The State of Louisiana provided for the creation of the Louisiana Highway Safety Commission to administer and carry out all programs of highway safety vested in the Governor Acts 1968, No. 275, § 1.

**RS 48§1351. Responsibility for Administration Vested in the Governor**

- A. The governor, in addition to the other duties and responsibilities vested in him by the constitution and laws of this state, shall be responsible for the administration of highway safety programs in this state in conformity with the Highway Safety Act of 1966, enacted by the Congress of the United States of America as Public Law 89-564. He may contract and do all other things necessary to secure the full benefits available to this state under the provisions of the Highway Safety Act of 1966. In furtherance of such purpose the governor also may cooperate with state, local and federal agencies, with private and public organizations and with individuals to the extent necessary to effectuate the purposes of that law and any amendments thereto.
- B. The governor may administer and carry out all programs of highway safety vested in him and all matters pertaining thereto through the Louisiana Highway Safety Commission; provided that all such programs for the state and its political subdivisions shall be administered in accordance with the provisions of the Highway Safety Act of 1966 and amendments thereto and such federal rules and regulations as may be adopted in implementation thereof.



**RS 48§1352. Louisiana Highway Safety Commission; Created; Appointment of Members; Terms; Vacancies**

- A. The Louisiana Highway Safety Commission is hereby created as a division of the Department of Public Safety. The commission shall be composed of twenty-one members who shall be appointed by the governor. At least one member shall be a resident and qualified elector of each of the congressional districts into which the state is divided. Each member shall serve at the pleasure of the governor. Each appointment by the governor shall be submitted to the Senate for confirmation.
- B. Vacancies in the membership of the commission shall be filled by the governor, who may receive recommendations therefore from the executive committee of the commission.

**RS 48§1353. Domicile of Commission; Meetings; Quorum and Vote**

- A. The domicile of the commission shall be in Baton Rouge; however, the commission may hold meetings at other places in the state. Meetings shall be held on the call of the chairman or of the governor or as otherwise fixed by the commission with approval of the governor.
- B. One-third of the current membership of the commission shall constitute a quorum for the transaction of business of the commission, and the vote of a majority of the members present and voting shall be necessary to take any official action. However, any member who finds it impossible to attend a meeting may be represented by a person selected by him and such representative shall have the right to vote for or in the stead of the absent member.

**RS 48§1354. Expenses of Members**

The members of the commission shall receive no compensation but shall be paid their necessary and actual expenses incurred in connection with attendance at meetings of the commission or on business for the commission assigned by it.

### **RS 48§1355. Officers; Executive Director**

- A. The officers of the commission shall be a chairman and a vice chairman. The governor shall designate the chairman, and the commission shall elect a vice chairman to serve a two-year term. The chairman shall be the chief executive officer of the commission and shall exercise supervision over all its affairs.
- B. The governor shall appoint an executive director, who shall not be a member of the commission, to serve at his pleasure and at a salary approved by him. The executive director shall serve as secretary of the commission and shall perform such duties as are delegated by the commission or its chairman, the executive committee or the governor.

### **RS 48§1356. Executive Committee; Other Committees**

- A. There shall be an executive committee and such other committees as the commission deems necessary or desirable to fully accomplish the purposes for which it is created.
- B. The executive committee shall be composed of the chairman of the commission, ex-officio, and not less than five nor more than nine members of the commission. The chairman of the commission shall serve as chairman of the executive committee. The executive committee, upon a majority vote of the members present and voting, may act for the commission and in its name in the interim between meetings of the commission, however, it shall have no authority to change any action taken by the commission.
- C. Minutes of meetings of the executive committee shall be kept by the executive director of the commission, who shall serve as secretary of the committee, and copies thereof shall be distributed to the members of the commission.

### **RS 48§1357. Powers and Duties**

The commission shall serve as the public support group of the Highway Safety Act of 1966 and, through the governor, shall cooperate with the federal government or any



agency thereof for the purpose of increasing highway safety. In furtherance of such purpose it shall be responsible for the preparation of comprehensive, long-range highway safety programs for Louisiana, and in connection therewith it shall exercise the following powers, duties and functions:

- (1) It shall study and evaluate, gather information and prepare and distribute statistical compilations and make recommendations with respect to highway crashes and injuries and deaths and the problems in connection therewith and steps being taken through research, enforcement and otherwise to improve highway safety and reduce highway crashes.
- (2) It may cooperate with agencies of the federal government, other states, this state and its political subdivisions to the full extent essential to the carrying out and coordinating of programs of highway safety, and may, with approval of the governor, take such steps and do such things as are necessary and proper to secure for the state and its political subdivisions the full benefits available under the provisions of the Highway Safety Act of 1966 and any amendments thereto, including but not restricted to such steps as are necessary to obtain federal funds for use within this state for highway safety purposes.
- (3) It shall serve as a central clearing house for information and as a coordinating agency for all boards, commissions, departments and agencies of the state and of its political subdivisions as to activities relating to highway safety, its problems, measures being taken to improve highway safety and matters related thereto.
- (4) It shall prepare such legislation as it deems necessary or desirable to carry out a comprehensive, long-range highway safety program for the state.
- (5) It may adopt, promulgate and amend rules and regulations to govern its actions and also for the carrying out of highway safety programs within the state, including the adoption of highway safety standards.
- (6) The executive head of each agency shall employ, appoint, remove, assign, and promote such personnel as is necessary for the efficient administration of such powers, duties, functions, and responsibilities and for the administration and



implementation of such programs, in accordance with applicable civil service laws, rules, and regulations, and with policies and rules of the department to which the agency is transferred.

- (7) It shall make such reports to the governor, the legislature and to the proper agencies of the federal government as are required by law or are directed by any of them or are deemed by the commission to be in the best interests of highway safety programs for Louisiana.
- (8) It may do and perform all other things necessary or incidental to the purposes for which it is created, all subject to the ultimate authority and responsibility of the governor for the administration of highway safety programs within Louisiana.

## PLANNING PROCESS:

Each year Highway Safety Offices throughout the United States are responsible for the apportionment of congressionally allocated federal highway safety grant funds (Section 402) for state and local programs which improve highway safety. The mission of the Louisiana Highway Safety Commission (LHSC) is a commitment to developing and implementing a comprehensive strategy aimed at saving lives and preventing injuries on our highways. Programs and projects are administered in accordance with the Highway Safety Act of 1966 (Public Law 89-564) and guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

There are eighteen highway safety program guidelines; however, NHTSA has identified nine National Priority Program Areas (NPPA). The nine NPPA's are: Impaired Driving, Occupant Protection, Speed, Traffic Records, Emergency Medical Services, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicycle Safety, and Roadway Safety. The LHSC has developed a problem identification method to recognize state, parish, and municipality needs. The current issues that the LHSC will address, in addition to the nine priority program areas, are Safe Communities and Railroad Safety.

## METHODOLOGY USED FOR FISCAL YEAR 2007 SUB-GRANTS:

The problem identification methodology relies on an analysis of parishes by licensed driver population data and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services. Analysis was conducted to determine the correlation between the number of crashes and the number of vehicle miles traveled (VMT) and the number of licensed drivers in each parish. Based on this analysis there is a stronger correlation between the number of licensed drivers and the number of crashes than between the VMT and the number of crashes. In normalizing the data for comparison purposes, the number of crashes per licensed drivers is a better rate to use than the number of crashes per VMT.

The planning process for the Louisiana Highway Safety Commission is a cyclical process that is in constant review, assessment, and modification. A multitude of



Stakeholder meetings, data analysis workshops, and processes for partner feedback occur throughout the year. In preparation for Fiscal Year 2007, the LHSC began its planning process through a series of Community Briefings. These briefings were designed to provide current information on traffic safety issues in Louisiana and solicit local leaders, citizens, law enforcement, and other traffic safety partners input on future needs and potential programs.

Information and feedback gained during Community Briefings and the available data assessments provides the basis for project allocation. The LHSC staff meet each spring to discuss data, estimated grant carryforward, potential grant awards, and existing contractual agreements. Projects are identified and awarded to local agencies, law enforcement, non-profits, governmental agencies, and other entities with the consideration of all discussions listed above. The LHSC has been fortunate to have the participation of the South Central Regional Program Manager in the previous two years. The expertise and guidance provided by the South Central Region has been helpful in developing each annual plan.

The following time line provides a plan of action that the LHSC utilizes in allocating funds for the upcoming fiscal year.

#### PLANNING CALENDAR

October/ November	Community Briefings and Diversity Forum held to gather input on traffic safety issues around the state.
February	Consider the NHTSA regional response to the Annual Report, the prior year HSP letter, and any applicable management or special management review comments. Assess potential funding eligibilities.
March	Determine revenue estimates and gain input from partner agencies and stakeholders on program direction to create specific plans and projects within each program area.
March/ April	LHSC staff meet to discuss current successes and potential improvements to the next fiscal year HSP. Make project recommendations to Executive Director for next fiscal year funding.
May/June	Executive Director meets with Executive Committee of the Commission if requested by Chairman. Meet with LHSC Commission for approval of recommended grant awards.
June/July	Draft the Performance Plan and Highway Safety Plan.
August/ September	Gain approval for grants and contracts from the appropriate officials.



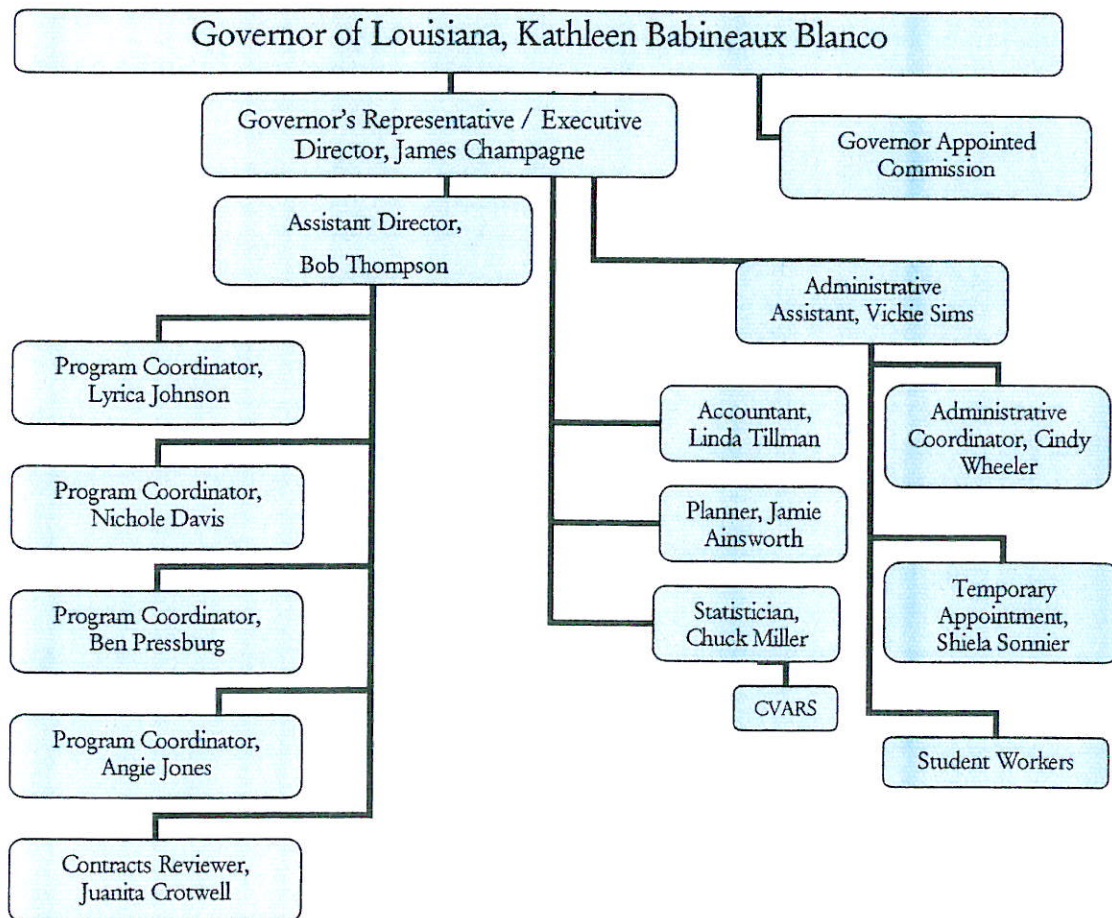
August	Submit the final Performance Plan to NHTSA and FHWA.
October	Implement grants and contracts. Begin work on the Annual Report.
continuous	Meet with Stakeholders regularly and participate in local projects as possible.
continuous	Process claims as stipulated by contract, conduct desk audits at time of claim processing. Conduct additional project reviews throughout grant period based upon the policy and procedure of the LHSC.

## MISSION STATEMENT

The mission of the Louisiana Highway Safety Commission is to develop and implement comprehensive strategies aimed at saving lives and preventing injuries on our highways.

## ORGANIZATIONAL CHART

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



## LEGISLATIVE ISSUES

The LHSC pays particular attention to traffic safety legislation and is well aware of the impact that Louisiana laws have on the fatality and injuries in Louisiana. Current legislation in Louisiana has improved over the past years and has resulted in multiple revisions to existing occupant protection laws, impaired driving laws, and helmet laws. The LHSC continues to be available to testify upon request of various legislative committees on potential new legislation. Additional information on Louisiana laws can be found at the Louisiana Legislature website. [www.legis.state.la.us](http://www.legis.state.la.us) .

Improvements to various laws in Louisiana could further have a positive affect on the reduction of fatalities and injuries on Louisiana roadways. The LHSC continues to monitor progress laws pertaining to aggressive driving, impaired driving, red light running, speeding, etc.

The Louisiana legislature passed House Concurrent Resolution 128 in 2005 to develop an “Aggressive Driving Task Force” to identify and define aggressive driving behaviors and report to the Louisiana Legislature during the regular 2006 session. The intent of the resolution was to bring together both the House Transportation and the Senate Transportation committees to discuss research and other states’ laws and develop potential solutions to Louisiana’s aggressive driving problems. Limited progress has been made due to recent natural disasters. The LHSC will continue to monitor and testify when requested on aggressive driving issues.



# SOUTH CENTRAL REGION LAWS (2004) AS NOTED ON FARS

## Key Provisions of Safety Belt Use Laws

State	Effective(1)	Enforcement	Fine	Seats	Vehicles Exempted(2)
AR	7/15/1991	Secondary(4)	\$25	Front	School, church, or public bus; model year <1968.
LA	7/1/1986	Primary	\$25	Front	Designed for >10 people, model year <1981, postal service vehicles, farm vehicles within 5 miles of farm.
NM	1/1/1986	Primary	\$25(16)	All	Vehicles >10,000 lb, rural letter carriers.
OK	2/1/1987	Primary	\$20	Front	Farm vehicles, truck, truck tractor, RV, postal service vehicles.
TX	9/1/1985	Primary	\$25 - \$200	Front	Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers.

## Child Passenger Protection Laws

State	Effective Date	Restraint Requirement Age(1,2)	Safety Seat Required	May Use Safety Seat or Seat Belt	Penalty
AR	Aug-83	All	5 years and under and <60 lb	6-14 years or 60+ lb	\$100
LA	Sep-84	12 and under	5 years and under	6-12 years or >60 lb	\$100
NM	Jun-83	All	6 years and under and <60 lb(17)	7-17 years	\$25
OK	Nov-83	6-12, all seats	5 years and under and 60 lb or less(20)	6-12 years	\$25
TX	Oct-84	16 and under, all seats(29)	4 years and under and <36 inches tall	-	\$200

## Status of State Motorcycle Helmet Use Requirements

State	Effective Date of Original Law	Subsequent Action, Date(s) and Current Status
AR	6/29/1967	Repealed effective 07/31/97 for age 21 and over.
LA	7/13/1968	Repealed effective 10/01/76 for age 18 and over. Reinstated effective 08/15/99 for all. Repealed effective 08/15/99 for age 18 and over with health insurance with \$10,000 in medical benefits for bodily injuries. Reinstated effective 08/15/04 for all.
NM	6/16/1967	Repealed effective 06/17/77 for age 18 and over.
OK	4/7/1967	Repealed effective 05/03/76 for age 18 and over.
TX	8/28/1967	Repealed effective 05/20/77 for age 18 and over. Reinstated effective 09/01/89 for all. Repealed effective 09/01/97 for age 21 and over who have completed rider education or are covered by at least \$10,000 in medical insurance.

## Impaired Driving High-Priority Legislation

State	Administrative Per Se	Illegal Per Se	Lower BAC for Youthful DWI Offenders	License Sanction		
	(BAC Level)	(BAC Level)	(BAC Level and Age)	(Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AR	Y-0.10	0.1	Y-0.02 (<21)	—	—	—
LA	Y-0.10	0.1	Y-0.02 (<21)	—	—	—
NM	Y-0.08	0.08	Y-0.02 (<21)	—	R-30 days	R-30 days
OK	Y-0.10	0.1	Y-0.00 (<21)	—	—	—
TX	Y-0.08	0.08	Y-0.00 (<21)	—	—	—

<http://www-fars.nhtsa.dot.gov/FinalReport.cfm?stateid=0&title=states&title2=laws&year=2004>



# PERFORMANCE PLAN

## PROBLEM IDENTIFICATION PROCESS DESCRIPTION:

Data analysis is initially completed by the Louisiana State University Information Sciences Department and is provided to the LHSC in an annual publication. The “2004 Louisiana Traffic Records Data Report” provided the basis for additional data analysis for LHSC program staff. The published data report is available online 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.

The planning process for the Louisiana Highway Safety Commission is a cyclical process that is in constant review, assessment, and modification. A multitude of Stakeholder meetings, data analysis workshops, and processes for partner feedback occur throughout the year. In preparation for Fiscal Year 2007, the LHSC began its planning process through a series of Community Briefings and Traffic Safety Summits. These briefings were designed to provide current information on traffic safety issues in Louisiana and solicit local level leaders, citizens, law enforcement, and other traffic safety partners input on future needs and potential programs.

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

**Step 1** - Parishes are compared using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol related crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.

**Step 2** - Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs in regards 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 three year trend in each identified category.

**Step 3** - A three year trend analysis, with emphasis on population outreach, will assist in determining the selected parishes. The LHSC goal is to consistently reach 85% of the state's population and 70% of the state problem in each category. A five year trend may be used for an additional analysis of "hot topic" issues, i.e. motorcycle helmet usage, railroad, pedestrian issues.

**Step 4** – The LHSC program staff will discuss each of the expected NHTSA grant awards for the next fiscal year distribution and determine current contracts feasibility and discuss potential new resources that will further assist the LHSC in attaining set goals.

**Step 5** – The LHSC program staff will make recommendations to the Executive Director for consideration and further discussion.

**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.

**Step 8** - All approved agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1st, or immediately upon receipt if after the Federal Fiscal Year date of October 1, 2006 subject to the availability of Federal funds.



#### DATA SOURCES:

The Louisiana State University Department of Information Systems and Decision Sciences conducts an analysis of data, hosts a web accessible database, and publishes an Annual Louisiana Traffic Records Data Report. The performance plan and subsequent highway safety plan are based upon the most recent published data. The LHSC planner utilizes the published Traffic Records Data 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.

The following link provides a summary of the Louisiana Traffic Records Data Report. Excerpts are taken from the 2004 Louisiana Traffic Records Data Report available online at [http://lhsc.lsu.edu/trafficreports/dynamic\\_summary/summary.asp?year=2004](http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004) . The summary also includes potential weaknesses and necessary clarifications. The Louisiana Traffic 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 websites are additional resources utilized by the LHSC throughout the year to identify needs and develop programs.

<http://www.dps.state.la.us/tiger/>

<http://lhsc.lsu.edu/trafficreports/>

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/>

<http://safetydata.fra.dot.gov/OfficeofSafety/Query/default.asp?page=incabbr.asp>

<http://www-fars.nhtsa.dot.gov/>

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

<http://safety.fhwa.dot.gov/facts/>



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

The LHSC conducts annual attitudinal surveys to assess self reported behavior, campaign recognition, and judge effective messaging of various campaigns. These surveys assist the LHSC in determining appropriate messaging for our target demographics and judge effectiveness on the LHSC's ability to affect social marketing of traffic safety issues. These assessments and evaluations can be accessed at <http://lhsc.lsu.edu/SpecializedReports/> and at <http://www.dps.state.la.us/tiger/Data.htm>

The following section specifically addresses the Louisiana demographics and how the LHSC incorporates regional and similar state comparisons.

#### STATE DEMOGRAPHICS:

Louisiana covers 48,523 sq mi (125,674 sq km); 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 2000 Census identified Louisiana as having a population of 4,468,976 people and ranked twenty-second in the U.S. with a population density of 94 persons per square mile. The population is distributed 68% in urban areas and 32% in rural areas. Most of the people live in metropolitan areas. These areas include Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport–Bossier City. Since the hurricane season of 2005, there has been a populations shift and obvious demographic changes in the population make up of Louisiana. There have been only preliminary estimates on regional populations that define Baton Rouge as the largest metropolitan city in the state and many displaced citizens have been dispersed to more rural areas and other states.

The U.S. Census Bureau reported there were 2, 641,000 persons in Louisiana 25 years and older in 2000. Eighty one percent (80.8%) of this age group completed high school and 22.5% have attained a Bachelor's degree or higher. Nationally, it is reported that eighty four percent (84%) of the persons age 25 and older have completed high school and 26% have attained a Bachelor's degree or higher. The previous map represents an estimated population based on National Census data.

The median household income is \$30,466 in Louisiana compared to \$37,005 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 18.4% compared to 13.3% nationally.

Anglo-Americans compose 63.9% of Louisiana's population with African - Americans comprising 32.5%; the second largest ethnic group. Hispanics and Latino's represent 2.4% of the population with American Indians, Asians, Hawaiians, and Pacific Islanders comprising the remaining 1.2%

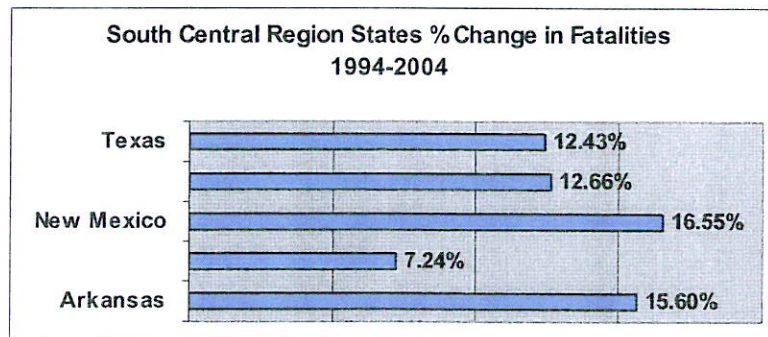
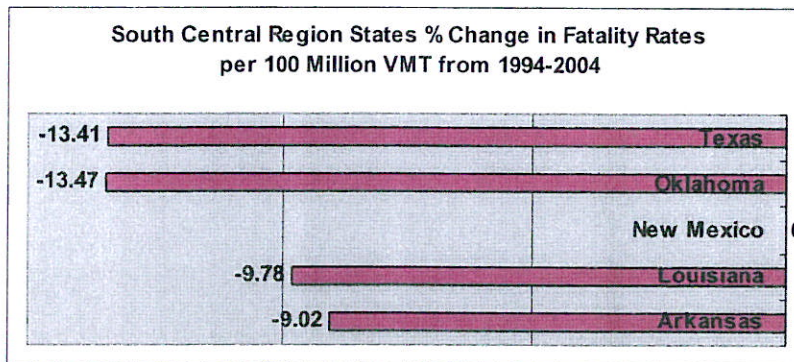
People QuickFacts from the 2000 National Census	Louisiana
Population, 2000	4,468,976
Population, percent change, 1990 to 2000	5.9%
White persons, percent, 2000 (a)	63.9%
Black or African American persons, percent, 2000 (a)	32.5%
American Indian and Alaska Native persons, percent, 2000 (a)	0.6%
Asian persons, percent, 2000 (a)	1.2%
Native Hawaiian and Other Pacific Islander, percent, 2000 (a)	0%
Persons reporting some other race, percent, 2000 (a)	0.7%
Persons reporting two or more races, percent, 2000	1.1%
Persons under 18 years old, percent, 2000	27.3%
Persons of Hispanic or Latino origin, percent, 2000 (b)	2.4%
High school graduates, persons 25 years and over, 1990	1,733,122
College graduates, persons 25 years and over, 1990	409,123
Homeownership rate, 1990	65.9%
Single family homes, number 1990	1,162,923
Households, 1990	1,498,371

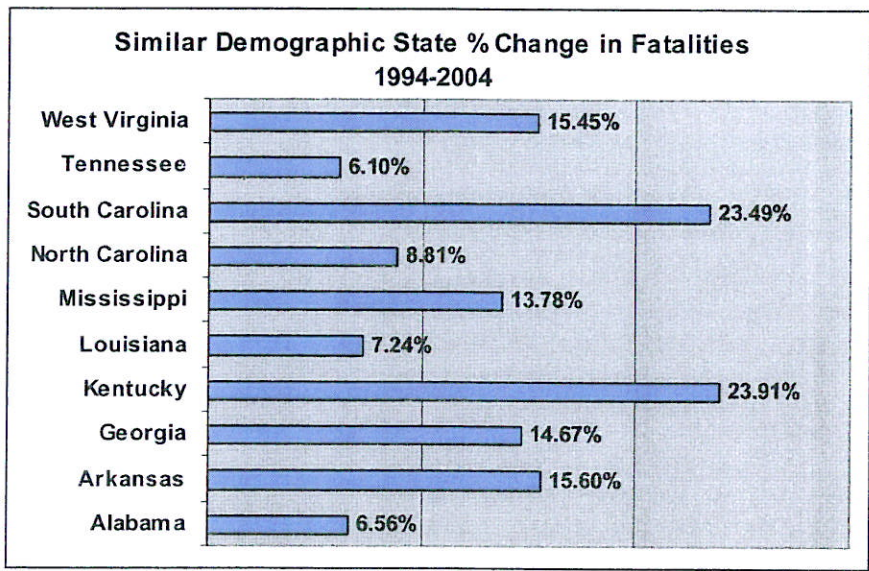
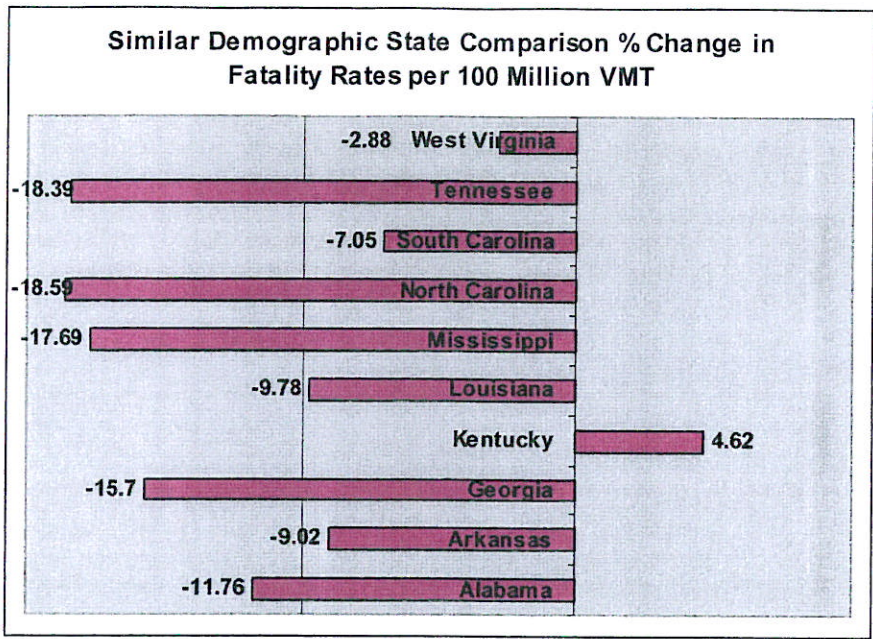


Persons per household, 1990	2.74
Family households, 1990	1,098,374
Median household money income, 1997 model-based estimate	\$30,466
Persons below poverty, percent, 1997 model-based estimate	18.4%
Children below poverty, percent, 1997 model-based estimate	26.0%
<b>Geography QuickFacts</b>	
<b>Louisiana</b>	
Land area, 2000 (square miles)	43,562
Persons per square mile, 2000	102.6

## Regional Comparisons

The Louisiana census and demographic data is one facet of assessing the states' progress. Comparing Louisiana to other states within the South Central Region and to other states with similar geographic and demographic data is also helpful. The following set of charts provides this type of comparison for key issues in traffic safety.



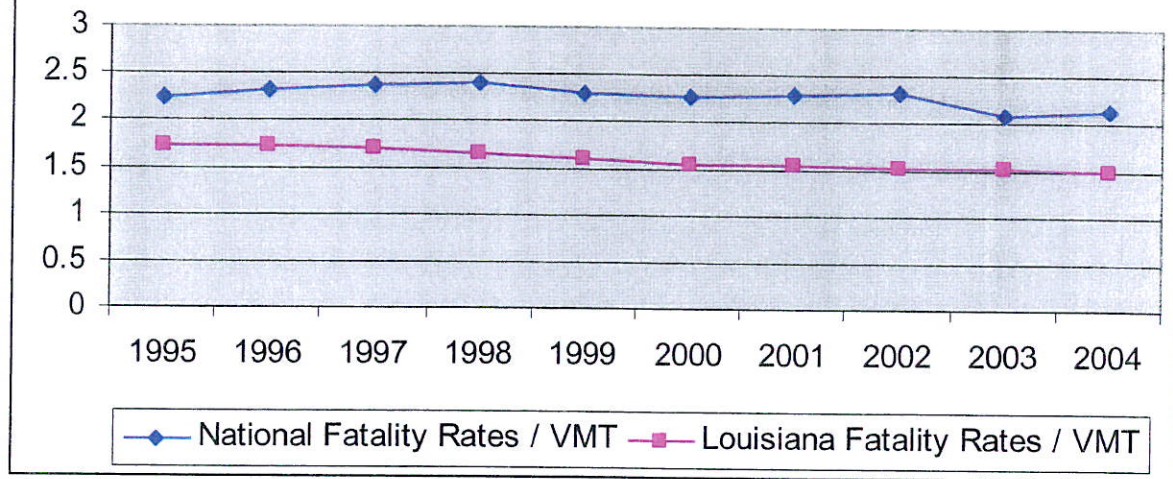


This link will direct the reader to the NHTSA state by state comparison of fatalities and fatal rates per 100 million VMT's. The fatality rate trend in Louisiana has mimicked the National trend since the mid 1990's; however, Louisiana continues to be above the National rate.

[http://www.fars.nhtsa.dot.gov/FinalReport.cfm?stateid=0&title=states&title2=fatalities\\_and\\_fatality\\_rates&year=2004](http://www.fars.nhtsa.dot.gov/FinalReport.cfm?stateid=0&title=states&title2=fatalities_and_fatality_rates&year=2004)

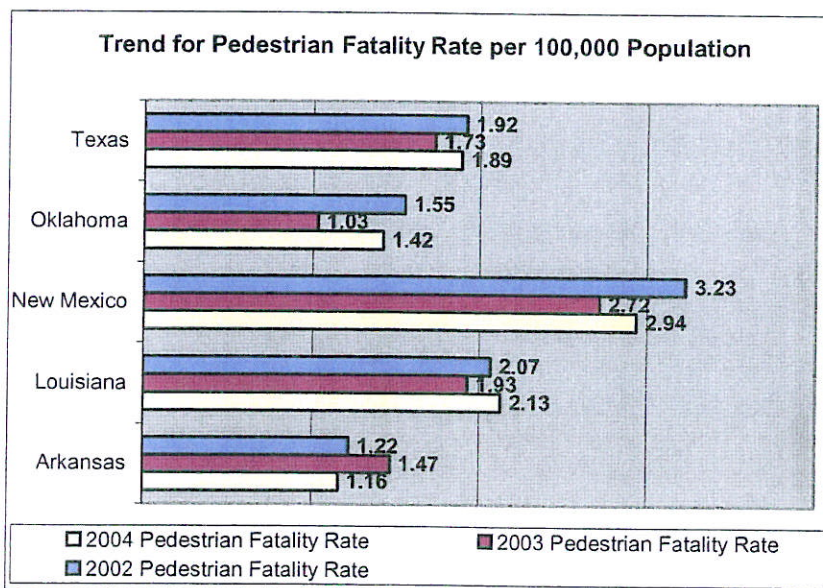


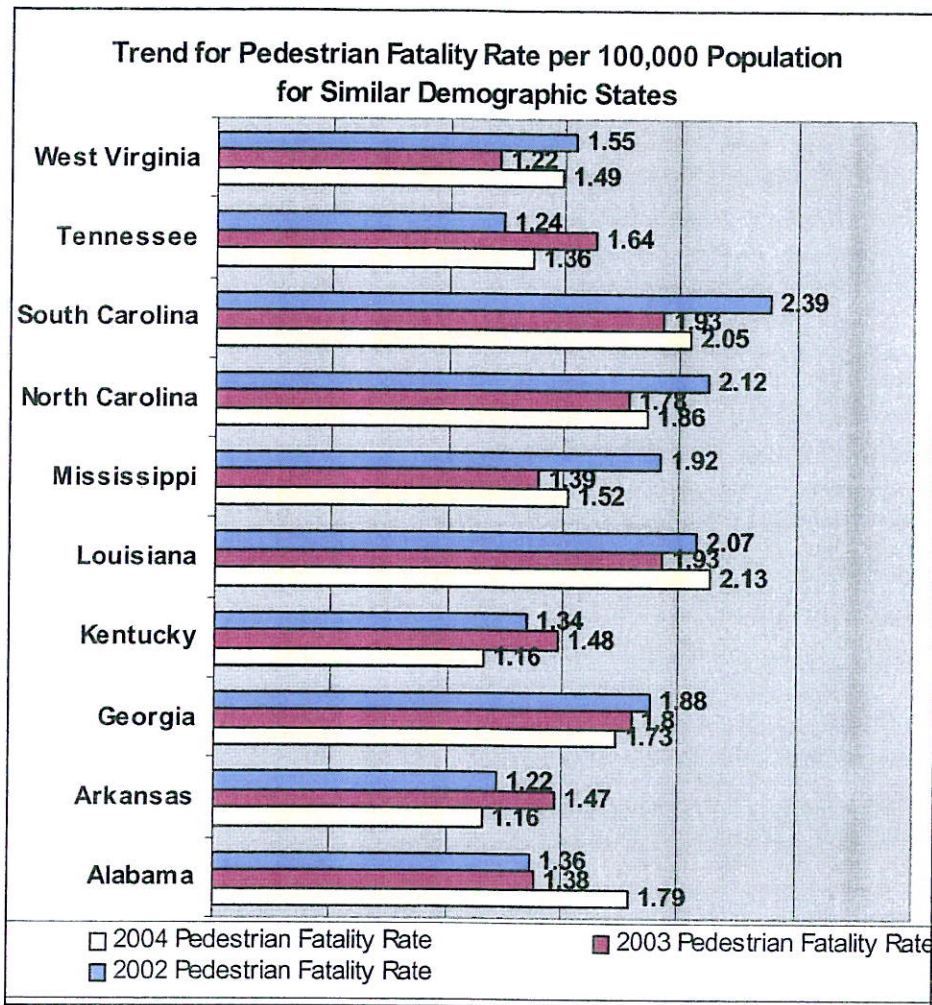
## National vs. Louisiana Fatality Rate Trend



Additional areas utilized for state assessment and problem identification include pedestrian and pedicycle. Although these areas tend to have a much smaller injury and fatality percentage, it is noteworthy for Louisiana due to the consistently high ranking in each of these categories.

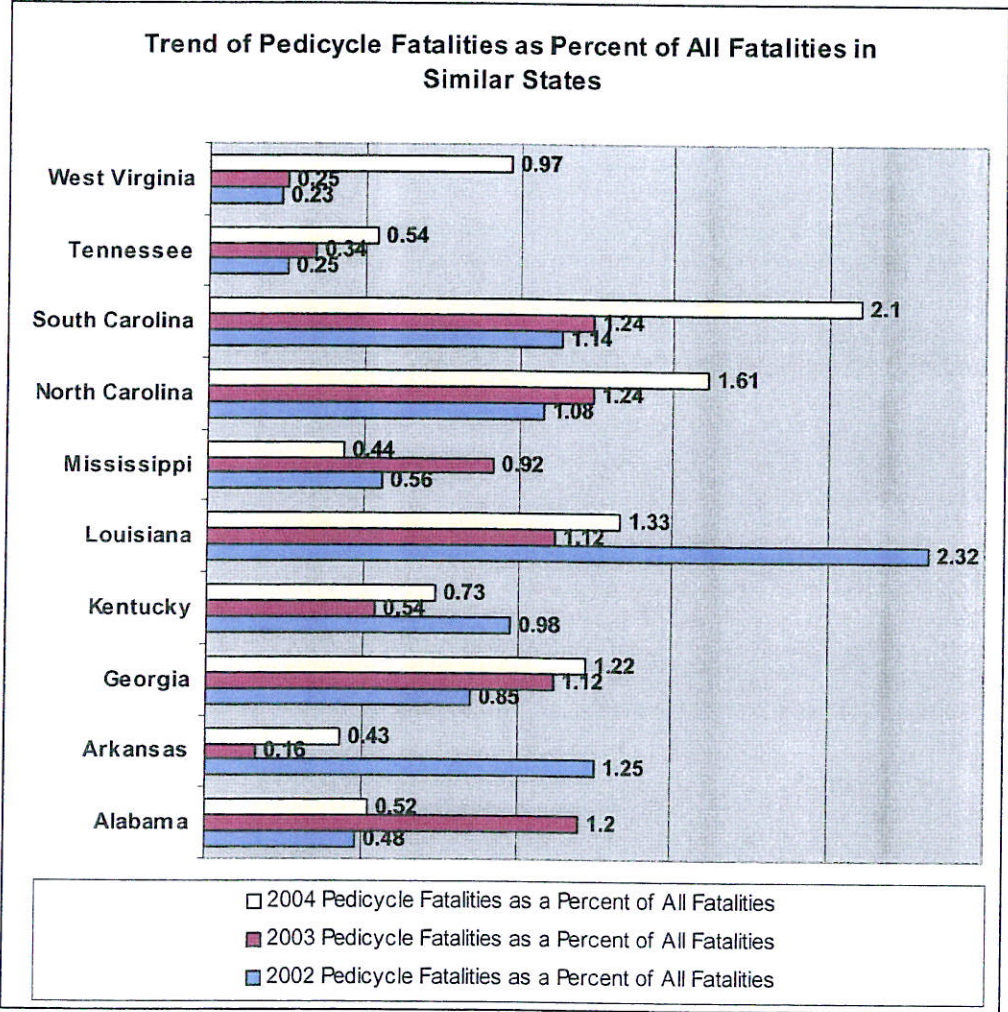
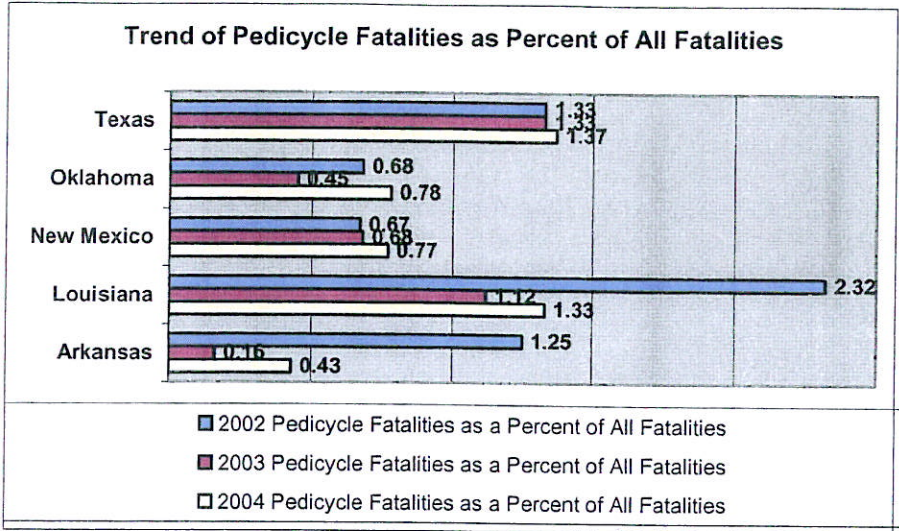
Pedestrian fatalities and fatal rates have continued to be a concern for Louisiana. The following charts provide a comparison to other states within the South Central Region and other states similar in demographics to Louisiana. Pedestrian data from FARS can be found at <http://www-fars.nhtsa.dot.gov/FinalReport.cfm?stateid=0&title=states&title2=pedestrians&year=2004>





In addition to pedestrian fatalities and fatal rates, pedicycle issues are also a concern for Louisiana. The following charts provide a comparison to other states within the South Central Region and other states similar in demographics to Louisiana. Pedicycle data from FARS can be found at <http://www-fars.nhtsa.dot.gov/FinalReport.cfm?stateid=0&title=states&title2=crashes and all victims&year=2004>





**PROBLEM IDENTIFICATION OVERVIEW:**

Data for this Highway Safety and Performance Plan was extracted from the 2004 Louisiana Traffic Records Data Report and was entered in July 2005. The online data may change as data are received by the LHSC; however, this HSP and Performance Plan will be modified for financial or programmatic change. The following link will access the most current data available and may change on a daily basis. Data will only be amended in future modifications.

[http://lhsc.lsu.edu/trafficreports/dynamic\\_a/2004/a1.asp](http://lhsc.lsu.edu/trafficreports/dynamic_a/2004/a1.asp)

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
1996	380	2,718	4,351	3,318	52.1	87.4	806	901
1997	388	2,750	4,352	3,449	51.5	86.8	833	932
1998	403	2,747	4,369	3,449	47.1	78.2	807	926
1999	412	2,771	4,372	3,548	45.1	77.3	831	951
2000	407	2,799	4,469	3,605	48.3	79.5	846	938
2001	412	2,820	4,470	3,605	48.7	82.8	859	947
2002	433	2,839	4,483	3,659	50.9	87.1	818	914
2003	442	2,799	4,494	3,771	48.7	82.8	826	938
2004	445	2,868	4,516	3,771	50.2	85.1	885	991
<b>Difference</b>								
1 Year	0.70%	2.50%	0.50%	0.00%	2.90%	2.90%	4.40%	3.20%
5 Year	8.00%	3.50%	3.30%	6.30%	11.30%	10.10%	3.70%	1.80%
Ave.	5.60%	2.20%	1.30%	3.70%	3.70%	3.90%	3.10%	3.20%



# PROBLEM IDENTIFICATION SUMMARY

## Overview of fatal and injury crashes

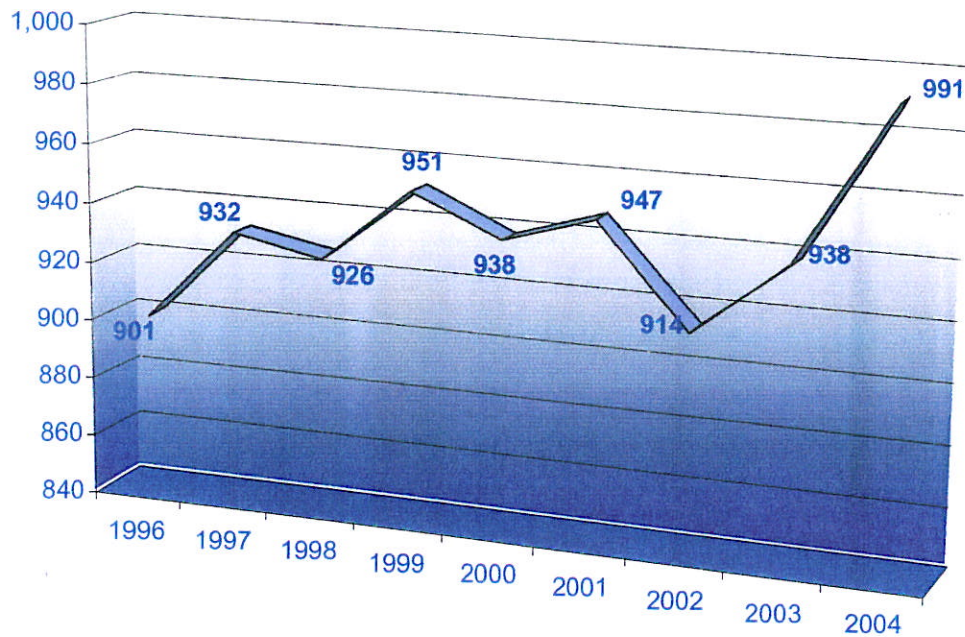
### In 2004 there were:

- 885 fatal crashes which *increased by 7.1 %* from 2003
- 991 persons killed which *increased by 5.7 %* from 2003
- 50,123 injury traffic crashes which *increased by 2.9 %* from 2003
- 85,087 injuries in traffic crashes which *increased by 2.8 %* from 2003
- 113,375 property-damage-only crashes which *increased by 1.7 %* from 2003

### Of the 991 fatalities:

- 100 were killed as pedestrians which *increased by 11 %* from 2003.
- 648 were killed as drivers of vehicles which *increased by 4 %* from 2003.
- 80 were killed on motorcycles which *decreased by 3.6 %* from 2003.
- 11 were killed on bicycles which *decreased by 26.7 %* from 2003.
- Louisiana's 2004 fatality rate was 2.23 per 100 million miles traveled, *increased by 4.87%* from 2003.
- Louisiana's 2004 fatality rate was 22.05 per 100,000 population which *increased by 9.87%* from 2003.
- Louisiana's 2004 fatality rate was 34.55 per 100,000 licensed drivers which *increased by 3.11%* from 2003.

## Louisiana Fatalities (actual)



### Changes from 2003 to 2004:

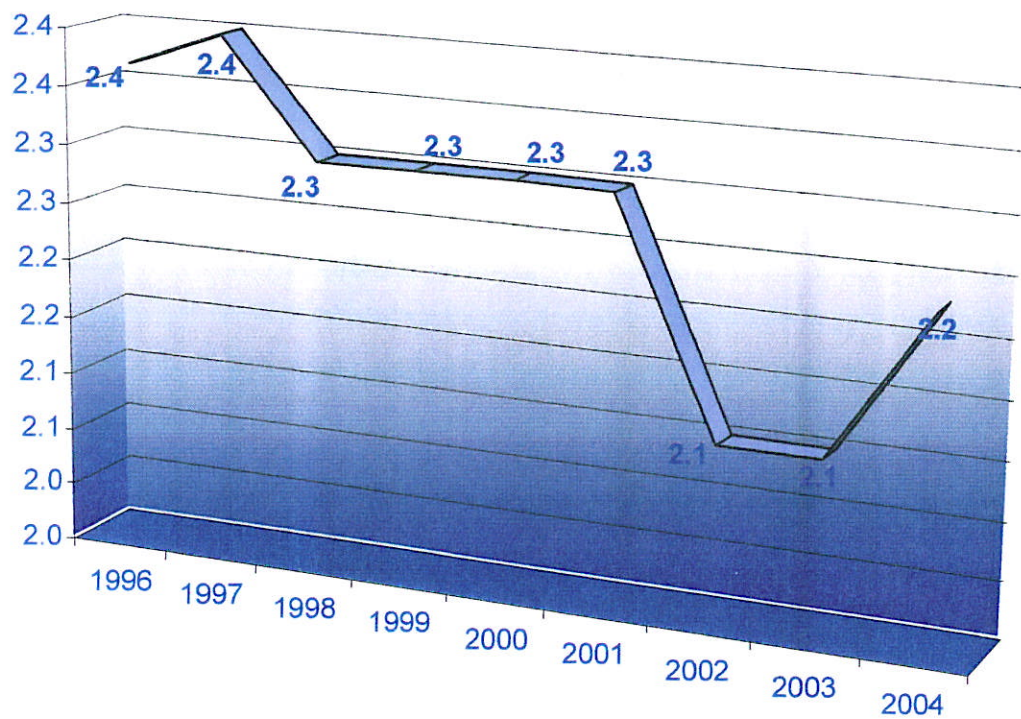
- In 2004 there were 991 persons killed which *increased by 5.7 %* from 2003.
- In 2004 there were 885 fatal crashes which *increased by 7.1 %* from 2003.
- In 2004 there were 1,449 vehicles involved in fatal crashes which *increased by 11.8 %* from 2003.
- In 2004, Louisiana had 648 drivers killed in fatal crashes which *increased by 4 %* from 2003.
- In 2004 there were 85,087 persons injured which *increased by 2.8 %* from 2003
- In 2004 there were 50,123 injury crashes which *increased by 2.9 %* from 2003



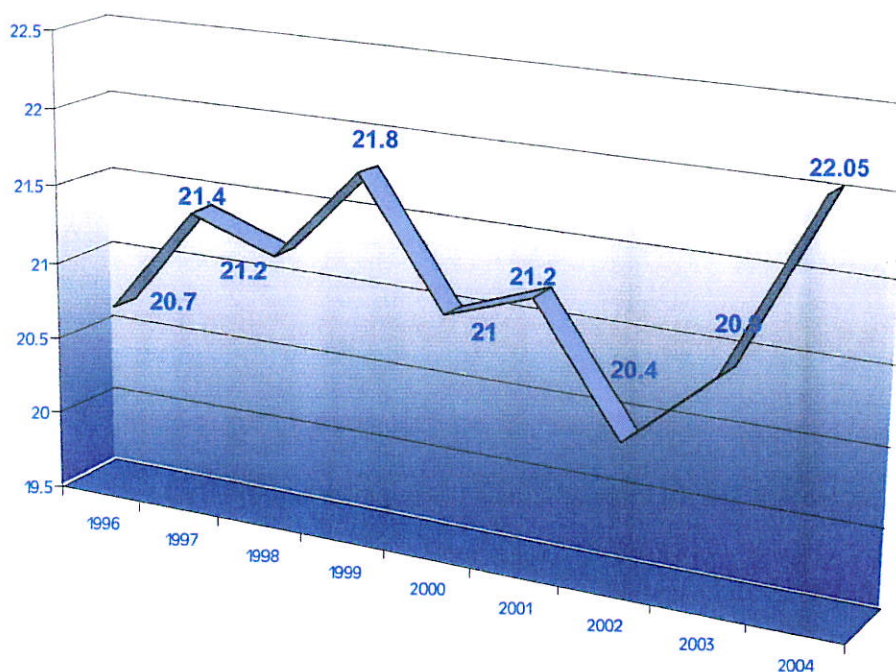
**Louisiana's 2004 fatality rates were:**

- 2.23 deaths per 100 million miles traveled which *increased by 4.87%* from 2003.
- 22.05 deaths per 100,000 population which *increased by 9.87%* from 2003.
- 34.55 deaths per 100,000 licensed drivers which *increased by 3.11%* from 2003.

**Fatality Rate/100 million VMT**



## Fatality Rate per 100K Population

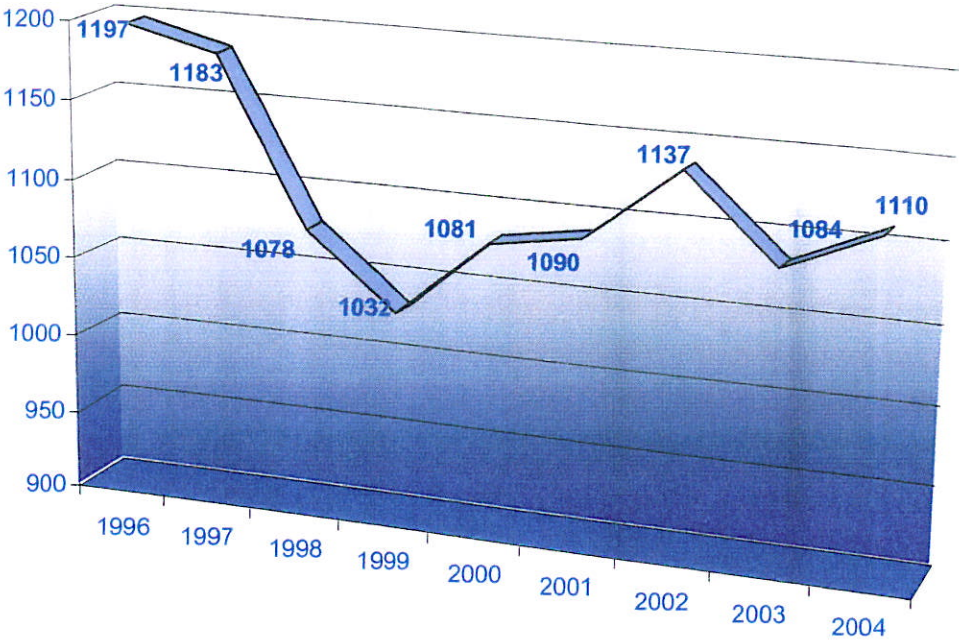


### Louisiana's 2004 injury rates were:

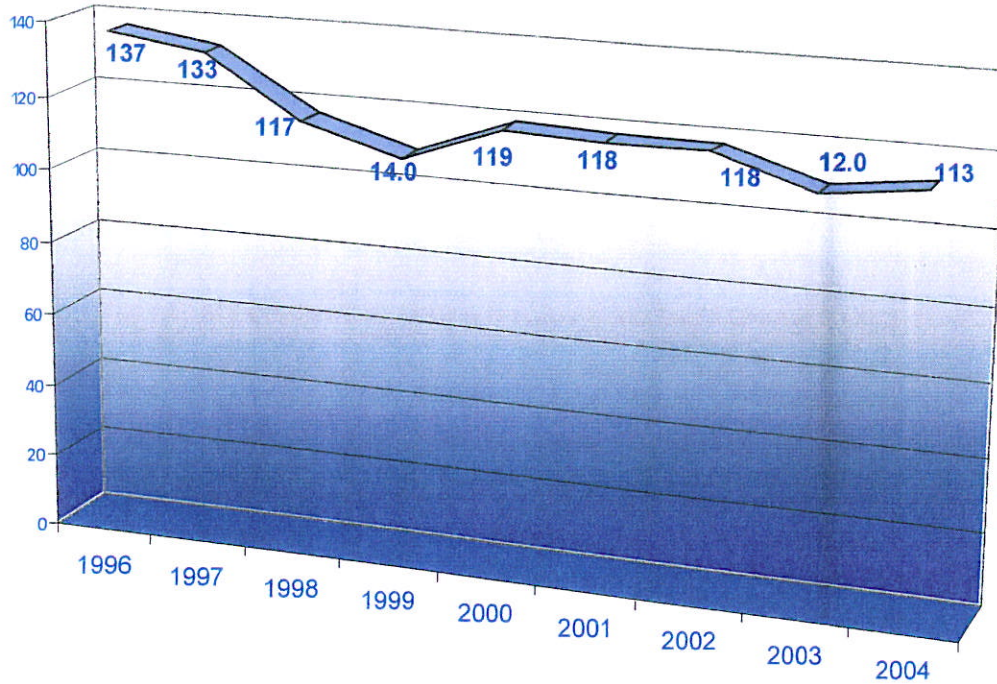
- 191.3 injuries per 100 million miles traveled which *increased by 2.1%* from 2003.
- 1,884 per 100,000 population which *increased by 2%* from 2003.
- 2,967 injuries per 100,000 licensed drivers which *increased by 0.4%* from 2003.



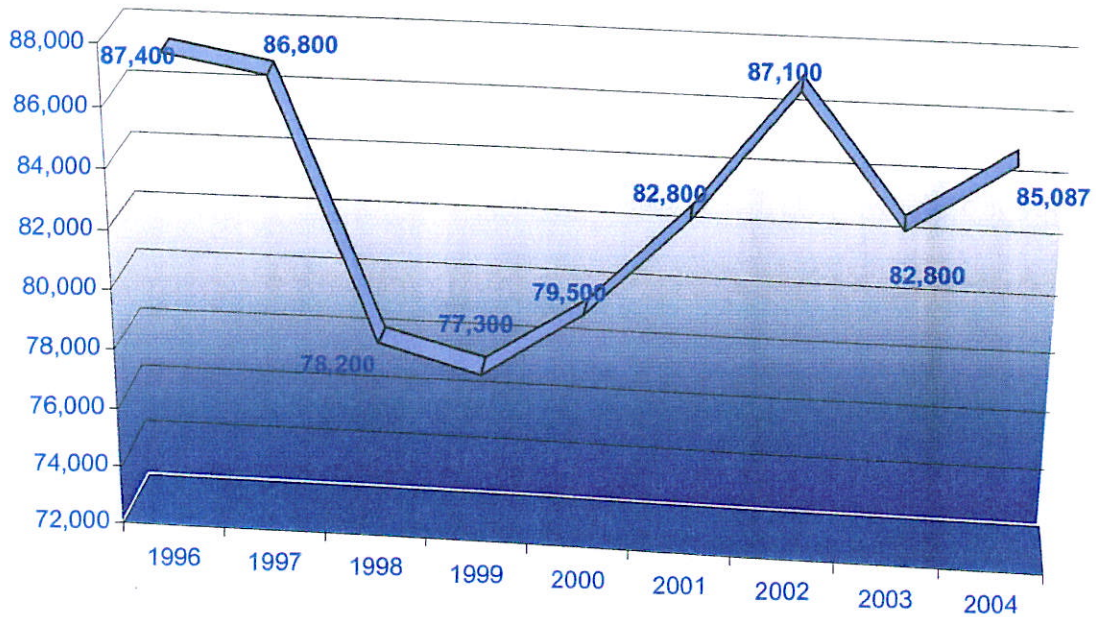
# Fatal and Injury Crash Rate / 100K Population



### Fatal and Injury Crash Rate per 100M VMT



### Louisiana Injuries(actual)

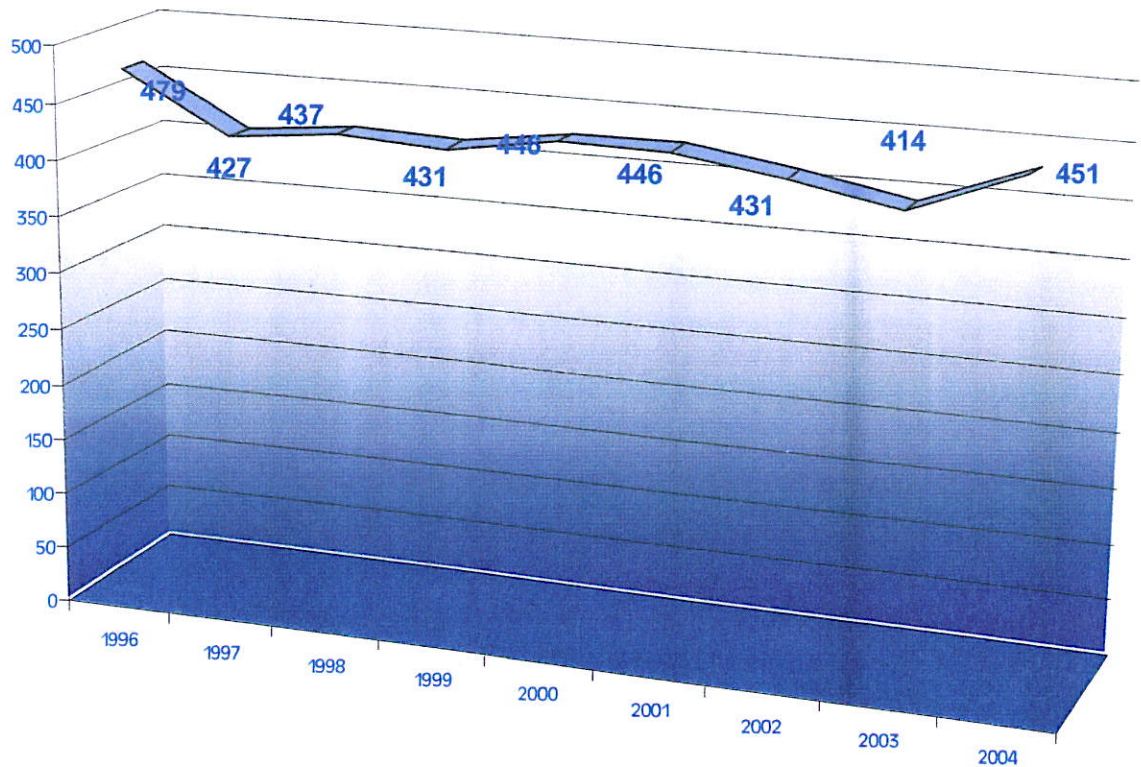




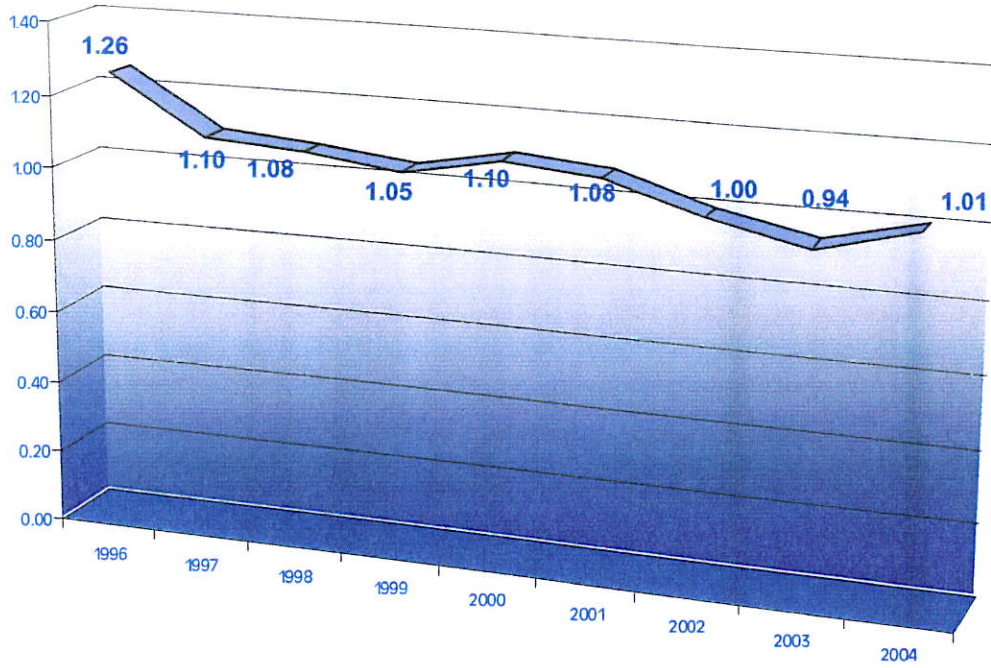
## ALCOHOL

- In 2004, 451 (46%) of traffic fatalities were estimated to be alcohol related.
- It is estimated that 9.3% of the 50,123 injury crashes involved alcohol.
- Alcohol-related crashes occurred more frequently on weekends than during the week.
- The evening hours and early morning hours on weekends had the highest frequency of alcohol-involved crashes. Friday night and Saturday night involved the highest frequency of alcohol-related fatal and injury crashes

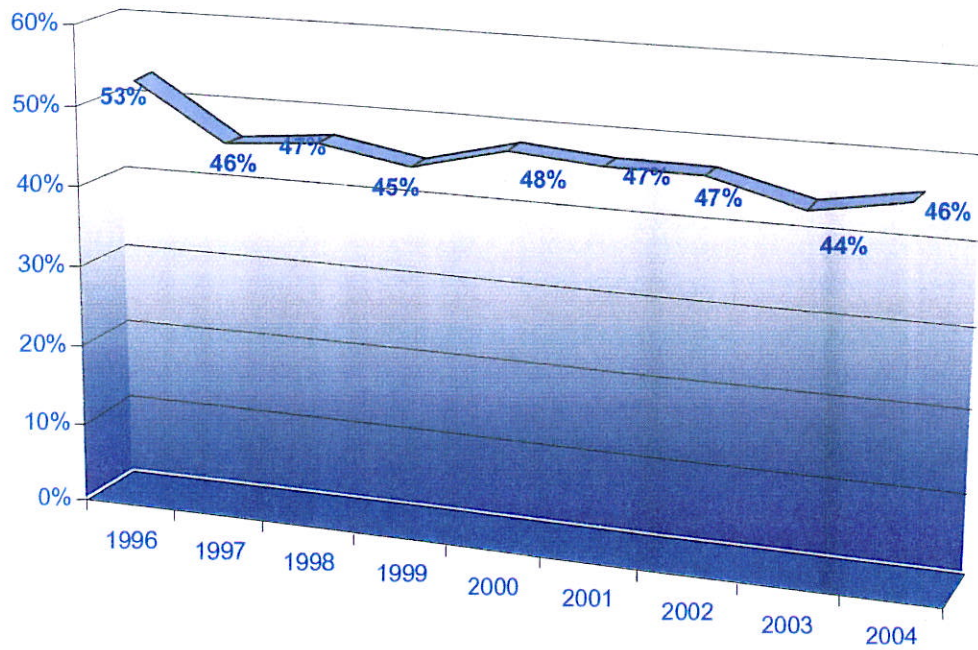
### Alcohol Related Fatalities



### Alcohol Related Fatality Rate per VMT



### Alcohol Related Fatalities as a Proportion of All Fatalities

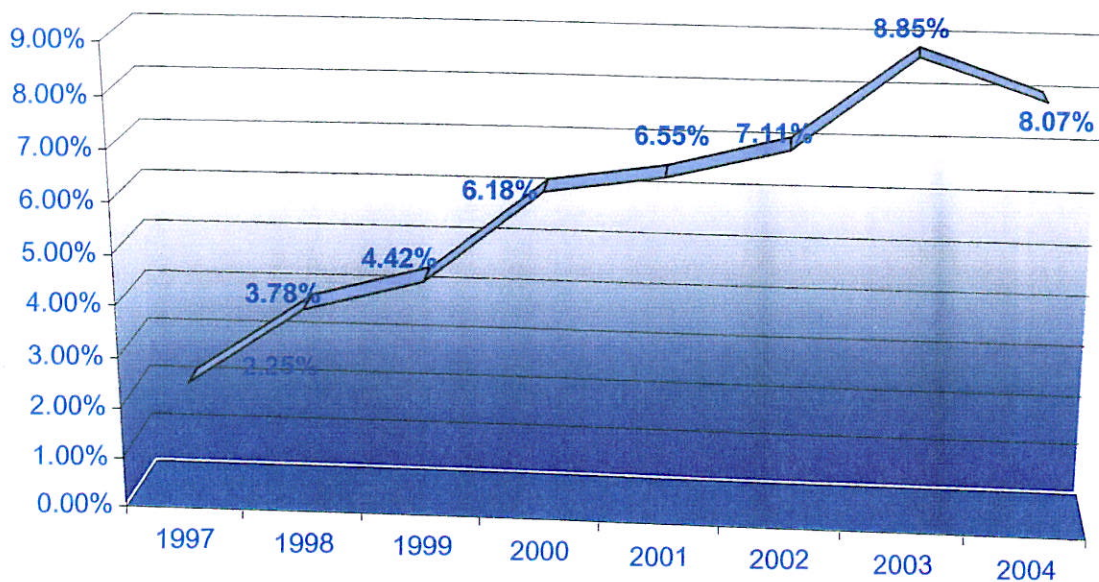




## MOTORCYCLES

- There were 4.0 deaths per 100 motorcycle crashes in 2004 as compared to 4.5 in 2003
- There were 80 motorcycle fatalities in 2004, which *decreased by 3.6 %* from 2003.
- Helmet use in motorcycle crashes was 50% in 2004 as compared to 36% in 2003.
- There were 1,496 injuries in motorcycle crashes in 2004, which *increased by 2.6 %* from 2003.

### Motorcycle Fatality Rate as a Proportion of all Fatalities

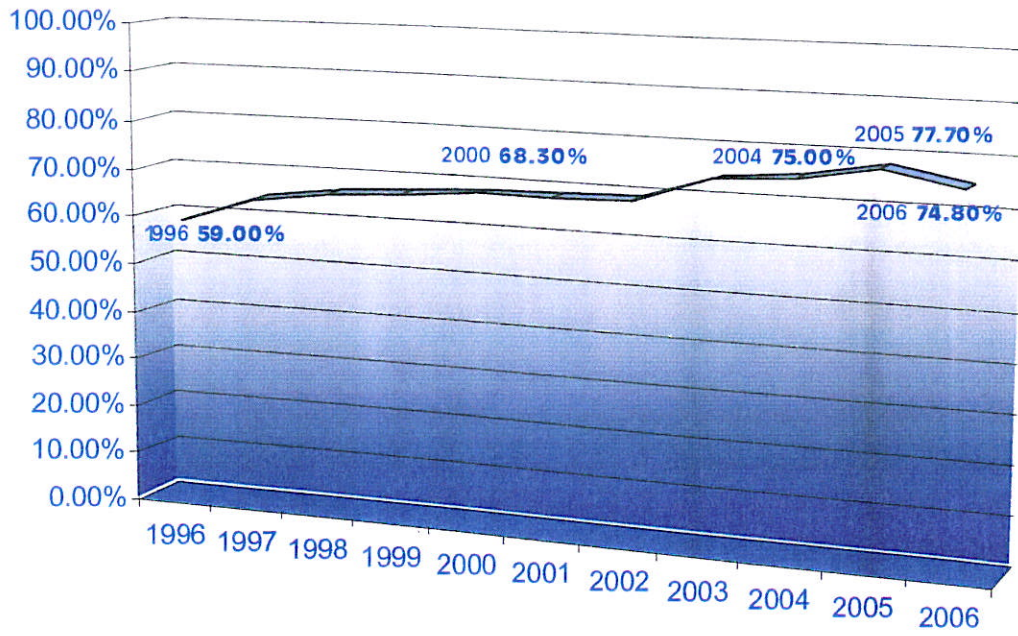


## OCCUPANT PROTECTION

- 59% of drivers killed were not wearing a safety belt.
- 69% of passengers ages 5 and older who were killed were not wearing a safety belt.
- 67% of children ages 4 and younger who were killed were not properly seated in a child seat.
- Not wearing a safety belt was one of the leading causes of being killed in a crash. Note that only drivers in vehicles with manufacturer-installed safety belts are included in the analysis. This excludes bicycles, motorcycles and off-the-road vehicles.
- In 2004, only 208 (38%) of the 546 drivers killed in motor vehicle crashes were known to be wearing safety belts.
- In 2004, 295 drivers killed in motor vehicles crashes were not wearing a safety belt. This is 59% of the known cases.
- 51% of the drivers killed did not wear a safety belt when the air bag deployed. Thus an airbag alone does not protect against being killed as much as wearing a safety belt.
- In 2004, only 35% of all drivers and passengers killed were known to have worn a safety belt.
- Only 4 of the 14 children killed, ages 4 and under, was known to be properly restrained in a child seat.
- Only 60 of the 220 killed passengers 27% ages 5 and older were known to be wearing a safety belt.
- Safety belt usage tends to increase with age.
- 59.8% of male driver fatalities were known to not have worn a seat belt.
- 39.9% of female driver fatalities were known to not have worn a seat belt.



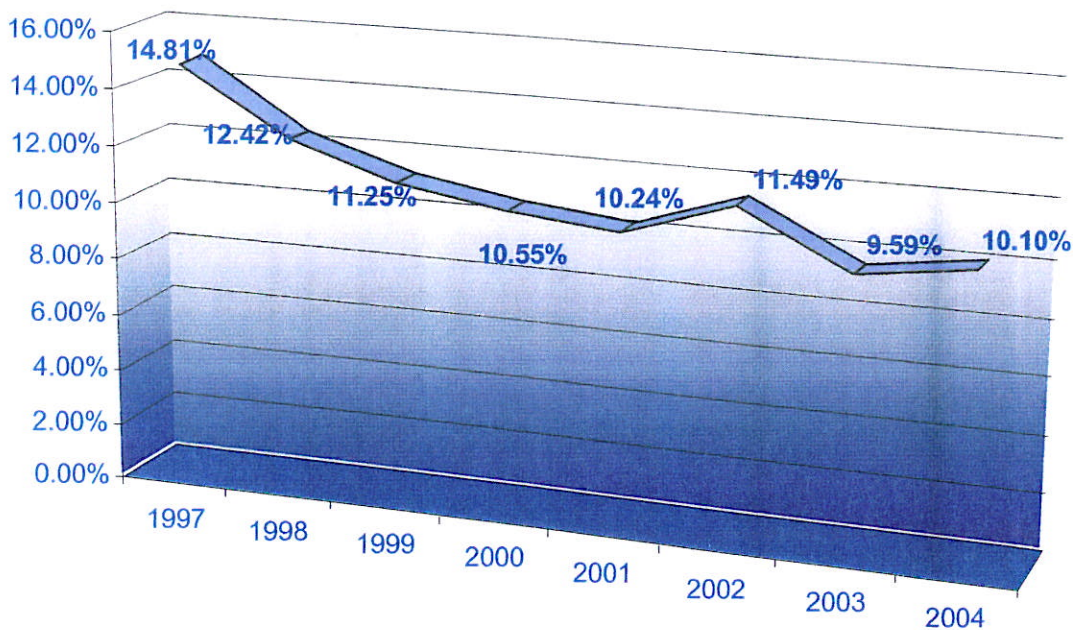
## Percent of Population Using Safety Belts



## PEDESTRIANS

- Pedestrian fatalities in 2004 made up about 10% of all traffic fatalities.
- The number of pedestrians killed in 2004 was 100, which *increased by 11 %* from 2003.
- 1351 pedestrians were injured in 2004, which *increased by 14 %* from 2003.
- In 2004, 46 (46%) of the pedestrian fatalities had a positive BAC, i.e., 0.01 or above.
- However, 16% of the pedestrian fatalities' BAC test results were pending at the time when this report was prepared.
- 4 children, age 5 and below, were killed as pedestrians.
- 7 children, between the ages of 6 and 14, were killed as pedestrians.
- Males made up 69% of the pedestrians killed.
- 19% of the pedestrians killed had been drinking.

**Pedestrian Fatality Rate as a Proportion of all Fatalities**

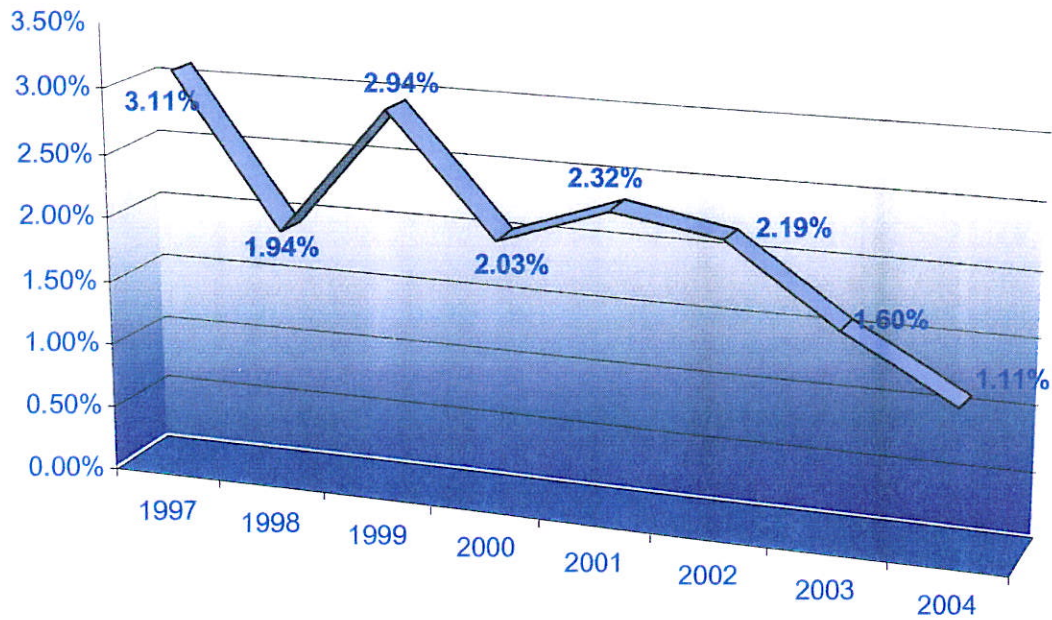




## BICYCLES

- In 2004, 11 persons were killed on bicycles, which *decreased by 26.7 %* from 2003.

**Bicycle Fatality Rate as a Proportion of all Fatalities**

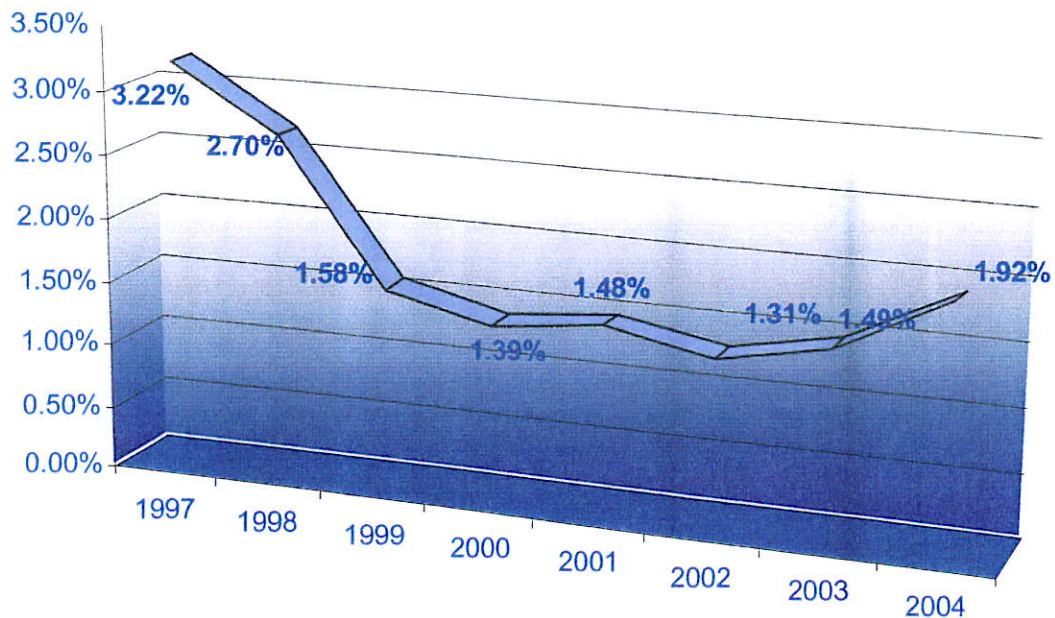


## Other Areas of Data Analysis

### VEHICLE TYPE

- In Louisiana, large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in 13.3% of all fatal crashes in 2004, -2.2 percentage points from 2003.
- 43.4% of persons killed in motor vehicles in 2004 were occupants (drivers or passengers) of passenger cars, 2.6 percentage points from 2003.
- 35.5% of occupants killed (drivers or passengers) of vehicles were in light trucks or vans in 2004, 1.5 percentage points from 2003.
- 1.3% of occupants killed were in large trucks -1.6 percentage points from 2003.
- In 2004, preliminary statistics show Louisiana having 166 train/vehicle crashes.
- In 2004, 19 people died as a result of collisions at highway-rail intersections

**Railgrade Fatality Rate as a Proportion of all Fatalities**





## TIME OF DAY

- Injury crashes are highest during afternoon rush hour traffic.
- Fatal crashes occur more frequently in the evening and early morning hours.
- Rush hour has the lowest fatality percentage.
- Evening and early morning hours have a higher percent of fatalities.
- Injury crashes occur primarily during rush hour on Monday to Friday.
- Fatal crashes tend to occur more frequently on the weekends in the evening and early morning hours.

## DAY OF WEEK

- While injury crashes are highest on *Fridays*, fatal crashes are highest on *Saturdays*.
- In 2004 about 52.3% of all fatal crashes occurred on the three days of weekends: Friday to Sunday.
- Fatal crashes are not a fixed percentage of all crashes. Thus, reducing the total number of crashes does not necessarily reduce the number of fatalities.

## INTERSTATES

- Interstate fatal crashes *increased by 12 %* from 2003 to 2004.
- The interstate fatalities *decreased by 3 %* from 2003 to 2004.
- Interstates account for 15% of the fatal crashes and 16% of the fatalities in 2004.
- Fatal crashes on elevated interstates *decreased by 29 %* from 2003 to 2004
- Injury crashes on elevated interstates *increased by 26 %* from 2003 to 2004
- The number of fatalities per 100 million miles traveled was 1.21% in 2004 compared to 2.2 for Louisiana as a whole.

## Speed Problem Identification

One of the most prevalent factors contributing to crashes involving fatalities is exceeding the stated speed or safe speed limit. However, the determination of speed after a crash is very difficult. Thus, we can expect the speed related crashes to be under reported. Therefore this section describes the speed-related issues by focusing on speed limits and on the effect of changing speed limits. Specifically, this section includes an analysis of interstate crashes influenced by speed limits.

Effective August 15<sup>th</sup>, 1997, Louisiana raised the speed limit on rural interstates to 70 MPH. An evaluation of this speed limit increase on the number and severity of crashes is the purpose of this study. Specifically, the three categories examined are: the increase in fatalities, injuries, and property-damage crashes by road type and speed limit. An analysis of speed limit effect using dependent variables, such as fatality count and injury severity,

Based on the data from over half a million crashes between 1994 and 2003, we analyzed the effect of changing speed limits on dependent variables such as fatality count and injury severity. We also studied the effect of other exogenous variables included the following variables/factors: the road type, vehicle type, time of day, weather conditions, age of driver, gender of driver and the VMT by type of roadway.

The analysis involved two approaches to study the effect of the increased speed limit. The first approach involved comparing 2003 data with a baseline year, such as 1996. Since the speed limit was raised mid-year in 1997, a comparison of the 1996 crashes with the 2003 crashes appeared to be the most appropriate. The second approach analyzed the crashes by months to detect changes in the number of crashes over time.

An analysis of the crashes shows that raising the speed limits on interstates in 1997 had a significant effect on the number of fatal crashes on rural interstates. The elevated parts of the interstates, in particular, showed a dramatic percentage increase in fatal crashes. Although there are other studies



(Transportation Research Board, 1984) suggesting that a speed limit increase affects fuel consumption and costs associated with injuries, the Louisiana crash data analysis is inconclusive in these two areas. In Louisiana, the miles per gallon decreased by 0.2% from 1996 to 2003 which could be due to other factors such as an increase in the number of SUV's and light trucks. The number of injuries declined from 87 thousand in 1996 to 78 thousand in 2003, which is a decline of over 10%. ([Analysis of the Impact of Increased Speed Limits on Interstates in Louisiana](#))

## ROAD CONDITIONS

- 96% of the injury crashes had *no* reported road defects in 2004.
- 94% of the fatal crashes had *no* reported road defects in 2004.
- In 0.8% of the injury crashes, a construction or repair was reported.
- In 1.4% of all fatal crashes, a construction or repair was reported.

## Driver Information

### AGE OF DRIVER

- In 2004 there were 1,449 drivers in fatal crashes, 648 of whom were killed in the crash.
- The age group 18-20 had 5.4% of licensed drivers, but this age group made up 8.9% of drivers involved in fatal crashes.
- For comparison, the age group 35-44 represents 19.4% of licensed drivers in 2004 and 18.4% of drivers in fatal crashes.

## **DRIVER FATALITIES**

- In 2004, 648 drivers died in fatal crashes.
- The fatality rate of drivers was 23 fatalities per 100,000 licensed drivers.
- In general, the fatality rates of drivers decline with age, but increased considerably for seniors.
- While only about 5.4% of licensed drivers are of ages 18 to 20, this age group accounted for 8.9% of all driver fatalities in 2004.

## **DRIVER'S GENDER**

- In 2004, the fatal crash rate of male drivers in the 18-20-year-old age group was over twice as high as the fatal crash rate of female drivers of the same age group, i.e. 109 compared to 56.
- In 2004, on the average, 28 out of 100,000 licensed female drivers were involved in fatal crashes.
- In 2004, on the average, 73 out of 100,000 licensed male drivers were involved in fatal crashes.

## **AGE AND GENDER**

- Of the 648 driver fatalities in 2004, 485 were male and 162 were female.
- The fatality rate of male drivers is significantly higher than the fatality rate of female drivers. For instance, in 2004 the fatality rate of male drivers in the 18-20-year-old age group was over twice as high as the fatality rate of female drivers of the same age group (48 versus 22).
- While 74.8% of all driver fatalities were male in 2004, only 48.47% of all licensed drivers were male.

## **VIOLATIONS**

- 61% of all drivers involved in fatal crashes had a violation.



## **Vehicle Information**

### **VEHICLES IN CRASHES**

- In 2004, there were 1,449 vehicles in fatal crashes, 95,738 vehicles in injury crashes and 214,584 vehicles in property-damage-only crashes. This amounts to about 11% of all licensed drivers.

### **TYPE OF CAR**

- In 2004, 56.1% of the vehicles involved in injury crashes were passenger cars, while only 43.3% of the vehicles involved in fatal crashes were passenger cars.
- 29.9% of the vehicles in injury crashes were pickup trucks, but 35.2% of the vehicles involved in fatal crashes were pickup trucks.
- 2.8% of the vehicles in injury crashes were large trucks (single unit trucks and trucks with trailers) or buses, but 7.8% of the vehicles involved in fatal crashes were large trucks or buses.
- However, based on the percent of crashes rather than vehicles, 13% of fatal crashes involved single unit trucks, trucks with trailers or a bus in 2004 (see A13b).

### **OTHER VEHICLES TYPES**

- There were 935 bicycles involved in crashes in 2004 with 11 fatalities.
- 4 children under the age of 12 were killed on bicycles in 2004.
- 1971 motorcycles were involved in crashes in 2004 and 80 of the occupants of motorcycles were killed.
- Orleans Parish had 16 motorcycle fatalities which made up 20% of all motorcycle fatalities in 2004.
- In 2004, there were 135 injuries and 19 deaths reported involving a train.

## **YOUTH SUMMARY**

### **DRIVERS AGES 15-17:**

- Made up 2.6% of licensed drivers and 4% of drivers involved in fatal crashes and 4% of drivers killed.
- Made up 4.4% of drivers involved in injury crashes.

### **DRIVERS AGES 18-20:**

- Made up about 5.4% of licensed drivers, but were involved in 8.9% of fatal crashes and 8% of drivers killed.
- Made up 10.8% of drivers involved in injury crashes.
- The fatal crash rate (crashes per 100,000 licensed drivers) was nearly twice as high as the average crash rate of all drivers.

## **YOUTHS AND GENDER**

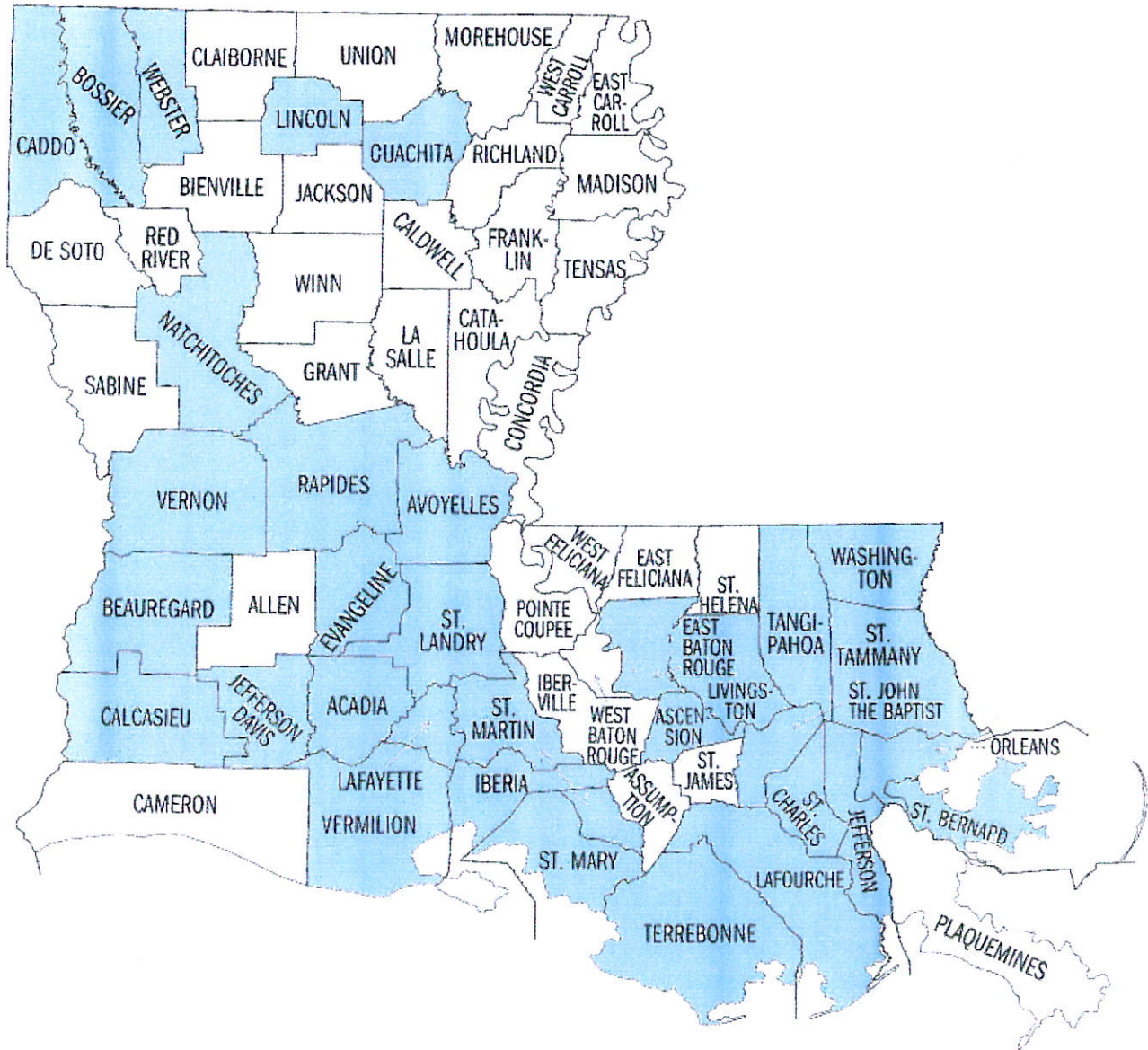
- Female drivers ages 18-20 make up 2.7% of licensed drivers and make up 3% of drivers involved in fatal crashes.
- Male drivers ages 18-20 make up 2.8% of licensed drivers but make up 5.9% of drivers involved in fatal crashes.
- Male youth drivers were more likely to be involved in alcohol-related fatal crashes than female drivers.
- In the age group 15-24 male drivers made up 77% of drivers involved in alcohol-related fatal crashes.

## **SENIORS SUMMARY**

- Although the injury crash rate declines with age, the fatal crash rate of seniors is the highest of all drivers.
- 3 senior drivers in fatal crashes were under the influence of alcohol.
- Drivers older than 70 have the highest percentage of violations for Careless Operation (10.8%), Disregard Traffic Control (4.5%), Failure to Yield (22.3%).



The parishes denoted in light blue are the parishes the LHSC has identified as parishes to concentrate various traffic safety programs during the FY 2007. These parishes represent 88% of the population and 92.5% of the total fatal and injury crashes, as well as 96% of the urban crashes and 87% of rural crashes. 89% of alcohol-related crashes are within these 33 parishes and an average of 80.7% of all pedestrian, pedicycle, and motorcycle fatalities.



## GOAL SETTING PROCESS

The LHSC Highway Safety Plan and Performance Plans are developed based on the stakeholder input, data analysis, and staff discussions. Difficulty often arises in that the NHTSA guidelines and the Louisiana State regulations have different fiscal years for planning and reporting. The LHSC maintains as much consistency as possible by sharing state performance based budgeting goals in the Highway Safety Plan.

Under the provisions of Act 1465 of 1997, each Louisiana Department of State Government and each Agency therein must use the strategic planning process and produce a strategic plan to be used to guide its ongoing and proposed activities for the next five years. The LHSC utilizes the mandatory guidelines in “Manageware” as directed by the Louisiana Office of Planning and Budget. These guidelines define goal setting as a combination of internal/external assessments, vision statement, mission, philosophy, goals, objectives, and strategies.

Objectives are a required strategic plan component and relate to each program in an organization. The “Manageware” guidance gives specific direction to “SMART” objectives (Specific, Measurable, Attainable, Results Oriented, and Time Bound). The LHSC formulates objectives by reviewing the stated mission and goals, assessing internal and external factors, reviews NHTSA goals and then determines realistic goals for the State of Louisiana based on the annual timeframe.

The complete “Manageware” document can be found at [www.state.la.us/opb/pub/mw\\_strategicplanning.pdf](http://www.state.la.us/opb/pub/mw_strategicplanning.pdf) and the specific section detailing goals and objectives is on page 57-67 of the “Manageware” document.



## LOUISIANA HIGHWAY SAFETY COMMISSION STAKEHOLDERS

AAA

Administrative License Hearing Office

African American Sororities (Delta Sigma Theta, Alpha Kappa Alpha, Sigma Gamma Roe)

All Major Railroads

Alliance to Prevent Underage Drinking

Applied Technology Inc.

Attorney Generals Office

Baton Rouge Alcohol & Drug Abuse Council

Baton Rouge Alcohol Beverage Control

Baton Rouge Mayor's Office

Baton Rouge Rape Crisis Center

Baton Rouge Safety Council

Blue Cross Blue Shield

CAIRE

Campus Restaurant/Bar Owner

Coroners Association

Crime Labs

Department of Education / Motorcycle Program

Department of Health and Hospitals

Department of Insurance

Department of Public Safety Data Processing

Department of Transportation and Development

District Attorneys Association

DRE/SFST Instructors

Driving Schools

DWI Task Force

East Baton Rouge Parish I CARE

EMS

ENCARE

Faith Based Communities

Federal Highway Administration

Fire Departments  
Hospitality Industry Leaders  
Hospitals  
Houma Alcohol & Drug Abuse Council  
Jefferson Parish Courts, 1<sup>st</sup> & 2<sup>nd</sup>  
Juvenile Probation  
La. STARS (Louisiana Alliance Youth Advisory Board)  
Lafourche SO  
Law Enforcement  
Legislators  
LHSC Law Enforcement Liaisons  
LHSC Diversity Coordinators  
Louisiana Highway Safety Commission  
Louisiana Highway Safety Commission Youth Advisors (21)  
Louisiana Passenger Safety Task Force  
Louisiana State Police  
Louisiana State University  
Louisiana Supreme Court  
LSU Baton Rouge Campus Community Coalition for Change  
LSU Medical Center  
LSU Shreveport Community Policing  
MADD  
Mayors  
Metropolitan Planning Offices  
Mockler Beverage  
National OJJDP, Bureau of Justice  
National Responsible Hospitality Industry Consultant  
New Orleans Alcohol & Drug Abuse Council  
New Orleans Charity Hospital  
NHTSA Law Enforcement Liaison  
NHTSA Regional Program Manager  
NHTSA Washington & Region  
Office of Motor Vehicle



Office of Public Health  
Office of Risk Management  
Operation Lifesaver  
Parish School Bus Transportation Supervisors  
Partners in Prevention  
Police Juries  
Pride of St. Tammany  
Regional Planning Office  
SADD  
Safe & Drug Free Schools  
Safe Communities  
Safe Kids  
Safety Councils  
Safety Management Systems  
School Boards  
Southern University Blacks Against Destructive Decisions (BADD)  
State Alcohol Beverage & Tobacco Control  
State Risk Management  
State School Bus Transportation Supervisors Association  
Tangipahoa Alcohol & Drug Abuse Council  
Terrebonne General Hospital  
Traffic Court Judges  
Universities

## GOALS

The following areas have been identified to support the mission of the LHSC and meet expectations of the GHSA. The Annual Report for FY 2007 will be reported with the most current data available, the likelihood is that 2005 data will be used.

These include:

1. Reduce the number of fatalities from 991 in 2004 to 960 in 2007.
2. Reduce the fatality rate per 100 million VMT from 2.2 in 2004 to 2.0 in 2007.
3. Reduce injuries from 85,100 in 2004 to 83,300 in 2007.
4. Reduce the fatal and injury rate per 100 million VMT from 113 in 2004 to 105 in 2007.
5. Reduce the fatality Rate per 100K Population from 22.05 in 2004 to 21.1 in 2007.
6. Reduce the Fatal & Injury Crash Rate/100K population from 1,110 in 2004 to 1,075 in 2007.
7. Reduce the number of alcohol related fatalities from 451 in 2004 to 430 in 2007.
8. Reduce the number of alcohol related fatalities as a proportion to all fatalities from 46% in 2004 to 42% in 2007.
9. Reduce the alcohol related fatality rate per VMT from 1.01 in 2004 to 0.95 in 2007.
10. Increase the percent of population using safety belts from 75% in 2004 to 77% in 2007.

In addition to the GHSA expectations, the LHSC had identified the following areas to assess.

11. Reduce the number of motorcycle related fatalities as a proportion to all fatalities from 8.07% in 2004 to 7.78% in 2007.
12. Increase the number of electronically reported crash reports from approximately 40% of all reports in 2004 to 50% in 2006.
13. Reduce the number of pedestrian related fatalities as a proportion to all fatalities from 10.1% in 2004 to 9.5% in 2007.
14. Reduce the number of bicycle related fatalities as a proportion to all fatalities from 1.11% in 2004 to 1.05% in 2007.
15. Increase the Safe Community activities in Louisiana through an increase in mini-grant funding or additional Safe Community programs during FY 2007.
16. Reduce the number of railgrade related fatalities as a proportion to all fatalities from 1.92% in 2004 to 1.80% in 2007.



## DESCRIPTION OF PROJECT SELECTION

1. The LHSC planner utilizes the most recent published data from the “Louisiana Traffic Records Data Report” to identify, prioritize and define the problems.
2. All LHSC staff collaborate with traffic safety stakeholders, throughout the year, to gain input and agreement on the priority problems, goals and objectives.
3. Public meetings and traffic safety briefings are held around the state to obtain input from the general public interested in traffic safety issues.
4. LHSC staff meet in the Spring to review data, discuss current programming, and make recommendations to the future fiscal year.
5. All recommendations are provided to the Governor’s Representative who makes the final recommendations to the Governor appointed Board of Commissioners for approval.
6. LHSC Program Coordinators recruit and negotiate with partners identified by the staff and approved by the LHSC Commission.
7. LHSC objectives and performance goals of the specific project are included in the contractual agreement between the LHSC and the contractor.

# HIGHWAY SAFETY PLAN

This portion details the problem identification, objectives, strategies, and projects for each program area. Program areas will be discussed in the following order. Planning and Administration, Alcohol, EMS, Motorcycle, Occupant Protection, Pedestrian/Bicycle, Police Traffic Services, Traffic Records, Paid Media, Railroad, Roadway Safety, Safe Communities, and Speed.

## PLANNING AND ADMINISTRATION

### Planning and Administration Explanation

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. P&A costs also include office expenses such as travel, equipment, supplies, rent and utilities necessary to carry out the functions of the LHSC.

### Planning and Administration Objectives

1. Provide staff training throughout FY 2007 to all full time LHSC staff per Louisiana civil service rules.
2. Ensure planning and administration costs do not exceed the 10% allowance during FY 2006.

### Planning and Administration Strategies

1. Provide staff the opportunity to receive training via the Louisiana Department of Civil Service.
2. Offer staff the opportunity to attend and participate in various traffic safety conferences.
3. Follow guidance provided by the LHSC accountant to limit planning and administration costs to the 10% maximum.

### Planning and Administration Projects

Please refer to Appendix A for a complete list of planned FY 2007 projects.



## POSITIONS AND FUNDING SOURCE

- Executive Director** – Planning and Administration (50% Federal and 50% State Funds)
- Administrative Secretary III** – Planning and Administration (50% Federal and 50% State Funds)
- Accountant (LHSC Program Coordinator II)** - Planning and Administration (100% Federal)
- Assistant Director (LHSC Program Coordinator III)** - Program Management (100% Federal: 30% AL; 30%OP;30%PT;10%TR)
- Planner (LHSC Program Coordinator II)** – Program Management (100% Federal: 30% AL; 30%OP;30%PT;10%TR)
- Program Coordinator II** – Alcohol and Occupant Protection Program Management (100% Federal: 75% AL; 25%OP)
- Program Coordinator II** – Alcohol and Occupant Protection Program Management (100% Federal: PTS)
- Program Coordinator II** – Alcohol and Occupant Protection Program Management (100% Federal: 75% OP; 25% AL)
- Public Information Coordinator (LHSC Program Coordinator II)** – Program Management (100% Federal: 30% AL; 30%OP;40%PT)
- Grants/Reviewer I** – Program Management – (100% Federal: 30% AL; 30%OP; 30%PT; 10%TR)
- Administrative Secretary** – Program Management (100% Federal: 30% AL; 30%OP; 40%PT)
- IT Applications Analyst II** – Program Management - (100% Federal: 100%TR)
- IT Applications Analyst II** – Program Management - (100% Federal: 100%TR)
- IT Liaison Officer 2** – Program Management – (100% Federal: 100%TR)
- Statistical Technician 2** – FARS Analyst - 100% Federal: 100% TR)
- Statistical Clerk**– Program Management – 100% State (OMV) (100% TR)
- Student Workers (2)** – Program Management – 100% Federal (30% AL; 30%OP;30%PT;10%TR)

## Alcohol Problem Identification

In Louisiana, driving under the influence of alcohol remains a top safety issue. Of particular concern is the involvement of drivers under the age of 21. Until 1995, the law did not address the illegal sale of alcohol to persons under age 21, but only the illegal purchase and possession of alcohol by persons under 21 years of age. In 1995, modifications of the law made it illegal to sell alcohol to persons under the age of 21. This 1995 modification also made it illegal to purchase and possess alcohol for persons less than 21 years of age. Although challenged, courts upheld the law. In 1997, legislation passed making it illegal for persons below 21 years of age to drive with a BAC of 0.02 or above (zero tolerance law). In 2004, a challenge of this 1997 legislation claimed that it capriciously discriminates against the youth (18-20-year-olds). The Louisiana Supreme Court ruled in May 2004 that the zero tolerance law is constitutional, thus upholding the 0.02 BAC law.

The analysis of fatal alcohol-related crashes in this section is based on an estimate obtained via a classification model developed at LSU. The model was tested for past years and shows very reliable results with a standard error less than 1%. The reported BAC results in the crash report may be either based on a breathalyzer test or on a blood-alcohol test. The crash report does not distinguish between the two types of tests. However, in many cases, the BAC test results are still pending. For this reason, the classification model is applied to generate missing BAC results to estimate the percent of alcohol-involved fatalities.

Drunk drivers are at least 13 times more likely to cause a fatal crash than sober drivers, according to a new study by Steven Levitt, Professor of Economics at the University of Chicago and Jack Porter, Professor of Economics at Harvard University.

- 451 traffic fatalities were estimated to be alcohol-related in 2004.
- 395 of the 451 fatalities in alcohol-involved crashes (87.2%) had either alcohol themselves or were driving with a person who had alcohol.
- Alcohol is more often involved in rural-area crashes than in urban area crashes. In 2004, alcohol was involved in 47% of rural and in 42% of urban



fatal crashes in Louisiana. Note that the alcohol-involved fatal crashes are estimated.

Age is an important factor in alcohol-related crashes. There are several ways of presenting alcohol-related crashes by age. Note that the alcohol-related fatal crashes are estimated while the alcohol-related injury crashes include cases of known BAC levels and cases of pending BAC levels provided by the investigating officer indicating "alcohol involvement" on the crash report.

- (1) The first method is to compare crash rates (crashes per 100,000 licensed drivers) in an age group. Even though it is illegal for youths under 21 to consume alcohol, the alcohol-related crash rate for 18 to 20-year-old drivers was about twice the average (22 versus 15 per 100,000 drivers) of drivers of all groups in 2004. The same is true for drivers killed in alcohol-related crashes (16 versus 10 per 100,000 drivers).
- (2) A second method of understanding how alcohol-related crashes are affected by age is comparing what percentage of the total of alcohol-related involvement each age group has. While only 5.4% of the licensed drivers in 2004 were between 18 and 20 years old, 8% of the drivers in fatal crashes using alcohol were of age 18-20 and 9% of the drivers killed using alcohol were of ages 18-20.
- (3) A third method is the percentage of alcohol use of drivers in each age group. This percentage is based on the number of crashes each age group is involved in. For instance, in the age group 18-20, 26% of drivers in fatal crashes of this age group used alcohol.

### **When alcohol-related crashes occur**

- Alcohol-related crashes occurred more frequently on weekends than during the week.
- The evening hours and early morning hours on weekends had the highest frequency of alcohol-involved crashes. Friday night and Saturday night involved the highest frequency of alcohol-related fatal and injury crashes.

### **Alcohol Objectives**

1. Reduce the number of alcohol-related fatalities from 451 in 2004 to 430 in 2007.
2. Reduce the number of alcohol-related fatalities as a proportion to all fatalities from 46% in 2004 to 42% in 2007.
3. Reduce the alcohol-related fatality rate per VMT from 1.01 in 2004 to 0.95 in 2007.

## **Alcohol Strategies**

1. Provide sustained enforcement of statutes addressing impaired driving per certifications and assurances.
2. Support the National Drunk Driving. Over the Limit. Under Arrest. Campaign.
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. Support high visibility enforcement campaigns with a supportive enforcement and educational impaired driving prevention message via paid media.
5. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the Drunk Driving. Over the Limit. Under Arrest. Campaign.
6. Identify, fund, and assist in the implementation of impaired driving prevention programs.
7. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.
8. Administer statewide impaired driving prevention public information campaign involving representatives from government, medical community, educators, business and industry, students, victims and citizens.
9. Administer high profile STEP programs involving police, sheriffs and troopers. These STEP programs will be implemented during four high visibility campaigns and year long overtime projects.
10. Develop new educational and prevention programs utilizing the Safe Communities concept.
11. Develop new, and strengthen existing, impaired driving prevention networks and associations.
12. Address repeat offenders through legislation, education, and public information.
13. Partner with various organizations to develop and implement impaired driving prevention programs for youth.
14. Encourage contracted law enforcement agencies to conduct at least one DWI checkpoint during the LHSC contract.
15. Conduct one SFST Instructor and one Drug Recognition Expert (DRE) course in 2007.



## **Alcohol Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.

## **MOTORCYCLE**

### **Motorcycle Problem Identification**

Legislation passed in 1999 restricting safety helmet use to occupants age 17 and under; however, that legislation was repealed as of August 15, 2004. The reinstatement of mandatory helmet usage has increased motorcycle helmet usage and will continue to have a direct impact motorcycle fatality rates.

- There were 80 motorcycle fatalities in 2004, which *decreased by 3.6 %* from 2003.
- Helmet use in motorcycle crashes was 50% in 2004 as compared to 36% in 2003.
- There were 1,496 injuries in motorcycle crashes in 2004, which *increased by 2.6 %* from 2003.

### **Motorcycle Objectives**

1. Reduce the number of motorcycle related fatalities as a proportion to all fatalities from 8.07% in 2004 to 7.78% in 2007.

### **Motorcycle Strategies**

1. Work with established motorcycle education programs to develop a new rider program.
2. Support the Department of Education motorcycle operator training courses.
3. Support enforcement of motorcycle safety laws.
4. Encourage the adoption of a comprehensive motorcycle helmet law.

### **Motorcycle Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.

### Occupant Protection Problem Identification

This section deals with the use of safety belts and other safety devices. Louisiana's safety belt law requires drivers and front seat passengers to be buckled up when riding in a passenger car. NHTSA research "has found that lap/shoulder safety belts, when used correctly, reduce the risk of fatal injuries to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injuries by 50 percent." For light truck occupants, safety belts reduce the risk of fatal injuries by 60 percent and of moderate-to-critical injuries by 65 percent. Research on the effectiveness of child safety seats finds these seats reduce fatal injuries by 69 percent for infants (less than 1 year old) and 47 percent for toddlers between 1 and 4 years old (*DOTD HS 808 768*). Occupants in this section are all drivers and passengers.

- In 2004, only 208 (38%) of the 546 drivers killed in motor vehicle crashes were known to be wearing safety belts.
- In 2004, 295 drivers killed in motor vehicles crashes were not wearing a safety belt. This is 59% of the known cases.
- 51% of the drivers killed did not wear a safety belt when the air bag deployed. Thus an airbag alone does not protect against being killed as much as wearing a safety belt.
- In 2004, only 35% of all drivers and passengers killed were known to have worn a safety belt.
- Only 4 of the 14 children killed, ages 4 and under, was known to be properly restrained in a child seat.
- Only 60 of the 220 killed passengers 27% ages 5 and older were known to be wearing a safety belt.
- Safety belt usage tends to increase with age.



- 59.8% of male driver fatalities were known to not have worn a seat belt.
- 39.9% of female driver fatalities were known to not have worn a seat belt.

### **Occupant Protection Objectives**

1. Increase the percent of population using safety belts from 75% in 2004 to 77% in 2007.

### **Occupant Protection Strategies**

1. Provide sustained enforcement of statutes addressing occupant protection per certifications and assurances.
2. Support the National Seat belt mobilization Click it or Ticket .
3. Support the South Central Region Pickup Truck Campaign.
4. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the Click it or Ticket campaign.
5. Support high visibility enforcement campaigns with a supportive enforcement and educational impaired driving prevention message via paid media.
6. Provide grants and technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
7. Provide safety belt restraint, child safety seat restraint, safety enforcement information and educational materials to the public
8. Provide grants and technical assistance to local, parish, and state agencies; safety advocates or organizations; to conduct occupant protection programs.
9. Provide overtime enforcement contracts to state, parish, and municipal law enforcement agencies within problem identification to enforce Louisiana occupant protection laws.

### **Occupant Protection Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.

## PEDESTRIAN

### **Pedestrian Problem Identification**

- There were 100 pedestrian fatalities in 2004, making up about 10% of all traffic fatalities.
- 4 children pedestrians of age 5 and below were killed by vehicles.
- 7 children between the ages of 6 and 14 were killed as pedestrians.
- 41 adults between the ages of 25-54 were killed as pedestrians.
- Males made up 68% of the pedestrians killed.
- 19% of the pedestrians killed had been drinking.
- In 2004, 46 (46%) of the pedestrian fatalities had a positive BAC, i.e., 0.01 or above.
- However, 16% of the pedestrian fatalities' BAC test results were pending at the time when this report was prepared.

### **Pedestrian Objectives**

1. Reduce the number of pedestrian related fatalities as a proportion to all fatalities from 10.01% in 2004 to 9.5% in 2007.

### **Pedestrian Strategies**

1. Identify measures to protect pedestrians from vehicular traffic in identified metropolitan areas.
2. Provide pedestrian and bicycle safety educational materials to local officials, safety advocates, educators, and others in the over-represented parishes.
3. Provide grants to support pedestrian and bicycle safety programs.

### **Pedestrian Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.



### **Pedicycle Problem Identification**

- There were 935 bicycles involved in crashes in 2004 with 11 fatalities.
- 4 children under the age of 12 were killed on bicycles in 2004.
- In 2004, 11 persons were killed on bicycles, which *decreased by* 26.7 % from 2003.

### **Pedicycle Objectives**

1. Reduce the number of bicycle related fatalities as a proportion to all fatalities from 1.11% in 2004 to 1.05% in 2007.

### **Pedicycle Strategies**

1. Work with established bicycle education programs.
2. Support the Department of Transportation and Development bicycle safety and education programs

\* The Louisiana Highway Safety Commission will not directly fund bicycle education programs under the NHTSA funding.

### **Pedicycle Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.

### Police Traffic Services Problem Identification

All Police Traffic Services are funded under Section 402 for overtime enforcement on occupant protection and alcohol issues. Specific problem identification statistics can be found under General Traffic Safety, Alcohol, and Occupant Protection sections.

- **In 2004 there were:**
  - 885 fatal crashes which *increased by 7.1 %* from 2003
  - 991 persons killed which *increased by 5.7 %* from 2003
  - 50,123 injury traffic crashes which *increased by 2.9 %* from 2003
  - 85,087 injuries in traffic crashes which *increased by 2.8 %* from 2003
  - 113,400 property-damage-only crashes which *increased by 1.7 %* from 2003
  
- **Of the 991 fatalities:**
  - 100 were killed as pedestrians which *increased by 11 %* from 2003.
  - 80 were killed on motorcycles which *decreased by 3.6 %* from 2003.
  - 11 were killed on bicycles which *decreased by 26.7 %* from 2003.
  - Louisiana's 2004 fatality rate was 2.23 per 100 million miles traveled, *increased by 4.87%* from 2003.
  - Louisiana's 2004 fatality rate was 22.05 per 100,000 population which *increased by 9.87%* from 2003.
  - Louisiana's 2004 fatality rate was 34.55 per 100,000 licensed drivers which *increased by 3.11%* from 2003.

Subsets of police traffic services problem identification is speed and red light running. The LHSC addresses speed and red light running via the year long law enforcement contracts



## Speed Problem Identification

One of the most prevalent factors contributing to crashes involving fatalities is exceeding the stated speed or safe speed limit. However, the determination of speed after a crash is very difficult. Thus, we can expect the speed related crashes to be under reported. Therefore this section describes the speed-related issues by focusing on speed limits and on the effect of changing speed limits. Specifically, this section includes an analysis of interstate crashes influenced by speed limits.

Effective August 15<sup>th</sup>, 1997, Louisiana raised the speed limit on rural interstates to 70 MPH. An evaluation of this speed limit increase on the number and severity of crashes is the purpose of this study. Specifically, the three categories examined are: the increase in fatalities, injuries, and property-damage crashes by road type and speed limit. An analysis of speed limit effect using dependent variables, such as fatality count and injury severity,

Based on the data from over half a million crashes between 1994 and 2003, we analyzed the effect of changing speed limits on dependent variables such as fatality count and injury severity. We also studied the effect of other exogenous variables included the following variables/factors: the road type, vehicle type, time of day, weather conditions, age of driver, gender of driver and the VMT by type of roadway.

The analysis involved two approaches to study the effect of the increased speed limit. The first approach involved comparing 2003 data with a baseline year, such as 1996. Since the speed limit was raised mid-year in 1997, a comparison of the 1996 crashes with the 2003 crashes appeared to be the most appropriate. The second approach analyzed the crashes by months to detect changes in the number of crashes over time.

An analysis of the crashes shows that raising the speed limits on interstates in 1997 had a significant effect on the number of fatal crashes on rural interstates. The elevated parts of the interstates, in particular, showed a dramatic percentage increase in fatal crashes. Although there are other studies (Transportation Research Board, 1984) suggesting that a speed limit increase affects fuel consumption and costs

associated with injuries, the Louisiana crash data analysis is inconclusive in these two areas. In Louisiana, the miles per gallon decreased by 0.2% from 1996 to 2003 which could be due to other factors such as an increase in the number of SUV's and light trucks. The number of injuries declined from 87 thousand in 1996 to 78 thousand in 2003, which is a decline of over 10%. (**Analysis of the Impact of Increased Speed Limits on Interstates in Louisiana**)

Key findings of the report:

- The fatal crash rate (fatal crashes as percent of all crashes) of elevated interstates was (1.2%) compared to interstates (0.8%).
- The fatalities per 100 million miles traveled on interstates were 1.3 in 2004. This fatality rate was 2.2 for Louisiana as a whole.
- While Interstates had about 27% of VMT in 2004 they had 16% of the fatal crashes and 16% of the fatalities.

### **Police Traffic Services Objectives**

1. Reduce the number of fatalities from 991 in 2004 to 960 in 2007.
2. Reduce the fatality rate per 100 million VMT from 2.2 in 2004 to 2.0 in 2007.
3. Reduce injuries from 85,100 in 2004 to 83,300 in 2007.
4. Reduce the fatal and injury rate per 100 million VMT from 113 in 2004 to 105 in 2007.
5. Reduce the fatality Rate per 100K Population from 22.05 in 2004 to 21.1 in 2007.
6. Reduce the Fatal & Injury Crash Rate/100K population from 1,110 in 2004 to 1,075 in 2007.
7. Reduce the number of alcohol-related fatalities from 451 in 2004 to 430 in 2007.
8. Reduce the number of alcohol-related fatalities as a proportion to all fatalities from 46% in 2004 to 42% in 2007.
9. Reduce the alcohol related fatality rate per VMT from 1.01 in 2004 to 0.95 in 2007.
10. Increase the percent of population using safety belts from 75% in 2004 to 77% in 2007.



## **Police Traffic Services Strategies**

1. Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits per certifications and assurances.
2. Support the National Drunk Driving. Over the Limit. Under Arrest. Campaign, the Click it or Ticket Mobilization, and the 100 Days of Summer Heat.
3. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the National Drunk Driving. Over the Limit. Under Arrest., the Click it or Ticket Mobilization, and the 100 Days of Summer Heat.
4. Support high visibility enforcement campaigns with a supportive enforcement and educational impaired driving prevention, occupant protection, and speed messages via paid media.
5. Identify, fund, assist, and/or provide technical assistance in the implementation of traffic safety programs.
6. Administer statewide impaired driving prevention, occupant protection, and speed public information campaigns involving representatives from government, medical community, educators, business and industry, students, victims and citizens.
7. Administer high profile STEP programs involving police, sheriffs and troopers. These STEP programs will be implemented through overtime projects.
8. Develop new educational and prevention programs utilizing the Safe Communities concept.
9. Develop new, and strengthen existing, impaired driving prevention networks and associations.
10. Address repeat offenders through legislation, education, and public information.
11. Administer impaired driving intervention programs targeting repeat offenders.
12. Partner with various organizations to develop and implement impaired driving prevention programs and occupant protection programs for youth.
13. Encourage contracted law enforcement agencies to conduct DWI checkpoints and saturation patrols during the LHSC contract.
14. Conduct one SFST Instructor and one Drug Recognition Expert (DRE) course in 2007.

\*PTS Objectives/ Performance Measures and Strategies are replicated from the Objectives/ Performance Measures and Strategies under Alcohol and Occupant Protection. All PTS law enforcement projects work overtime for Alcohol and Occupant Protection. PTS projects for Law Enforcement Liaisons all work to enhance the enforcement efforts for both Alcohol and Occupant Protection.

## **Police Traffic Services Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.

## TRAFFIC RECORDS

### **Traffic Records Explanation**

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. The "DOTD is the repository of all Motor Vehicle Crash data in the state of Louisiana" and LSU, via a contract with the La DOTD, is the de facto official source of crash information and statistics. These circumstances eliminate the LHSC from being a direct responsible party in data collection, entry, and analysis.

The LHSC sponsored a Traffic Records Assessment that was conducted by a team assembled by NHTSA and subsequently contracted with Cambridge Systems to develop a comprehensive strategic plan to address Louisiana's traffic records needs. These efforts will provide the LHSC and the DOTD a plan to layout out the goals, objectives, and actions needed to improve the timeliness, quality, completeness, integration, and accessibility of data used in traffic safety analyses. In practice, a Highway Safety Information System Strategic Plan is the guiding document for a statewide Traffic Records Coordinating Committee, a body composed of members from the different stakeholders involved in collecting and using data related to highway safety. The plan essentially acts as the committee's charter and provides guidance and a yardstick for measuring progress.



## **Traffic Records Objectives**

1. Implement an effective, comprehensive, systems approach for improving road user behavior.
2. Use a systems approach in engineering to strike a balance between single unique locations and addressing the safety of the road network.
3. Develop a comprehensive, timely, and accurate information and decision support system.
4. Develop a comprehensive, data driven legislative agenda that all partners actively support and implement.

## **Traffic Records Strategies**

1. Support the collection and submission of accurate traffic crash data to FARS and LSU and provide training when necessary.
2. Work with parish and municipal agencies to increase their level of timely crash data reporting as it pertains to CVARS.
3. Support the Traffic Records Committee as they work towards 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;
  - Passing measures on the legislative agenda.

## **Traffic Records Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.

## PAID MEDIA

### **Paid Media Explanation**

Paid Media when used in conjunction with saturation patrols and sobriety checkpoints and other highly publicized events creates an additional level of awareness to the issue. Louisiana has conducted numerous evaluations regarding the effectiveness of paid media and the benefits that media can have on the overall traffic safety campaign. Most notably, the “2003 Section 157 (Innovative and Discretionary) Year 3 Evaluation Report, clearly defines the effects that paid media has on specific traffic safety campaigns.

[http://lhsc.lsu.edu/SpecializedReports/2003%20OP%20EvalReport\\_1028\\_03.pdf](http://lhsc.lsu.edu/SpecializedReports/2003%20OP%20EvalReport_1028_03.pdf)

The LHSC will continue to incorporate paid and earned media into many campaigns conducted throughout fiscal year 2007. Section 410 funds will be utilized to support the national impaired driving campaign, “Drunk Driving. Over the Limit. Under Arrest.” The Section 405a funds will support the national safety belt campaign, “Click it Or Ticket”. Section 406 funds will be utilized to support “Click it Or Ticket”, railroad, and speed. The LHSC is under consideration for Section 2010 funds to provide motorcycle programs, these funds will be utilized for paid media to educate Louisiana motorists and motorcyclists on motorcycle safety. In the situation that Louisiana does not receive Section 2010 funds, some of the Section 406 monies will be allocated to motorcycle education and awareness.

The LHSC will use the paid media funds as planned for under Projects and will continue to conduct paid media under the requirements set forth in the 402 Advertising Space Guidelines. The LHSC will issue a research and assessment contract that will include the required evaluation criteria of the 402 Advertising Space Guidelines. Including:

- How many paid airings or print ads occurred and what was the size of the audience reached?
- For the same messages as above, how many free airings or print ads occurred and what was the size of the audience reached?
- The LHSC will also assess target audience knowledge, attitude, or actions through telephone surveys.



### **Paid Media Objectives**

1. Provide a comprehensive paid media campaign statewide in 2007.

### **Paid Media Strategies**

1. Maintain the LHSC request for proposal for paid media efforts throughout Louisiana.
2. Maintain a single agency with the planning, marketing, messaging, and implementation of paid media for traffic safety.
3. Provide paid media programming to support the National campaigns Drunk Driving. Over the Limit. Under Arrest. Campaign and Click it or Ticket Campaign.

### **Paid Media Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.

## RAILGRADE

### **Railgrade Problem Identification**

- There were 135 injuries and 19 deaths reported involving a train in 2004.
- In 2004, preliminary statistics show Louisiana having 166 train/vehicle crashes.

### **Railgrade Objectives**

1. Reduce the number of railgrade crashes as a proportion to all fatalities from 1.92% in 2004 to 1.80% in 2007.

### **Railgrade Strategies**

1. Support recommendations of the Rail Grade Crossing Traffic Crash Task Force.
2. Conduct highway-rail grade crossing public education programs.
3. Conduct highway-rail grade crossing Operational Lifesaver officer training programs.
4. Support the physical closure of railroad crossings.
5. Support Officer on a Train educational program.
6. Encourage strict enforcement of rail crossing violations.

### **Railgrade Projects**

Please refer to Appendix A for a complete list of planned FY 2007 projects.



## SAFE COMMUNITIES

### Safe Communities Explanation

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 one community and is growing in a second. 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.

### Safe Communities Objectives

1. Increase the Safe Community activities in Louisiana through an increase in mini grant funding during FY 2007.

### Safe Communities Strategies

1. Increase the available mini-grant monies in the two existing safe communities.
2. Identify potential new safe community groups to further the Safe Communities growth.

### Safe Communities Projects

Please refer to Appendix A for a complete list of planned FY 2007 projects.

### Hazard Elimination Transfer

These funds are transferred to the Louisiana Department of Transportation and Development in their entirety.

154/164HE 06-00-00	154 (Open Container)	Hazard Elimination program is administered by the LADOTD per formal agreement.	\$24,500,000
	164 (Repeat Offender)	Hazard Elimination program is administered by the LADOTD per formal agreement.	\$24,500,000

## CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
  
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
  
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
  
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
  
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
  
- Highway Safety Grant Funding Policy for Field-Administered Grants

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial



administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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



## THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR PART 29 SUB-PART F):

The State will provide a drug-free workplace by:

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

## BUYAMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

### POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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



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

### RESTRICTION ON STATE LOBBYING

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

### CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

#### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition

to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.



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

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge



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

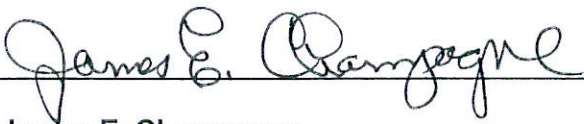
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily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

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

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

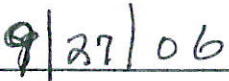
ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



James E. Champagne

Governor's Representative for Highway Safety



Date



**State: Louisiana**  
**Estimated Funding Available in FY**  
**2007**

<b>Section</b>	<b>2006 Underrun Funds Total</b>	<b>2007 Anticipated New Funds</b>	<b>07 PLANNED \$\$</b>
Section 402 State & Community Highway Safety Funds	\$ 600,000.00	\$3,178,495.00	\$ 3,778,495.00
Section 405a Occupant Protection Tea-21	65,000.00	-	65,000.00
Section 405a Occupant Protection SAFETEA-LU	486,138.00		486,138.00
Section 410 Alcohol Tea-21	212,000.00	-	212,000.00
Section 410 Alcohol SAFETEA-LU Programmatic	1,570,962.00		1,570,962.00
Section 410 Alcohol SAFETEA-LU High Visibility Enforcement	1,213,890.00		1,213,889.00
Section 410 Alcohol SAFETEA-LU High Fatality Rate	1,213,889.00		1,213,889.00
Section 408 Traffic Records	577,717.00	-	577,717.00
Section 2010 Motorcycle	100,000.00	-	100,000.00
Section 406 Seatbelt Incentive	1,687,944.00	-	1,687,944.00
Section 163 (.08 Alcohol Incentive Funds) from DOTD*	600,000.00	-	600,000.00
Section 154/164 Hazard Elimination Funds to DOTD	49,000,000.00		49,000,000.00
CVARs*	300,000.00		300,000.00
<b>TOTALS</b>	<b>57,627,539.00</b>	<b>3,178,495.00</b>	<b>60,806,034.00</b>

\*Not in GTS

U.S. Department of Transportation National Highway Traffic Safety Administration  
2007-HSP-1

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
Planning and Administration	PA-2007-00-00-00	\$275,000.00	\$275,000.00	\$200,000.00	\$75,000.00	\$0.00	\$275,000.00	\$275,000.00
Planning and Administration Total		\$275,000.00	\$275,000.00	\$200,000.00	\$75,000.00	\$0.00	\$275,000.00	\$275,000.00
Alcohol								
	AL-2007-00-00-00	\$295,230.00	\$0.00	\$188,730.00	\$106,500.00	\$0.00	\$0.00	\$0.00
	AL-2007-01-00-00	\$149,500.00	\$0.00	\$149,500.00	\$0.00	\$0.00	\$0.00	\$0.00
	AL-2007-80-00-00	\$64,335.00	\$0.00	\$4,335.00	\$60,000.00	\$0.00	\$0.00	\$0.00
Alcohol Total		\$509,065.00	\$0.00	\$342,565.00	\$166,500.00	\$0.00	\$0.00	\$0.00
Motorcycle Safety								
	MC-2007-02-00-00	\$7,240.00	\$0.00	\$7,240.00	\$0.00	\$0.00	\$0.00	\$0.00
Motorcycle Safety Total		\$7,240.00	\$0.00	\$7,240.00	\$0.00	\$0.00	\$0.00	\$0.00
Occupant Protection								
	OP-2007-00-00-00	\$295,230.00	\$0.00	\$188,730.00	\$106,500.00	\$0.00	\$0.00	\$0.00
	OP-2007-03-00-00	\$49,000.00	\$0.00	\$49,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	OP-2007-02-00-00	\$21,000.00	\$0.00	\$21,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Occupant Protection Total		\$365,230.00	\$0.00	\$258,730.00	\$106,500.00	\$0.00	\$0.00	\$0.00
Police Traffic Services								
	PT-2007-38-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-39-00-00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00
	PT-2007-40-00-00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00
	PT-2007-42-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-43-00-00	\$47,470.00	\$0.00	\$47,470.00	\$0.00	\$47,470.00	\$0.00	\$47,470.00
	PT-2007-44-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00
	PT-2007-45-00-00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00
	PT-2007-46-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00
	PT-2007-47-00-00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00
	PT-2007-48-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00
	PT-2007-49-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-50-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00
	PT-2007-51-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-52-00-00	\$32,000.00	\$0.00	\$32,000.00	\$0.00	\$32,000.00	\$0.00	\$32,000.00
	PT-2007-53-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-54-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00
	PT-2007-55-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-56-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-58-00-00	\$28,450.00	\$0.00	\$28,450.00	\$0.00	\$28,450.00	\$0.00	\$28,450.00
	PT-2007-60-00-00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00
	PT-2007-61-00-00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00
	PT-2007-62-00-00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00
	PT-2007-63-00-00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00
	PT-2007-64-00-00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00
	PT-2007-65-00-00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00	\$0.00	\$40,500.00
	PT-2007-32-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00
	PT-2007-31-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00
	PT-2007-30-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00
	PT-2007-29-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00



Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2007-28-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-27-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00		
	PT-2007-26-00-00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00		
	PT-2007-25-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00		
	PT-2007-24-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-37-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-36-00-00	\$47,000.00	\$0.00	\$47,000.00	\$0.00	\$47,000.00		
	PT-2007-35-00-00	\$57,000.00	\$0.00	\$57,000.00	\$0.00	\$57,000.00		
	PT-2007-34-00-00	\$13,000.00	\$0.00	\$13,000.00	\$0.00	\$13,000.00		
	PT-2007-33-00-00	\$82,000.00	\$0.00	\$82,000.00	\$0.00	\$82,000.00		
	PT-2007-23-00-00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00		
	PT-2007-22-00-00	\$82,000.00	\$0.00	\$82,000.00	\$0.00	\$82,000.00		
	PT-2007-21-00-00	\$28,000.00	\$0.00	\$28,000.00	\$0.00	\$28,000.00		
	PT-2007-20-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-19-00-00	\$57,000.00	\$0.00	\$57,000.00	\$0.00	\$57,000.00		
	PT-2007-18-00-00	\$28,000.00	\$0.00	\$28,000.00	\$0.00	\$28,000.00		
	PT-2007-17-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-16-00-00	\$32,000.00	\$0.00	\$32,000.00	\$0.00	\$32,000.00		
	PT-2007-15-00-00	\$82,000.00	\$0.00	\$82,000.00	\$0.00	\$82,000.00		
	PT-2007-14-00-00	\$26,000.00	\$0.00	\$26,000.00	\$0.00	\$26,000.00		
	PT-2007-13-00-00	\$57,000.00	\$0.00	\$57,000.00	\$0.00	\$57,000.00		
	PT-2007-12-00-00	\$28,000.00	\$0.00	\$28,000.00	\$0.00	\$28,000.00		
	PT-2007-11-00-00	\$82,000.00	\$0.00	\$82,000.00	\$0.00	\$82,000.00		
	PT-2007-10-00-00	\$28,000.00	\$0.00	\$28,000.00	\$0.00	\$28,000.00		
	PT-2007-09-00-00	\$34,500.00	\$0.00	\$34,500.00	\$0.00	\$34,500.00		
	PT-2007-08-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-07-00-00	\$32,000.00	\$0.00	\$32,000.00	\$0.00	\$32,000.00		
	PT-2007-06-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-05-00-00	\$32,000.00	\$0.00	\$32,000.00	\$0.00	\$32,000.00		
	PT-2007-04-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-03-00-00	\$32,000.00	\$0.00	\$32,000.00	\$0.00	\$32,000.00		
	PT-2007-02-00-00	\$22,000.00	\$0.00	\$22,000.00	\$0.00	\$22,000.00		
	PT-2007-01-00-00	\$12,000.00	\$0.00	\$12,000.00	\$0.00	\$12,000.00		
	PT-2007-00-00-00	\$235,320.00	\$0.00	\$125,820.00	\$109,500.00	\$0.00	\$0.00	
	PT-2007-00-00-00	\$60,000.00	\$0.00	\$27,000.00	\$33,000.00	\$0.00	\$0.00	
	PT-2007-67-00-00	\$12,900.00	\$0.00	\$12,900.00	\$0.00	\$0.00	\$0.00	
	PT-2007-68-00-00	\$41,000.00	\$0.00	\$41,000.00	\$0.00	\$0.00	\$0.00	
	PT-2007-99-00-00	\$0.00	\$875,874.00	\$0.00	\$0.00	\$0.00	\$0.00	
	Police Traffic Services Total	\$2,367,640.00	\$875,874.00	\$2,225,140.00	\$142,500.00	\$1,746,970.00		
	Traffic Records							
	TR-2007-00-00-00	\$235,320.00	\$0.00	\$125,820.00	\$109,500.00	\$0.00	\$0.00	
	Traffic Records Total	\$235,320.00	\$0.00	\$125,820.00	\$109,500.00	\$0.00	\$0.00	
	Safe Communities							
	SA-2007-01-00-00	\$19,000.00	\$0.00	\$19,000.00	\$0.00	\$0.00	\$0.00	
	Safe Communities Total	\$19,000.00	\$0.00	\$19,000.00	\$0.00	\$0.00	\$0.00	
	NHTSA 402 Total	\$3,778,495.00	\$1,150,874.00	\$3,178,495.00	\$600,000.00	\$1,746,970.00	\$275,000.00	\$275,000.00
			23%			46%	50%	
	405 Occupant Protection							
	J2-2007-99-00-00	\$0.00	\$195,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	405 Occupant Protection Total	\$0.00	\$195,000.00	\$0.00	\$0.00	\$0.00	\$0.00	

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State: Louisiana

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
J2 Paid Media	J2PM-2007-00-00-00	\$65,000.00	\$0.00	\$0	\$65,000.00	\$0.00		\$0.00
J2 Paid Media Total		\$65,000.00	\$0.00	\$0	\$65,000.00	\$0.00		\$0.00
405 Occupant Protection Total		\$65,000.00	\$195,000.00 75%	\$0	\$65,000.00	\$0.00		\$0.00
405 OP SAFETEA-LU	K2-2007-01-00-00	\$44,688.00	\$0.00	\$0	\$44,688.00	\$0.00		\$0.00
	K2-2007-99-00-00	\$0	\$1,458,414.00	\$0	\$0	\$0.00		\$0.00
	K2-2007-02-00-00	\$6,450.00	\$0.00	\$0	\$6,450.00	\$0.00		\$0.00
405 Occupant Protection Total		\$51,138.00	\$1,458,414.00	\$0	\$51,138.00	\$0.00		\$0.00
405 Paid Media	K2PM-2007-01-00-00	\$435,000.00	\$0.00	\$0	\$435,000.00	\$0.00		\$0.00
405 Paid Media Total		\$435,000.00	\$0.00	\$0	\$435,000.00	\$0.00		\$0.00
405 OP SAFETEA-LU Total		\$486,138.00	\$1,458,414.00 75%	\$0	\$486,138.00	\$0.00		\$0.00
NHTSA 406	K4PM-2007-01-00-00	\$700,000.00	\$0.00	\$0	\$700,000.00	\$0.00		\$0.00
406 Safety Belts Paid Media Total		\$700,000.00	\$0.00	\$0	\$700,000.00	\$0.00		\$0.00
406 Alcohol	K4AL-2007-01-00-00	\$40,000.00	\$0.00	\$0	\$40,000.00	\$0.00		\$0.00
	K4AL-2007-02-00-00	\$48,000.00	\$0.00	\$0	\$48,000.00	\$0.00		\$0.00
406 Alcohol Total		\$88,000.00	\$0.00	\$0	\$88,000.00	\$0.00		\$0.00
406 Occupant Protection	K4OP-2007-01-00-00	\$26,000.00	\$0.00	\$0	\$26,000.00	\$0.00		\$0.00
	K4OP-2007-02-00-00	\$14,000.00	\$0.00	\$0	\$14,000.00	\$0.00		\$0.00
	K4OP-2007-03-00-00	\$26,000.00	\$0.00	\$0	\$26,000.00	\$0.00		\$0.00
	K4OP-2007-04-00-00	\$26,000.00	\$0.00	\$0	\$26,000.00	\$0.00		\$0.00
406 Occupant Protection Total		\$92,000.00	\$0.00	\$0	\$92,000.00	\$0.00		\$0.00
406 Police Traffic Services	K4PT-2007-00-00-00	\$729,788.00	\$0.00	\$0	\$729,788.00	\$0.00		\$0.00
	K4PT-2007-01-00-00	\$18,156.00	\$0.00	\$0	\$18,156.00	\$0.00		\$0.00
406 Police Traffic Services Total		\$747,944.00	\$0.00	\$0	\$747,944.00	\$0.00		\$0.00
406 Railroad/Highway Crossings	K4RH-2007-01-00-00	\$60,000.00	\$0.00	\$0	\$60,000.00	\$0.00		\$0.00
406 Railroad/Highway Crossings Total		\$60,000.00	\$0.00	\$0	\$60,000.00	\$0.00		\$0.00
NHTSA 406 Total		\$1,687,944.00	\$0.00	\$0	\$1,687,944.00	\$0.00		\$0.00
408 Data Program SAFETEA-LU	K9-2007-00-00-00	\$60,000.00	\$0.00	\$0	\$60,000.00	\$0.00		\$0.00
	K9-2007-05-00-00	\$49,000.00	\$0.00	\$0	\$49,000.00	\$0.00		\$0.00
	K9-2007-99-00-00	\$0	\$144,430.00	\$0	\$0	\$0.00		\$0.00
	K9-2007-06-00-00	\$468,717.00	\$0.00	\$0	\$468,717.00	\$0.00		\$0.00
408 Data Program Incentive Total		\$577,717.00	\$144,430.00	\$0	\$577,717.00	\$0.00		\$0.00
SAFETEA-LU Total		\$577,717.00	\$144,430.00 20%	\$0	\$577,717.00	\$0.00		\$0.00
New 410 Alcohol	J8-2007-01-00-00	\$140,000.00	\$0.00	\$0	\$140,000.00	\$0.00		\$0.00
	J8-2007-02-00-00	\$36,000.00	\$0.00	\$0	\$36,000.00	\$0.00		\$0.00
	J8-2007-03-00-00	\$36,000.00	\$0.00	\$0	\$36,000.00	\$0.00		\$0.00



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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
New 410 Alcohol Total	J8-2007-99-00-00	\$0	\$636,000.00	\$0	\$0	\$0	\$0	\$0
		\$212,000.00	\$636,000.00	\$0	\$212,000.00	\$0	\$0	\$0
			75%					
410 Alcohol SAFETEA-LU								
	K8-2007-02-00-00	\$28,650.00	\$0.00	\$0	\$28,650.00	\$0	\$0	\$0
	K8-2007-09-00-00	\$92,800.00	\$0.00	\$0	\$92,800.00	\$0	\$0	\$0
	K8-2007-99-00-00	\$0	\$523,654.00	\$0	\$0	\$0	\$0	\$0
	K8-2007-22-00-00	\$70,000.00	\$0.00	\$0	\$70,000.00	\$0	\$0	\$0
	K8-2007-21-00-00	\$85,000.00	\$0.00	\$0	\$85,000.00	\$0	\$0	\$0
	K8-2007-20-00-00	\$38,837.00	\$0.00	\$0	\$38,837.00	\$0	\$0	\$0
	K8-2007-12-00-00	\$48,675.00	\$0.00	\$0	\$48,675.00	\$0	\$0	\$0
	K8-2007-11-00-00	\$46,000.00	\$0.00	\$0	\$46,000.00	\$0	\$0	\$0
	K8-2007-10-00-00	\$36,000.00	\$0.00	\$0	\$36,000.00	\$0	\$0	\$0
	K8-2007-06-00-00	\$140,000.00	\$0.00	\$0	\$140,000.00	\$0	\$0	\$0
	K8-2007-05-00-00	\$85,000.00	\$0.00	\$0	\$85,000.00	\$0	\$0	\$0
410 Alcohol SAFETEA-LU Total		\$670,962.00	\$523,654.00	\$0	\$670,962.00	\$0	\$0	\$0
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2007-00-00-00	\$900,000.00	\$0.00	\$0	\$900,000.00	\$0	\$0	\$0
410 Alcohol SAFETEA-LU Paid Media Total		\$900,000.00	\$0.00	\$0	\$900,000.00	\$0	\$0	\$0
410 Alcohol SAFETEA-LU Total		\$1,570,962.00	\$523,654.00	\$0	\$1,570,962.00	\$0	\$0	\$0
			25%					
410 High Fatality Rate								
	K8FR-2007-02-00-00	\$1,213,889.00	\$0.00	\$0	\$1,213,889.00	\$0	\$0	\$0
	K8FR-2007-99-00-00	\$0	\$404,630.00	\$0	\$0	\$0	\$0	\$0
410 High Fatality Rate Total		\$1,213,889.00	\$404,630.00	\$0	\$1,213,889.00	\$0	\$0	\$0
			25%					
410 High Visibility								
	K8HV-2007-00-00-00	\$300,000.00	\$0.00	\$0	\$300,000.00	\$0	\$0	\$0
	K8HV-2007-03-00-00	\$90,240.00	\$0.00	\$0	\$90,240.00	\$0	\$0	\$0
	K8HV-2007-05-00-00	\$746,530.00	\$0.00	\$0	\$746,530.00	\$0	\$0	\$0
	K8HV-2007-99-00-00	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	K8HV-2007-04-00-00	\$77,120.00	\$0.00	\$0	\$77,120.00	\$0	\$0	\$0
410 High Visibility Total		\$1,213,890.00	\$404,630.00	\$0	\$1,213,890.00	\$0	\$0	\$0
			25%					
2010 Motorcycle Safety								
	K6-2007-00-00-00	\$70,000.00	\$0.00	\$0	\$70,000.00	\$0	\$0	\$0
	K6-2007-01-00-00	\$30,000.00	\$0.00	\$0	\$30,000.00	\$0	\$0	\$0
2010 Motorcycle Safety Incentive Total		\$100,000.00	\$0.00	\$0	\$100,000.00	\$0	\$0	\$0
2010 Motorcycle Safety Total		\$100,000.00	\$0.00	\$0	\$100,000.00	\$0	\$0	\$0
154 Transfer Funds								
	154HE-2007-00-00-00	\$24,500,000.00	\$0.00	\$0	\$24,500,000.00	\$0	\$0	\$0
154 Hazard Elimination Total		\$24,500,000.00	\$0.00	\$0	\$24,500,000.00	\$0	\$0	\$0
154 Transfer Funds Total		\$24,500,000.00	\$0.00	\$0	\$24,500,000.00	\$0	\$0	\$0
164 Transfer Funds								
	164HE-2007-00-00-00	\$24,500,000.00	\$0.00	\$0	\$24,500,000.00	\$0	\$0	\$0
164 Hazard Elimination Total		\$24,500,000.00	\$0.00	\$0	\$24,500,000.00	\$0	\$0	\$0
164 Transfer Funds Total		\$24,500,000.00	\$0.00	\$0	\$24,500,000.00	\$0	\$0	\$0
NHTSA Total		\$59,906,035.00	\$4,917,632.00	\$3,178,495.00	\$56,727,540.00	\$1,746,970.00	\$275,000.00	\$275,000.00
Total		\$59,906,035.00	\$4,917,632.00	\$3,178,495.00	\$56,727,540.00	\$1,746,970.00	\$275,000.00	\$275,000.00
			8%				50%	

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
Planning and Administration	PA-2007-00-00-00	Planning and Administration	\$0.00	\$275,000.00	\$0.00	\$275,000.00	\$275,000.00	\$0.00
		Planning and Administration Total	\$0.00	\$275,000.00	\$0.00	\$275,000.00	\$275,000.00	\$0.00
Alcohol								
	AL-2007-00-00-00	Program Management for Alcohol Programs	\$0.00	\$0.00	\$0.00	\$295,230.00	\$295,230.00	\$0.00
	AL-2007-01-00-00	Louisiana Youth Prevention Services	\$0.00	\$0.00	\$0.00	\$149,500.00	\$149,500.00	\$0.00
	AL-2007-80-00-00	Public Information and Education	\$0.00	\$0.00	\$0.00	\$64,335.00	\$64,335.00	\$0.00
		Alcohol Total	\$0.00	\$0.00	\$0.00	\$509,065.00	\$509,065.00	\$0.00
Motorcycle Safety	MC-2007-02-00-00	Motorcycle Website Design	\$0.00	\$0.00	\$0.00	\$7,240.00	\$7,240.00	\$0.00
		Motorcycle Safety Total	\$0.00	\$0.00	\$0.00	\$7,240.00	\$7,240.00	\$0.00
Occupant Protection								
	OP-2007-00-00-00	Program Management for Occupant Protecti	\$0.00	\$0.00	\$0.00	\$295,230.00	\$295,230.00	\$0.00
	OP-2007-02-00-00	Louisiana Safe Kids Coalition	\$0.00	\$0.00	\$0.00	\$21,000.00	\$21,000.00	\$0.00
	OP-2007-03-00-00	Think First	\$0.00	\$0.00	\$0.00	\$49,000.00	\$49,000.00	\$0.00
		Occupant Protection Total	\$0.00	\$0.00	\$0.00	\$365,230.00	\$365,230.00	\$0.00
Police Traffic Services								
	PT-2007-00-00-00	Program Management for Police Traffic Se	\$0.00	\$0.00	\$0.00	\$235,320.00	\$235,320.00	\$0.00
	PT-2007-01-00-00	Acadia Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-02-00-00	Ascension Parish SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2007-03-00-00	Gonzales PD	\$0.00	\$0.00	\$0.00	\$32,000.00	\$32,000.00	\$32,000.00
	PT-2007-04-00-00	Avoyelles Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-05-00-00	Beauregard Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-06-00-00	DeRidder PD	\$0.00	\$0.00	\$0.00	\$32,000.00	\$32,000.00	\$32,000.00
	PT-2007-07-00-00	Bossier Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-08-00-00	Bossier City PD	\$0.00	\$0.00	\$0.00	\$34,500.00	\$34,500.00	\$34,500.00
	PT-2007-09-00-00	Caddo Parish SO	\$0.00	\$0.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	PT-2007-10-00-00	Shreveport PD	\$0.00	\$0.00	\$0.00	\$82,000.00	\$82,000.00	\$82,000.00
	PT-2007-11-00-00	Calcasieu SO	\$0.00	\$0.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	PT-2007-12-00-00	Lake Charles PD	\$0.00	\$0.00	\$0.00	\$57,000.00	\$57,000.00	\$57,000.00
	PT-2007-13-00-00	East Baton Rouge Parish SO	\$0.00	\$0.00	\$0.00	\$26,000.00	\$26,000.00	\$26,000.00
	PT-2007-14-00-00	Baton Rouge PD	\$0.00	\$0.00	\$0.00	\$82,000.00	\$82,000.00	\$82,000.00
	PT-2007-15-00-00	Zachary PD	\$0.00	\$0.00	\$0.00	\$32,000.00	\$32,000.00	\$32,000.00
	PT-2007-16-00-00	Evangeline Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-17-00-00	Iberia Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-18-00-00	Jefferson Parish SO	\$0.00	\$0.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	PT-2007-19-00-00	Kenner PD	\$0.00	\$0.00	\$0.00	\$57,000.00	\$57,000.00	\$57,000.00
	PT-2007-20-00-00	Jefferson Davis Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-21-00-00	Lafayette Parish SO	\$0.00	\$0.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	PT-2007-22-00-00	Lafayette PD	\$0.00	\$0.00	\$0.00	\$82,000.00	\$82,000.00	\$82,000.00
	PT-2007-23-00-00	Lafourche SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2007-24-00-00	Lincoln Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-25-00-00	Ruston PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-26-00-00	Livingston SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2007-27-00-00	Denham Springs PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-28-00-00	Natchitoches SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-29-00-00	Natchitoches PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-30-00-00	Ouachita Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	PT-2007-31-00-00	Monroe PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-32-00-00	West Monroe PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-33-00-00	New Orleans PD	\$0.00	\$0.00	\$0.00	\$82,000.00	\$82,000.00	\$82,000.00
	PT-2007-34-00-00	Rapides Parish SO	\$0.00	\$0.00	\$0.00	\$13,000.00	\$13,000.00	\$13,000.00
	PT-2007-35-00-00	Alexandria PD	\$0.00	\$0.00	\$0.00	\$57,000.00	\$57,000.00	\$57,000.00
	PT-2007-36-00-00	Pineville PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-37-00-00	St. Bernard Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-38-00-00	St. Charles Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-39-00-00	St. John Parish SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2007-40-00-00	St. Landry Parish SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2007-42-00-00	St. Mary Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-43-00-00	St. Tammany SO	\$0.00	\$0.00	\$0.00	\$47,470.00	\$47,470.00	\$47,470.00
	PT-2007-44-00-00	Slidell PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-45-00-00	Tangipahoa SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2007-46-00-00	Hammond PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-47-00-00	Terrebonne SO	\$0.00	\$0.00	\$0.00	\$22,000.00	\$22,000.00	\$22,000.00
	PT-2007-48-00-00	Houma PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-49-00-00	Vermillion Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-50-00-00	Abbeville PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-51-00-00	Vernon Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-52-00-00	Rosepine PD	\$0.00	\$0.00	\$0.00	\$32,000.00	\$32,000.00	\$32,000.00
	PT-2007-53-00-00	Washington Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-54-00-00	Bogalusa PD	\$0.00	\$0.00	\$0.00	\$47,000.00	\$47,000.00	\$47,000.00
	PT-2007-55-00-00	Webster Parish SO	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-56-00-00	Causeway PD	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2007-58-00-00	Linden Claybrook: Safe Drive Louisiana	\$0.00	\$0.00	\$0.00	\$28,450.00	\$28,450.00	\$0.00
	PT-2007-60-00-00	Pete Stout - LEL	\$0.00	\$0.00	\$0.00	\$40,500.00	\$40,500.00	\$0.00
	PT-2007-61-00-00	Marc Duclote - LEL	\$0.00	\$0.00	\$0.00	\$40,500.00	\$40,500.00	\$0.00
	PT-2007-62-00-00	Fred Terluin - LEL	\$0.00	\$0.00	\$0.00	\$40,500.00	\$40,500.00	\$0.00
	PT-2007-63-00-00	Brad Stewart - LEL	\$0.00	\$0.00	\$0.00	\$40,500.00	\$40,500.00	\$0.00
	PT-2007-64-00-00	Ted Riser - LEL	\$0.00	\$0.00	\$0.00	\$40,500.00	\$40,500.00	\$0.00
	PT-2007-65-00-00	Unassigned-LEL	\$0.00	\$0.00	\$0.00	\$40,500.00	\$40,500.00	\$0.00
	PT-2007-66-00-00	LHSC Travel and Training	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	PT-2007-67-00-00	Public Safety Consulting Services	\$0.00	\$0.00	\$0.00	\$12,900.00	\$12,900.00	\$0.00
	PT-2007-68-00-00	Robert Breland	\$0.00	\$0.00	\$0.00	\$41,000.00	\$41,000.00	\$0.00
	PT-2007-99-00-00	LSP (State Matching Funds)	\$0.00	\$875,874.00	\$0.00	\$0.00	\$0.00	\$0.00
Traffic Records	Police Traffic Services Total		\$0.00	\$875,874.00	\$0.00	\$2,367,640.00	\$2,367,640.00	\$1,746,970.00
	TR-2007-00-00-00	Program Management for Traffic Records	\$0.00	\$0.00	\$0.00	\$235,320.00	\$235,320.00	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$235,320.00	\$235,320.00	\$0.00
Safe Communities	SA-2007-01-00-00	Robert Canfield	\$0.00	\$0.00	\$0.00	\$19,000.00	\$19,000.00	\$0.00
	Safe Communities Total		\$0.00	\$0.00	\$0.00	\$19,000.00	\$19,000.00	\$0.00
	NHTSA 402 Total		\$0.00	\$1,150,874.00	\$0.00	\$3,778,495.00	\$3,778,495.00	\$1,746,970.00
405 Occupant Protection	J2-2007-99-00-00	LSP (State Match Only)	\$0.00	\$195,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	405 Occupant Protection Total		\$0.00	\$195,000.00	\$0.00	\$0.00	\$0.00	\$0.00
J2 Paid Media	J2PM-2007-00-00-00	RFP Paid Media - La. Safety First Consor	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	J2 Paid Media Total		\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00



Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
405 OP SAFETEA-LU	405 Occupant Protection Total		\$0.00	\$195,000.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	K2-2007-01-00-00	Occupant Protection Advertisement Produc	\$0.00	\$0.00	\$0.00	\$44,688.00	\$44,688.00	\$0.00
	K2-2007-02-00-00	La. Safe Kids/Safe Kids Week	\$0.00	\$0.00	\$0.00	\$6,450.00	\$6,450.00	\$0.00
	K2-2007-99-00-00	LSP (State Match Only)	\$0.00	\$1,458,414.00	\$0.00	\$0.00	\$0.00	\$0.00
405 Paid Media	405 Occupant Protection Total		\$0.00	\$1,458,414.00	\$0.00	\$51,138.00	\$51,138.00	\$0.00
	K2PM-2007-01-00-00	RFP Paid Media - La. Safety First Consor	\$0.00	\$0.00	\$0.00	\$435,000.00	\$435,000.00	\$0.00
	405 Paid Media Total		\$0.00	\$0.00	\$0.00	\$435,000.00	\$435,000.00	\$0.00
NHTSA 406	405 OP SAFETEA-LU Total		\$0.00	\$1,458,414.00	\$0.00	\$486,138.00	\$486,138.00	\$0.00
406 Alcohol	K4PM-2007-01-00-00	RFP Paid Media - La. Safety First Consor	\$0.00	\$0.00	\$0.00	\$700,000.00	\$700,000.00	\$0.00
	406 Safety Belts Paid Media Total		\$0.00	\$0.00	\$0.00	\$700,000.00	\$700,000.00	\$0.00
	K4AL-2007-01-00-00	SADD National Conference New Orleans	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	K4AL-2007-02-00-00	Doug Blemess/Youth Assessment	\$0.00	\$0.00	\$0.00	\$48,000.00	\$48,000.00	\$0.00
	406 Alcohol Total		\$0.00	\$0.00	\$0.00	\$88,000.00	\$88,000.00	\$0.00
406 Occupant Protection	K4OP-2007-01-00-00	Nu Gamma Omega	\$0.00	\$0.00	\$0.00	\$26,000.00	\$26,000.00	\$0.00
	K4OP-2007-02-00-00	H & M Consultants	\$0.00	\$0.00	\$0.00	\$14,000.00	\$14,000.00	\$0.00
	K4OP-2007-03-00-00	Kevin Boatner	\$0.00	\$0.00	\$0.00	\$26,000.00	\$26,000.00	\$0.00
	K4OP-2007-04-00-00	Robert Hall	\$0.00	\$0.00	\$0.00	\$26,000.00	\$26,000.00	\$0.00
	406 Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$92,000.00	\$92,000.00	\$0.00
406 Police Traffic Services	K4PT-2007-00-00-00	Louisiana State Police Crash Reduction	\$0.00	\$0.00	\$0.00	\$729,788.00	\$729,788.00	\$0.00
	K4PT-2007-01-00-00	Public Information and Education	\$0.00	\$0.00	\$0.00	\$18,156.00	\$18,156.00	\$0.00
	406 Police Traffic Services Total		\$0.00	\$0.00	\$0.00	\$747,944.00	\$747,944.00	\$0.00
406 Railroad/Highway Crossings	K4RH-2007-01-00-00	Louisiana Operation Lifesaver	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	406 Railroad/Highway Crossings Total		\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
408 Data Program SAFETEA-LU	NHTSA 406 Total		\$0.00	\$0.00	\$0.00	\$1,687,944.00	\$1,687,944.00	\$0.00
	K9-2007-00-00-00	Traffic Records Committee Operating	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	K9-2007-05-00-00	Cambridge Systems	\$0.00	\$0.00	\$0.00	\$49,000.00	\$49,000.00	\$0.00
	K9-2007-06-00-00	Traffic Records Committee Planned Projec	\$0.00	\$0.00	\$0.00	\$468,717.00	\$468,717.00	\$0.00
	K9-2007-99-00-00	LSP (State Match Only)	\$0.00	\$144,430.00	\$0.00	\$0.00	\$0.00	\$0.00
	408 Data Program Incentive Total		\$0.00	\$144,430.00	\$0.00	\$577,717.00	\$577,717.00	\$0.00
New 410 Alcohol	408 Data Program SAFETEA-LU Total		\$0.00	\$144,430.00	\$0.00	\$577,717.00	\$577,717.00	\$0.00
	J8-2007-01-00-00	La. MADD Victim Impact Panels	\$0.00	\$0.00	\$0.00	\$140,000.00	\$140,000.00	\$0.00
	J8-2007-02-00-00	Craig Tournquist	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$0.00
	J8-2007-03-00-00	Rick Minniefield - Youth Presenter	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$0.00
	J8-2007-99-00-00	LSP (State Match Only)	\$0.00	\$636,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	New 410 Alcohol Total		\$0.00	\$636,000.00	\$0.00	\$212,000.00	\$212,000.00	\$0.00
410 Alcohol SAFETEA-LU	K8-2007-02-00-00	Council on Alcohol and Drug Abuse	\$0.00	\$0.00	\$0.00	\$28,650.00	\$28,650.00	\$0.00
	K8-2007-05-00-00	Terbonne DWI Court	\$0.00	\$0.00	\$0.00	\$85,000.00	\$85,000.00	\$0.00
	K8-2007-06-00-00	U Drink, U Drive, U Walk, AG Office	\$0.00	\$0.00	\$0.00	\$140,000.00	\$140,000.00	\$0.00
	K8-2007-09-00-00	Judicial Prosecutor Training, LDAA	\$0.00	\$0.00	\$0.00	\$92,800.00	\$92,800.00	\$0.00
	K8-2007-10-00-00	Dennis Mitchell	\$0.00	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$0.00



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	K8-2007-11-00-00	D C Sills, NOYL/Parental Guidance	\$0.00	\$0.00	\$0.00	\$46,000.00	\$46,000.00	\$0.00
	K8-2007-12-00-00	Callaway Consulting	\$0.00	\$0.00	\$0.00	\$48,675.00	\$48,675.00	\$0.00
	K8-2007-20-00-00	Public Information and Education	\$0.00	\$0.00	\$0.00	\$38,837.00	\$38,837.00	\$0.00
	K8-2007-21-00-00	New DWI Court Planning	\$0.00	\$0.00	\$0.00	\$85,000.00	\$85,000.00	\$0.00
	K8-2007-22-00-00	Underage Drinking Prevention Campaign	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
	K8-2007-99-00-00	LSP (State Match Only)	\$0.00	\$523,654.00	\$0.00	\$0.00	\$0.00	\$0.00
		410 Alcohol SAFETEA-LU Total	\$0.00	\$523,654.00	\$0.00	\$670,962.00	\$670,962.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2007-00-00-00	RFP - La. Safety First Consortium	\$0.00	\$0.00	\$0.00	\$900,000.00	\$900,000.00	\$0.00
		410 Alcohol SAFETEA-LU Paid Media Total	\$0.00	\$0.00	\$0.00	\$900,000.00	\$900,000.00	\$0.00
		410 Alcohol SAFETEA-LU Total	\$0.00	\$523,654.00	\$0.00	\$1,570,962.00	\$1,570,962.00	\$0.00
	410 High Fatality Rate							
	K8FR-2007-02-00-00	Other High Fatality Rate Projects (Unpla	\$0.00	\$0.00	\$0.00	\$1,213,889.00	\$1,213,889.00	\$0.00
	K8FR-2007-99-00-00	LSP (State Match Planned)	\$0.00	\$404,630.00	\$0.00	\$0.00	\$0.00	\$0.00
		410 High Fatality Rate Total	\$0.00	\$404,630.00	\$0.00	\$1,213,889.00	\$1,213,889.00	\$0.00
	410 High Visibility							
	K8HV-2007-00-00-00	RFP Paid Media for DWI Enforcement	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
	K8HV-2007-03-00-00	La. Alcohol and Tobacco Control	\$0.00	\$0.00	\$0.00	\$90,240.00	\$90,240.00	\$0.00
	K8HV-2007-04-00-00	EBR ABC Office	\$0.00	\$0.00	\$0.00	\$77,120.00	\$77,120.00	\$0.00
	K8HV-2007-05-00-00	Other High Visibility Enforcement Projec	\$0.00	\$0.00	\$0.00	\$746,530.00	\$746,530.00	\$0.00
	K8HV-2007-99-00-00	LSP (State Match Only)	\$0.00	\$404,630.00	\$0.00	\$0.00	\$0.00	\$0.00
		410 High Visibility Total	\$0.00	\$404,630.00	\$0.00	\$1,213,890.00	\$1,213,890.00	\$0.00
	2010 Motorcycle Safety							
	K6-2007-00-00-00	RFP Paid Media for Motorcycle Safety	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
	K6-2007-01-00-00	Campaign Message Development	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
		2010 Motorcycle Safety Incentive Total	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
		2010 Motorcycle Safety Total	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	154 Transfer Funds							
	154HE-2007-00-00-00	154 Hazard Elimination (DOTD)	\$0.00	\$0.00	\$0.00	\$24,500,000.00	\$24,500,000.00	\$0.00
		154 Hazard Elimination Total	\$0.00	\$0.00	\$0.00	\$24,500,000.00	\$24,500,000.00	\$0.00
		154 Transfer Funds Total	\$0.00	\$0.00	\$0.00	\$24,500,000.00	\$24,500,000.00	\$0.00
	164 Transfer Funds							
	164HE-2007-00-00-00	164 Hazard Elimination (DOTD)	\$0.00	\$0.00	\$0.00	\$24,500,000.00	\$24,500,000.00	\$0.00
		164 Hazard Elimination Total	\$0.00	\$0.00	\$0.00	\$24,500,000.00	\$24,500,000.00	\$0.00
		164 Transfer Funds Total	\$0.00	\$0.00	\$0.00	\$24,500,000.00	\$24,500,000.00	\$0.00
		NHTSA Total	\$0.00	\$4,917,632.00	\$0.00	\$59,906,035.00	\$59,906,035.00	\$1,746,970.00
		Total	\$0.00	\$4,917,632.00	\$0.00	\$59,906,035.00	\$59,906,035.00	\$1,746,970.00

U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**

State: Louisiana  
**2007-HSP-001**  
 For Approval

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>Section 163 Used 402</b>								
<i>Alcohol</i>								
	P3AL 2007-02-00-00	Conference Coordinator	\$0.00	\$0.00	\$0.00	\$45,000.00	\$45,000.00	\$0.00
	P3AL 2007-03-00-00	Public Information and Education	\$0.00	\$0.00	\$0.00	\$18,682.00	\$18,682.00	\$0.00
	P3AL 2007-05-00-00	Applied Technology	\$0.00	\$0.00	\$0.00	\$36,403.00	\$36,403.00	\$0.00
	<b>Alcohol Total</b>		\$0.00	\$0.00	\$0.00	\$100,085.00	\$100,085.00	\$0.00
<i>Police Traffic Services</i>								
	P3PT 2007-01-00-00	LSP (State Match Only)	\$0.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Police Traffic Services Total</b>		\$0.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00
<i>Safe Communities</i>								
	P3SA 2007-01-00-00	Lafayette Metropolitan Planning Office	\$0.00	\$0.00	\$0.00	\$70,000.00	\$70,000.00	\$70,000.00
	P3SA 2007-02-00-00	South Central Planning Commission	\$0.00	\$0.00	\$0.00	\$91,500.00	\$91,500.00	\$91,500.00
	P3SA 2007-03-00-00	Caddo/Bossier/DeSoto/Webster Safe Community	\$0.00	\$0.00	\$0.00	\$26,000.00	\$26,000.00	\$26,000.00
	P3SA 2007-04-00-00	Safe Community Development	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	<b>Safe Communities Total</b>		\$0.00	\$0.00	\$0.00	\$237,500.00	\$237,500.00	\$237,500.00
<b>Section 163 Used 402 Total</b>			<b>\$0.00</b>	<b>\$200,000.00</b>	<b>\$0.00</b>	<b>\$337,585.00</b>	<b>\$337,585.00</b>	<b>\$237,500.00</b>
				59.24%				
<i>NHTSA Section 163 Used 405a</i>								
	P3J2 2007-01-00-00	La. Passenger Safety Task Force	\$0.00	\$0.00	\$0.00	\$139,000.00	\$139,000.00	\$0.00
	P3J2 2007-04-00-00	Applied Technology	\$0.00	\$0.00	\$0.00	\$82,415.00	\$82,415.00	\$0.00
	P3J2 2007-05-00-00	Dinnika Lawrence	\$0.00	\$0.00	\$0.00	\$41,000.00	\$41,000.00	\$0.00
<b>Section 163 Used as 405a Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$262,415.00</b>	<b>\$262,415.00</b>	<b>\$0.00</b>
<b>Total</b>			<b>\$0.00</b>	<b>\$200,000.00</b>	<b>\$0.00</b>	<b>\$600,000.00</b>	<b>\$600,000.00</b>	<b>\$237,500.00</b>
				33%				



**LOUISIANA HIGHWAY SAFETY COMMISSION**  
**FY 2007 INDIRECT COST RATE CALCULATION**  
**SECTION 402 CALCULATION**

A. FY 2006 Indirect Cost	\$214,562
B. Carry Forward	<u>-0-</u>
C. Total Indirect Cost Pool (A + B)	\$214,562
D. FY 2005 Direct Salary Expenditure	\$664,231
E. FY 2005 Proposed Indirect Cost Rate (C/D)	30.91%

\* Direct Salary Expenditures = Regular Salaries + Other Compensation. This amount does not include Related Benefits. The Direct Salary Expenditures are those paid with 402 funds, and includes one Traffic Records employee salary of the State Office of Motor Vehicles.

\*\*The latest approved rate for the Louisiana Highway Safety Commission (LHSC) is for 2003 at 43.05%. Documentation of this rate may be obtained from the LHSC and has been provided to the NHTSA South Central Region.

**POSITIONS AND FUNDING SOURCE**

- Executive Director** – Planning and Administration (50% Federal and 50% State Funds)
- Administrative Secretary III** – Planning and Administration (50% Federal and 50% State Funds)
- Accountant (LHSC Program Coordinator II)** - Planning and Administration (100% Federal)
- Assistant Director (LHSC Program Coordinator III)** - Program Management (100% Federal: 30% AL; 30%OP;30%PT;10%TR)
- Planner (LHSC Program Coordinator II)** – Program Management (100% Federal: 30% AL; 30%OP;30%PT;10%TR)
- Program Coordinator II** – Alcohol and Occupant Protection Program Management (100% Federal: 75% AL; 25%OP)
- Program Coordinator II** – Alcohol and Occupant Protection Program Management (100% Federal: PTS)
- Program Coordinator II** – Alcohol and Occupant Protection Program Management (100% Federal: 75% OP; 25% AL)

**Public Information Coordinator (LHSC Program Coordinator II)** – Program Management (100% Federal: 30% AL; 30%OP;40%PT)

**Grants/Reviewer I** – Program Management – (100% Federal: 30% AL; 30%OP; 30%PT; 10%TR)

**Administrative Secretary** – Program Management (100% Federal: 30% AL; 30%OP; 40%PT)

**IT Applications Analyst II** – Program Management - (100% Federal: 100%TR)

**IT Applications Analyst II** – Program Management - (100% Federal: 100%TR)

**IT Liaison Officer 2** – Program Management – (100% Federal: 100%TR)

**Statistical Technician 2** – FARS Analyst - 100% Federal: 100% TR)

**Statistical Clerk**– Program Management – 100% State (OMV) (100% TR)

**Student Workers (2)** – Program Management – 100% Federal (30% AL; 30%OP;30%PT;10%TR)

<b>NHTSA Planning and Administration</b>	Federal	State	Total
Cash	\$275,000.00	\$60,438.00	\$335,438.00
In-Kind	-0-	\$214,562.00	\$214,562.00
<b>NHTSA Total</b>	\$275,000.00	\$275,000.00	\$550,000.00



2007 LHSC Planned Project List

2007 Contract Number	Program Area	Project Name		Project Summary	Recommendation for FY 2007
<b>Section 402</b>					
PLANNING and ADMIN. TOTAL					
PA 07-00-00	PA	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.	\$ 275,000.00
AL 07-00-00	AL	Program Management			\$ 295,230.00
OP 07-00-00	OP	Program Management			\$ 295,230.00
PT 07-00-00	PT	Program Management			\$ 235,320.00
TR 07-00-00	TR	Program Management			\$ 235,320.00
<b>MUNICIPAL (23) and PARISH ( 32 ) Law Enforcement within 33 Parish Problem ID</b>					
PT 07-01-00	PT	Acadia Parish Sheriff's Office	\$ 17.04	No contract in FY 2006	\$ 12,000.00
PT 07-02-00	PT	Ascension Parish Sheriff's Office	\$ 23.00		\$ 22,000.00
PT 07-03-00	PT	Gonzales Police Department	\$ 28.31		\$ 32,000.00
PT 07-04-00	PT	Avoyelles Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-05-00	PT	Beauregard Parish Sheriff's Office	\$ 21.41		\$ 12,000.00
PT 07-06-00	PT	DeRidder Police Department	\$ 25.00		\$ 32,000.00
PT 07-07-00	PT	Bossier Parish Sheriff's Office	\$ 25.00	No contract in FY 2006	\$ 12,000.00
PT 07-08-00	PT	Bossier City Police Department	\$ 26.39		\$ 34,500.00
PT 07-09-00	PT	Caddo Parish Sheriff's Office	\$ 25.00		\$ 28,000.00
PT 07-10-00	PT	Shreveport Police Department	\$ 30.00		\$ 82,000.00
PT 07-11-00	PT	Calcasieu Sheriff's Office	\$ 21.00		\$ 28,000.00
PT 07-12-00	PT	Lake Charles Police Department	\$ 28.82		\$ 57,000.00
PT 07-13-00	PT	East Baton Rouge Parish Sheriff's Office	\$ 32.00		\$ 26,000.00
PT 07-14-00	PT	Baton Rouge Police Department	\$ 33.00		\$ 82,000.00
PT 07-15-00	PT	Zachary Police Department	\$ 24.00		\$ 32,000.00
PT 07-16-00	PT	Evangeline Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-17-00	PT	Iberia Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-18-00	PT	Jefferson Parish Sheriff's Office	\$ 23.00		\$ 28,000.00
PT 07-19-00	PT	Kenner Police Department	\$ 26.00		\$ 57,000.00
PT 07-20-00	PT	Jeff Davis Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-21-00	PT	Lafayette Sheriff's Office	\$ 25.00		\$ 28,000.00
PT 07-22-00	PT	Lafayette Police Department	\$ 30.40		\$ 82,000.00
PT 07-23-00	PT	Lafourche Sheriff's Office	\$ 25.00		\$ 22,000.00
PT 07-24-00	PT	Lincoln Parish Sheriff's Office	\$ 22.00	No contract in FY 2006	\$ 12,000.00
PT 07-25-00	PT	Ruston Police Department	\$ 25.00		\$ 47,000.00
PT 07-26-00	PT	Livingston Sheriff's Office	\$ 25.00		\$ 22,000.00
PT 07-27-00	PT	Denham Springs Police Department	\$ 22.00		\$ 47,000.00
PT 07-28-00	PT	Natchitoches Parish Sheriff's Office	\$ 18.00	No contract in FY 2006	\$ 12,000.00
PT 07-29-00	PT	Natchitoches Police Department	\$ 17.00		\$ 47,000.00
PT 07-30-00	PT	Ouachita Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-31-00	PT	Monroe Police Department	\$ 23.17		\$ 47,000.00
PT 07-32-00	PT	West Monroe Police Department	\$ 26.32		\$ 47,000.00
PT 07-33-00	PT	New Orleans Police Department	\$ 22.00		\$ 82,000.00
PT 07-34-00	PT	Rapides Parish Sheriff's Office	\$ 27.50		\$ 13,000.00



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PT 07-35-00	PT	Alexandria Police Department	\$ 29.00		\$ 57,000.00
PT 07-36-00	PT	Pineville Police Department	\$ 27.00		\$ 47,000.00
PT 07-37-00	PT	St. Bernard Parish Sheriff's Office	\$ 25.00		\$ 12,000.00
PT 07-38-00	PT	St. Charles Parish Sheriff's Office	\$ 32.27		\$ 12,000.00
PT 07-39-00	PT	St. John Parish Sheriff's Office	\$ 22.00		\$ 22,000.00
PT 07-40-00	PT	St. Landry Parish Sheriff's Department	\$ 20.00		\$ 22,000.00
PT 07-42-00	PT	St Mary Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-43-00	PT	St. Tammany Sheriff's Office	\$ 26.27		\$ 47,470.00
PT 07-44-00	PT	Slidell Police Department	\$ 25.40		\$ 47,000.00
PT 07-45-00	PT	Tangipahoa Sheriff's Office	\$ 16.76		\$ 22,000.00
PT 07-46-00	PT	Hammond Police Department	\$ 25.00		\$ 47,000.00
PT 07-47-00	PT	Terrebonne Sheriff's Office	\$ 15.00		\$ 22,000.00
PT 07-48-00	PT	Houma Police Department	\$ 24.00		\$ 47,000.00
PT 07-49-00	PT	Vermillion Parish Sheriff's Office	\$ 23.37	No contract in FY 2006	\$ 12,000.00
PT 07-50-00	PT	Abbeville Police Department	\$ 21.50		\$ 47,000.00
PT 07-51-00	PT	Vernon Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-52-00	PT	Rosepine Police Department	\$ 21.00		\$ 32,000.00
PT 07-53-00	PT	Washington Parish Sheriff's Office	\$ 20.00	No contract in FY 2006	\$ 12,000.00
PT 07-54-00	PT	Bogalusa Police Department	\$ 22.46		\$ 47,000.00
PT 07-55-00	PT	Webster Parish Sheriff's Office	\$ 22.50		\$ 12,000.00
PT 07-56-00	PT	Causeway Police Department	\$ 20.00		\$ 12,000.00
<b>SUBTOTAL FOR LAW ENFORCEMENT</b>					<b>\$ 1,746,970.00</b>
PT 07-60-00	PT	Pete Stout / LEL		Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 07-61-00	PT	Marc Ducote / LEL		Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 07-62-00	PT	Fred Teurlin / LEL		Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 07-63-00	PT	Brad Stewart / LEL		Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 07-64-00	PT	Ted Riser / LEL		Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 07-65-00	PT	Unassigned / LEL		Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00



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AL 07-01-00	AL	LYP SERVICES		Youth Programs Coordination - Taking Action, Youth Advisory Board, Courage to Live, State Coordination of youth programs	\$ 149,500.00
PT 07-65-00	PT	LHSC SPONSORED TRAVEL & TRAINING		Program provides funding for in and out-of-state travel for safety advocates to attend workshops, seminars, meetings, or conferences regarding PTS, alcohol, occupant protection or traffic records.	\$ 60,000.00
PT 07-58-00	PT	Linden Claybrook: Safe Drive Louisiana		Program provides for the delivery of seat belt and alcohol educational materials through presentations, display booths, or personal contacts in industry, safety associations, and the public at large.	\$ 28,450.00
OP07-02-00	OP	Louisiana Safe Kids Coalition (helmets and booster seats)		Program provides bicycle safety education and helmets to school age children in southeast Louisiana, as well as provides for the purchase and distribution of approximately 25 booster seats to support the LHSC initiatives of child passenger restraint.	\$ 21,000.00
OP07-03-00	OP	Think First		Provides a safety program for the delivery of occupant protection education and information to school age children in Northwest Louisiana.	\$ 49,000.00
SA 07-01-00	SA	Robert Canfield		Program provides for a contractor to facilitate Safe Community involvement, produce a quarterly traffic safety newsletter, and provide traffic engineering support where applicable. Includes \$2,000 of travel.	\$ 19,000.00
PT 07-68-00	PT	Bobby Breland		Based on an average of 130 hours per month and an additional \$2,000 of travel	\$ 41,000.00
PT 07-67-00	PT	Ronnie Jones		PIE Training	\$ 12,900.00
MC 07-02-00	MC	American Iron Works		Web site design and general maintenance for the Motorcycle Awareness Committee and motorcycle education.	\$ 7,240.00
K4 PT 07-01-00	PT	PIE		Funds under public information will be used to support planned activities under 402; items such as flyers, informational publications, and commodity support items will be purchased and distributed among contractors and general public traffic safety events	\$ 64,335.00
				2006 Carryforward (estimated)	\$ 600,000.00
				2007 new award	\$ 3,178,495.00
				ESTIMATED TOTAL AVAILABLE FUNDS Section 402	\$ 3,778,495.00
				Planned Expenditures	\$ 3,778,495.00
				Balance of funds	\$ -
				TOTAL LOCAL BENEFIT REQUIRED (40% of 402 funds)	\$ 1,511,398.00
				LOCAL BENEFIT OBLIGATED (46.23 %)	\$ 1,746,970.00

Section 405a					
K2 07-02-00	OP	La. Safe Kids/Safe Kids Week		Program provides for a statewide public information and education as it relates to occupant restraint. Events are concentrated in the rural areas of the state via the network of SAFE KIDS chapters.	\$ 6,450.00
K2 PM 07-01-00	OP	OP Production		One OP commercial "child soul"	\$ 44,688.00
J2 PM 07-00-00	PM	RFP PAID MEDIA		Included in the LHSC RFP for Paid Media for Occupant Protection.	\$ 65,000.00
K2 PM 07-00-00	PM	RFP PAID MEDIA		Included in the LHSC RFP for Paid Media for Occupant Protection.	\$ 435,000.00
				2006 Carryforward (estimate)	\$ 65,000.00
				2007 new award	\$ 486,138.00
				TOTAL AVAILABLE FUNDS Section 405	\$ 551,138.00
				Planned Expenditures	\$ 551,138.00
				Balance of funds	\$ -
Section 410					
J8 07-01-00	AL	La. MADD Victim Impact Panels		Program provides for coordination and maintenance of the eighteen impaired driving victim impact panels.	\$ 140,000.00
K8 07-02-00	AL	Empowering Youth to Save Lives/Council on Alcohol and Drug Abuse		Program provides for the Council on Alcohol and Drug Abuse (CADA) to coordinate and teach 317 modules at \$50 / class. Modules will be taught in the Greater New Orleans area and will address alcohol education as it relates to traffic safety and impaired driving	\$ 28,650.00
K8 07-06-00	AL	U drink,U drive, Uwalk Dept of Justice		Program provides support for the Attorney General's program, U Drink U Drive U Walk. Support includes educational and resource commodities distributed to program recipients.	\$ 140,000.00
K8 07-09-00	AL	Judicial Prosecutor Training		Program provides for various awareness training sessions on DWI and other alcohol related traffic safety issues to prosecutors and district attorneys.	\$ 92,800.00
K8 07-05-00	AL	Terrebone DWI Court		District court specifically designed to prosecute and adjudicate 2nd offense DWI in a nationally certified program.	\$ 85,000.00
K8 07-21-00	AL	Developmental DWI Court		Development of a court program specifically designed to prosecute and adjudicate 2nd offense DWI in a nationally certified program.	\$ 85,000.00



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K8 07-10-00	AL	Dennis Mitchell		Provides for a professional speaker to address high school students on the dangers of impaired driving and the consequences that result from bad choices. Approximately 30 programs to middle and high school youth.	\$ 36,000.00
K8 07-02-00	AL	Craig Tourmquist		Provides for a professional speaker to address middle school students on the dangers of impaired driving and the consequences that result from bad choices. Approximately 30 programs to middle and high school youth.	\$ 36,000.00
K8 07-03-00	AL	Rick Minniefield		Provides for a professional speaker to address high school students on the dangers of impaired driving and the consequences that result from bad choices. Approximately 30 programs to middle and high school youth.	\$ 36,000.00
K8 07-11-00	AL	DC Sills		Youth alcohol programs (Not on Your Life, Parental Guidance)	\$ 46,000.00
K8 07-12-00	AL	Callaway Consulting		Program provides for the delivery of traffic safety/ impaired driving programs to middle and high school age youth. 140 programs and commodities for program support.	\$ 48,675.00
PM 07-00-00	AL	RFP PAID MEDIA		Included in the LHSC RFP for Paid Media for Impaired Driving.	\$ 900,000.00
K8 AL 07-20-00	AL	PIE			\$ 38,837.00
	AL	Underage Drinking Prevention Campaign		This campaign is being developed with a cooperative agreements between the LHSC and the Department of Health and Hospitals, Office of Addictive Disorders. Will include and research based media campaign in select a market to raise awareness of accessibility of alcohol and the social and legal consequences of underage drinking and driving.	\$ 70,000.00
				2006 Carryforward TEA -21 (estimate)	\$ 212,000.00
				2006 Carryforward 410 Programmatic (awarded to La. September 18, 2006)	\$ 1,570,962.00
				TOTAL AVAILABLE FUNDS Section 410	\$ 1,782,962.00
				Planned Expenditures	\$ 1,782,962.00
				Balance of Funds	\$ -

Section 410 High Visibility (HV)					
K8 HV 07-03-00	AL	Cops in Shops La ATAC	HV	Provides for the conduct of forty Cops in Shops underage (15 -20 year old) impaired driving prevention operations statewide. Distribute impaired driving prevention education and informational materials to ABC outlets. (\$30 / hour)	\$ 90,240.00
K8 HV 07-04-00	AL	EBR ABC Office	HV	Program provides for parish-wide enforcement of underage drinking laws. Activities include funding overtime to conduct underage surveillances and sting operations. (\$34 / hour)	\$ 77,120.00
K8 HV 07-00-00	AL	PAID MEDIA	FR	Paid Media	\$ 300,000.00
K8 HV 07-06-00	AL	Continued High Visibility Programming		High Visibility funding to be planned throughout FY 2007, ensuring that 50% of total 410 High Visibility funds are spent on enforcement	\$ 746,530.00
				2006 Carryforward 410 High Visibility (awarded to La. September 18, 2006)	\$ 1,213,890.00
				Planned Expenditures	\$ 1,213,890.00
				Balance of Funds	\$ -
Section 410 High Fatality Rate (FR)					
K8 FR 07-00-00	AL	Continued High Visibility Programming		Fatality Rate funding to be planned throughout FY 2007, ensuring that 50% of total 410 High Visibility funds are spent on enforcement	\$ 1,213,888.00
				2006 Carryforward 410 High Fatality Rate(awarded to La. September 18, 2006)	\$ 1,213,888.00
				Planned Expenditures	\$ 1,213,888.00
				Balance of Funds under 410 FR	\$ -
Section 408					
K9 07-00-00	TR	Operational Expenses		Traffic records meetings / equipment (\$5,000 / mth for 12 months)	\$ 60,000.00
K9 07-05-00	TR	Cambridge Systems		Strategic Plan assessment	\$ 49,000.00
K9 07-06-00	TR	Traffic Records Committee to complete plan.		The TRCC and the developed strategic plan will guide the contractual arrangements of the remaining Section 408 funds.	\$ 468,717.00
				2006 Carryforward	
				2007 new award	\$ 577,717.00
				TOTAL AVAILABLE FUNDS Section 408	\$ 577,717.00
				Planned Expenditures	\$ 577,717.00
				Balance of funds	\$ -
Section 163					
P3 SA 07-01-00	SA	Lafayette Metropolitan Planning Office		Program provides for planning and coordination of a variety of traffic safety activities in the Planning Area of Lafayette. Activities include the development of a Safe Communities Action Plan; create a multi jurisdictional law enforcement task force.	\$ 70,000.00
P3 SA 07-02-00	SA	SC Planning Commission/SC Safe Community		Program provides for planning and coordination of a variety of traffic safety activities in the 6 parish South Central Planning Commission Area. Activities include a review and update of the Safe Communities Action Plan; create a multi jurisdictional law	\$ 91,500.00
P3 SA 07-03-00	SA	Caddo / Bossier / Webster Safe Community Partnership		Sheriff's Department Safety Town program for youth	\$ 26,000.00



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	SA	Safe Community Development		Develop new Safe Communities to enhance local level programming and meet local benefit requirements.	\$ 50,000.00
P3 AL 07-02-00	AL	Conference Coordinator		Combine all traffic safety conferences into two - two day events where all issues addressed at one event. Anticipated to include costs associated with hosting meeting space, food, speaker travel, AV equipment, materials, and the hourly cost for coordinator fees.	\$ 45,000.00
P3J2 07-04-00		Applied Technology		To conduct pre and post attitudinal surveys for May 2006 seat belt effort and Labor Day 2006 impaired driving effort. Will serve as the secondary requirement for meeting 402 paid media guidelines. Will also include the motorcycle helmet usage survey.	\$ 36,403.00
P3J2 07-04-00	OP	Applied Technology		Included in LHSC RFP for Research and Assessment. Provides for pre and post observational survey as required by the National Highway Traffic Safety Administration (NHTSA) to determine safety belt usage in the State of Louisiana.	\$ 82,415.00
P3 J2 07-01-00	OP	Charity Hospital of Louisiana		Program provides for the operation of a statewide occupant protection / child passenger safety coalition. The Task Force operates in the nine corresponding LSP Troop Regions. It is composed of representatives from a wide variety of disciplines.	\$ 139,000.00
K2 07-03-00	OP	Dinnika Lawrence		Administrative assistant for the La. Passenger Safety Task Force and coordinator for the SELA DWI Task Force.	\$ 41,000.00
	OP	PIE		Funds under public information will be used to support planned activities under 163; items such as flyers, informational publications, and commodity support items will be purchased and distributed among contractors and general public traffic safety events	\$ 18,682.00
				2006 Carry forward (estimate)	\$ 600,000.00
				2007 new award	\$ -
				TOTAL AVAILABLE FUNDS Section 163	\$ 600,000.00
				Planned Expenditures	\$ 600,000.00
				Balance of funds	\$ -
				Section 163 used as 402	\$ 401,318.00
				TOTAL LOCAL BENEFIT REQUIRED (40% of 402 funds)	\$ 160,527.20
				LOCAL BENEFIT OBLIGATED	\$ 187,500.00
<b>Section 406</b>					
PM 07-00-00	PM	RFP PAID MEDIA		Included in the LHSC RFP for Paid Media.	\$ 700,000.00
K4 PT 07-00-00	PT	Louisiana State Police		Clerical, Radio Operators, Public Information, Impaired Driving, and Occupant Protection overtime, to include travel and incident management. Commodities, other specified equipment, and training are also incorporated into the total contract amount.	\$ 729,788.00
K4 OP 07-01-00	OP	Nu Gamma Omega		Program provides for the distribution of NHTSA seat belt and impaired driving materials at an African American event in New Orleans and Southern and Grambling football games .	\$ 26,000.00



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K4 OP 07-02-00	OP	H & M Consultants		Analysis of all OP and all AL programs; to include enforcement, PIE, paid media, and statistical analysis of both program areas. Separate reports will be provided - one for OP and one for AL.	\$ 14,000.00
K4 OP 07-03-00	OP	Kevin Boatner, Diversity Coordinator		Provide liaison services as the LHSC Diversity Coordinator and will provide traffic safety information to community leaders within the African American population.	\$ 26,000.00
K4 OP 07-04-00	OP	Robert Hall, Diversity Coordinator		Provide liaison services as the LHSC Diversity Coordinator and will provide traffic safety information to community leaders within the African American population.	\$ 26,000.00
K4 RS 07-01-00	RS	Louisiana Operation Lifesaver		Revise and implement an Operation Lifesaver Action Plan, based on problem identification, regarding motor vehicle / train crashes, trespass prevention, and Louisiana Operation Lifesaver (LOL) and LHSC goals and objectives.	\$ 60,000.00
K4 AL 07-01-00	AL	Conference Planning		SADD National Conference in New Orleans July 2007.	\$ 40,000.00
K4 AL 07-02-00	AL	Doug Beirness		Youth assessment and Impaired Driving assessment	\$ 48,000.00
K4 PT 07-01-00	AL	PIE		Funds under public information will be used to support planned activities under 406; items such as flyers, informational publications, and commodity support items will be purchased and distributed among contractors and general public traffic safety events.	\$ 18,156.00
				2006 Carry forward (Awarded to Louisiana July 26,2006)	\$ 1,687,944.00
				TOTAL AVAILABLE FUNDS Section 406	\$ 1,687,944.00
				Planned Expenditures	\$ 1,687,944.00
				Balance of funds	\$ -
<b>Section 2010</b>					
PM 07-00-00	PM	RFP PAID MEDIA		Included in the LHSC RFP for Paid Media. Parishes are identified in the Section 2010 application and include media markets of Lafayette, Baton Rouge, and New Orleans.	\$ 70,000.00
MC 07-01-00	MC	New Creative for motorcycle campaign.		Creative development for campaign messaging specific to parishes identified in application.	\$ 30,000.00
				TOTAL AVAILABLE FUNDS Section 2010	\$ 100,000.00
				Planned Expenditures	\$ 100,000.00
				Balance of funds	\$ -
CV 07-00-00	CV	CVARS		Expenditures include Crash Investigation Training, Crash Investigation Manuals, Development and printing of the Crash Report Form, and required staffing positions. Staffing includes a Director and three field liaisons. CVARS is an annual award is managed with direction from the Traffic Records committee. Specific projects are not recommended by the LHSC staff or presented to the Commission.	
HE 07-00-00	HE	154 (Open Container)		Hazard Elimination program is administered by the LADOTD per formal agreement.	\$ 24,500,000.00
HE 07-00-00	HE	164 (Repeat Offender)		Hazard Elimination program is administered by the LADOTD per formal agreement.	\$ 24,500,000.00