



**LOUISIANA  
HIGHWAY SAFETY  
AND  
PERFORMANCE PLAN  
for  
Federal Fiscal Year 2010**



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## Table of Contents

<b>1.0</b>	<b>Introduction to the Louisiana Highway Safety Planning Process .....</b>	<b>1</b>
1.1	Executive Summary.....	1
1.2	Highway Safety Planning .....	2
1.3	Legislative Efforts .....	5
<b>2.0</b>	<b>Highway Safety Performance Plan .....</b>	<b>10</b>
2.1	Highway Safety Problem Identification Process .....	10
2.2	Louisiana State Demographics .....	12
2.3	Statewide Performance Trends and Problem Identification .....	15
2.4	Louisiana Highway Safety Problem ID Parishes .....	36
2.5	Louisiana Highway Safety Goals and Performance Measures .....	38
<b>3.0</b>	<b>Highway Safety Plan .....</b>	<b>43</b>
3.1	Impaired Driving .....	43
3.2	Occupant Protection .....	66
3.3	Traffic Records Program Area .....	74
3.4	Motorcycle Safety Program Area .....	81
3.5	Police Traffic Services Program Area .....	83
3.6	Safe Communities .....	96
3.7	Railgrade/Highway Safety .....	101
3.8	Hazard Elimination .....	102
3.9	Planning and Administration .....	104
<b>4.0</b>	<b>Certifications and Assurances .....</b>	<b>122</b>
	Environmental Impact .....	129
	2009 State Certification for Louisiana Safety Belt Use .....	130
	Documentation to Support Appropriate Use of Funds Received by the LHSC .....	131
	2010 Indirect Cost Rate Calculation .....	132
	FFY 2010 Available Funding .....	133
<b>5.0</b>	<b>Program Cost Summary .....</b>	<b>134</b>

## List of Tables

1.	Annual HSPP Planning Calendar, 2010.....	4
2.	Traffic Safety-Related Bills Introduced in 2009 .....	7
3.	Traffic Information Overview.....	14
4.	Louisiana Statewide Summary of Traffic Safety Trends <i>2004 to 2009</i> .....	17
5.	Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail <i>2004 to 2009</i> .....	18
6.	Program Area Goals and Performance Measures .....	39
7.	Planning and Administration Activities.....	105
8.	Positions and Funding Source .....	106
9.	Project Summary Table for FFY 2010 .....	107
10.	FFY 2010 Proposed Equipment Purchases .....	120

## List of Figures

1.	Organizational Chart .....	2
2.	Louisiana Population Demographics 2008.....	11
3.	Percent of Louisiana Fatal and Injury Crashes by Month 2008.....	16
4.	Percent of Louisiana Fatal and Injury Crashes by Day-of-Week 2008.....	16
5.	Percent of Louisiana Fatal and Injury Crashes by Time-of-Day 2008.....	17
6.	Fatal Crashes .....	23
7.	Total Fatalities .....	24
8.	Fatality Rate per 100 Million VMT .....	24
9.	Fatality Rate per 100,000 Population .....	25
10.	Total Injury Crashes .....	25
11.	Total Injuries.....	26
12.	Injury Rate per 100 Million VMT .....	26
13.	Injury Rate per 100,000 Population.....	27
14.	Total Fatal and Injury Crashes .....	27
15.	Fatal and Injury Crash Rate per 100 Million VMT.....	28
16.	Fatal and Injury Rate per 100,000 Population.....	28
17.	Rural Fatal and Injury Crashes Compared to Urban .....	29
18.	Alcohol-Related Fatalities and Fatal Crashes .....	29
19.	Alcohol-Related Fatalities as Percent of Total Fatalities .....	30
20.	Statewide Seat Belt Use Compared to U.S. Average.....	30
21.	Percent of Unrestrained Fatalities .....	31
22.	Older Drivers as Percent of all Licensed Drivers and Involvement in Fatal Crashes.....	31
23.	Drivers Age 15 to 17 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	32
24.	Drivers Age 18 to 20 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	32
25.	Drivers Age 21 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	33
26.	Young Drivers Age 15 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	33
27.	Pedestrian and Bicyclist Fatalities as Percent of Total Fatalities .....	34
28.	Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Fatalities, and Single Vehicle Fatalities.....	34
29.	Railroad Fatalities as Percent of Total Fatalities .....	35
30.	Large Truck and Bus Fatalities as Percent of Total Fatalities .....	35

31.	Cost of Louisiana Crashes in Millions.....	36
32.	Alcohol-Related Fatalities by Problem ID Parish.....	43
33.	Observed Seat Belt Use.....	66
34.	Percent of Unrestrained Fatalities .....	67
35.	Occupant Protection Nonuse in Louisiana Fatalities .....	67
36.	Motorcyclist Fatalities, Problem ID Parishes Compared to Statewide.....	82
37.	Speed Involvement in Louisiana Fatalities Compared to U.S. Average .....	84

## List of Acronyms

APRI	American Prosecutors Research Institute
BAC	Blood Alcohol Concentration
BCRA	Baton Rouge Collegiate Alliance
CMV	Commercial Motor Vehicle
CPS	Child Passenger Safety
CVARS	Commercial Vehicle Analysis Reporting System
DOTD	Louisiana Department of Transportation and Development
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DWI	Driving While Intoxicated
EBRP	East Baton Rouge Parish
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HSYI	Highway Safety Youth Institutes
ISDS	Information Systems and Decision Sciences (at LSU)
JUDE	Juvenile Underage Drinking Enforcement
LaCASU	Louisiana Center Addressing Substance Use in Collegiate Communities
LaHEC	Louisiana Higher Education Coalition to Reduce Alcohol, Tobacco, and Other Drugs
LCC	LSU Campus Challenge
LEL	Law Enforcement Liaison
LHSC	Louisiana Highway Safety Commission
LMSAC	Louisiana Motorcyclists' Safety and Awareness Committee
LSP	Louisiana State Police
LSU	Louisiana State University
MAC	Motorcycle Awareness Campaign
MADD	Mother's Against Drunk Driving
MPO	Metropolitan Planning Organizations
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
NPPA	National Priority Program Areas
OP	Occupant Protection
P&A	Planning and Administration
PDO	Property Damage Only
PI&E	Public Information and Education
PIO	Public Information Officer
PTS	Police Traffic Services
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users
SCPDC	South Central Planning and Development Commission
SFST	Standardized Field Sobriety Test
TRCC	Traffic Records Coordinating Committee
VIP	Victim Impact Panels
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled

# 1.0 Introduction to the Louisiana Highway Safety Planning Process

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

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

## 1.1 Executive Summary

The Louisiana HSPP for Federal Fiscal Year (FFY) 2010 serves as the State of Louisiana's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The LHSC's goals, strategies, and performance measures are described in this plan.

Louisiana continues to face a roadway safety crisis, despite some improvements in 2008. A total of 915 lives were lost on Louisiana roadways in 2008, a decrease of 7.9 percent from 2007. Motorcycle involved fatalities decreased from 88 in 2007 to 80, resulting in eight fewer deaths in 2008. The involvement of drivers age 15 through 24 in fatal crashes dropped by 3.2 percentage points in 2008. However, in 2008 the motor vehicle crash fatality rate per 100 million vehicle miles traveled (VMT) was 2.0, substantially higher than the national average of 1.27. Nearly one-half of all fatal crashes were alcohol-related (49 percent). Nearly 95 percent of passengers killed under the age of five in crashes were not properly restrained, and 65 percent of all passengers killed were not properly restrained. Safety belt use in Louisiana tends to be lower than any other state with a primary enforcement law. The Louisiana safety belt use rate was 74.5 percent in 2009, based on observational survey data. Railroad fatalities increased from 9 in 2007 to 15 in 2008. Rural fatal crashes made up 67 percent of the State's total fatal crashes. Based on these facts, and the data presented in Sections 2.0 and 3.0, the LHSC has identified the following program areas to be addressed through this plan for FFY 2010: alcohol impaired driving (including alcohol impaired young drivers), occupant protection, traffic records, motorcycle safety, police traffic services, paid media, additional programs (including safety communities and railgrade/highway safety), and planning and administration. In addition, the LHSC has programmed numerous strategies that will potentially impact multiple problem areas, including law enforcement activities, public education and outreach, and traffic records strategies.

## 1.2 Highway Safety Planning

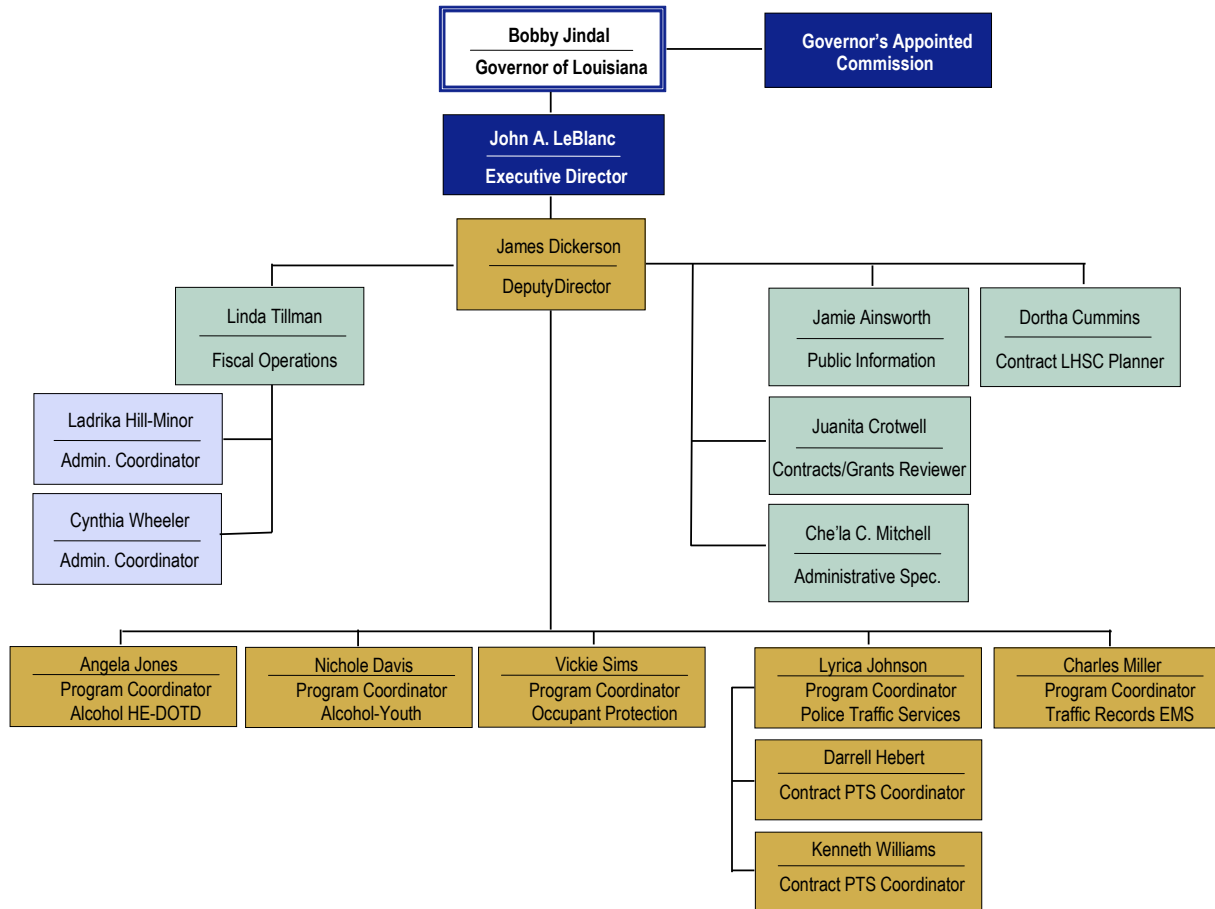
### Mission Statement

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

### Organization

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

**Figure 1. Organizational Chart**



### LHSC Planning Process

The planning process for the LHSC is a cyclical process that is in constant review, assessment, and modification and is reflected in the annual planning calendar in Table 1. This Performance Plan contains the goals, performance measures, and strategies Louisiana has set for FFY 2010 and is provided as part of the Louisiana application for FFY 2010 Federal highway safety funds.



Numerous stakeholder meetings, data analysis, and opportunities for partner feedback occur throughout the year to examine needs and potential solutions. Additional meetings were held to assess data improvements and reassess areas of need. The LHSC staff provided guidance and recommendations to the Deputy Director regarding ongoing programming; and the Accountant and Planner discussed estimated grant carry forward, potential grant awards, and existing contractual agreements. Projects were identified and will be awarded to local agencies, law enforcement, nonprofits, governmental agencies, and other entities.

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

<b>Sheriff Rodney Arbuckle</b>	<b>DeSoto Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Chief Randall Bryan</b>	<b>Vernon Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Sheriff Robert Buckley</b>	<b>Union Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Chief Jim Craft</b>	<b>Lafayette Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Bobby Deen</b>	<b>Grant Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Mr. Johnny Gaspard</b>	<b>Vermilion Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Stephen Gremillion</b>	<b>Avoyelles Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Chief Alexcie Guillory</b>	<b>St. Landry Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Tommy Head</b>	<b>Caddo Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Sheriff Tony Mancuso, Chair</b>	<b>Calcasieu Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Sheriff Charles McDonald</b>	<b>Richland Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Mr. Russ McInnis</b>	<b>Winn Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Mr. Jeffery McKneely</b>	<b>Tangipahoa Parish</b>	<b>1<sup>st</sup> Congressional District</b>
<b>Mr. Ray Morvant</b>	<b>Vermilion Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Chief Dwayne Munch</b>	<b>Jefferson Parish</b>	<b>2<sup>nd</sup> Congressional District</b>
<b>Lt. Col. Mark Oxley</b>	<b>Calcasieu Parish</b>	<b>7<sup>th</sup> Congressional District</b>
<b>Mr. Carl Pendley</b>	<b>Caddo Parish</b>	<b>4<sup>th</sup> Congressional District</b>
<b>Mr. Bobbie Price</b>	<b>Lincoln Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Mayor Reggie Skains</b>	<b>Union Parish</b>	<b>5<sup>th</sup> Congressional District</b>
<b>Chief Warren Vedros, Sr.</b>	<b>Lafourche Parish</b>	<b>3<sup>rd</sup> Congressional District</b>

The LHSC administers projects in accordance with the Highway Safety Act of 1966 (Public Law 89-564) and guidelines promulgated by the NHTSA and the Federal Highway Administration (FHWA). Louisiana projects support the nine National Priority Program Areas (NPPA) identified by NHTSA, Safe Communities, and Railroad Safety. The LHSC has developed a problem identification method based on the most current data that recognizes state, parish, and municipality needs.

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

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

**Table 1. Annual HSPP Planning Calendar, 2010**

<b>Activity</b>	<b>Completion Date</b>	<b>Responsible</b>
Meet with Stakeholders regularly and participate in local projects as possible.	Continuous	Program Coordinators/ Planner
Proposal solicitation-outreach from identified agencies, organizations, etc.	January	Staff
Assess previous year carry forward and reallocate funds where necessary. Problem identification review.	February	Accountant/Planner
Assigned LHSC staff meets to discuss current successes and potential improvements to the next fiscal year HSPP. LHSC staff set annual goals. Make project recommendations to Executive Director for next fiscal year funding.	February/March	LHSC Staff
Determine Federal funding estimates and gain input from partner agencies and stakeholders on program direction to create specific plans and projects within each program area.	March	Accountant/Planner
Executive Director meets with Executive Committee of the Commission if requested by Chairman. Meet with LHSC Commission for approval of recommended grant awards.	April/May	Executive Director
Draft the Performance Plan and Highway Safety Plan.	June/July	Planner
Gain approval for programs and projects from the appropriate officials. Negotiate and approve contracts.	June/July	Planner/Assistant Director, Accountant, Executive Director
Submit the final Performance Plan to NHTSA and FHWA.	August	Planner
Implement programs and projects. Begin work on Annual Report.	October	Program Coordinators/ Planners
Process claims as stipulated by contract and conduct desk audits at time of claim processing. Conduct additional project reviews throughout grant period based on the policy and procedure of the LHSC.	Continuous	Program Coordinators

## Planning Partners

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

- 100 Black Men;
- Baton Rouge Alcohol and Drug Abuse Council;
- Baton Rouge Collegiate Alliance;
- Baton Rouge Mayor's Office;
- Baton Rouge Safety Council;
- Beta Iota Lambda Foundation;
- Capitol Regional Planning Commission;
- Department of Health and Hospitals, Office for Addictive Disorders;
- Department of Insurance;
- East Baton Rouge Parish I CARE;

- Faith-Based Communities;
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration;
- Federal Railroad Administration;
- Governor’s DWI Taskforce;
- Governor’s Office of Safe and Drug Free Schools;
- Legislators;
- Louisiana Association of Chiefs of Police;
- Louisiana Bayou Classic;
- Louisiana Department of Justice;
- Louisiana Department of Transportation and Development;
- Louisiana District Attorneys Association;
- Louisiana Highway Research Group;
- Louisiana Mothers Against Drunk Driving;
- Louisiana Motor Transport Association;
- Louisiana Municipal Association;
- Louisiana Office of Alcohol Beverage Control;
- Louisiana Office of Motor Vehicles;
- Louisiana Police Jury Association;
- Louisiana Sheriffs Association;
- Louisiana State Police;
- Louisiana State University;
- Louisiana Supreme Court;
- Louisiana Traffic Records Coordinating Committee;
- Louisiana Transportation Research Center;
- McNeese State University;
- New Orleans Planning Commission;
- New Orleans Safety Council;
- Nu Gamma Omega Sorority;
- Office of Risk Management;
- Shreveport Safety Council;
- South East Louisiana DWI Task-Force;
- Southeastern Louisiana University;
- Southern University Blacks Against Destructive Decisions; and
- University Louisiana Monroe.

## 1.3 Legislative Efforts

### Legislative Summary

The 2009 regular session of the Louisiana Legislature was limited to fiscal measures, but allowed each legislator to file up to five bills not within the subject (fiscal) matter. This resulted in fewer traffic safety bills being introduced, and subsequently passed, during the legislative session.

Some of the more notable actions by the 2009 Legislature are as follows:

Act 166 by Representative Nickie Monica extended Louisiana’s mandatory seatbelt law to include all occupants of a motor vehicle. Previously, only front seat passengers and children under the age of 13 were statutorily required to wear a seatbelt.

Act 190 by Representative Reed Henderson provides that no vehicle traveling in the left-hand lane of a multilane highway shall be driven at a speed slower than any vehicle traveling to its right on the same roadway.

Act 147 by Senator Michael Jackson requires motorists, when passing bicyclists, to allow three feet between their vehicle and the bicyclist. The act also provides for a public awareness campaign promoting the new law.

Act 236 by Senator Reggie Dupre increases the penalty for driving under suspension, when the suspension was as a result of an impaired driving offense, to a level sufficient to elevate the sanction from administrative to criminal.

Act 287 by Representative Jonathan Perry limits the scope of driver's license suspension administrative hearing to the production of documents and depositions of nonlaw enforcement. Previously, these hearings were often used by defense attorneys as an opportunity for discovery and to depose law enforcement officers.

Two bills, HB 254 by Representative Eddie Lambert and HB 480 by Representative Cedric Richmond, sought to prohibit the use of automated traffic photo enforcement systems by local governing authorities. Both bills failed to pass.

HB 146 by Representative Austin Badon sought to prohibit the use of cell phones and other electronic communications devices while driving. The bill failed to pass.

HB 639 by Representative James Morris sought to repeal the mandatory motorcycle helmet requirement for motorcyclists aged 21 and over. The bill failed to pass.

Table 2 gives a complete listing of all traffic safety-related bills introduced in the 2009 regular session of the Louisiana Legislature.

**Table 2. Traffic Safety-Related Bills Introduced in 2009**

Act #	Author	Effective	Description
<i>What Passed</i>			
5	Smiley	8-15-09	Expands existing mandatory alcohol and other drug testing to include watercraft operators involved in a crash resulting in a fatality.
138	Smiley	8-15-09	Transfers jurisdiction of the Motorcycle Safety, Awareness, and Operator Training Program from the State Board of Elementary and Secondary Education and Department of Education to the Department of Public Safety and Corrections.
147	M. Jackson	8-15-09	Provides that while passing a bicyclist on a roadway, a motorist shall allow three feet between his vehicle and the bicyclist, and provides for a corresponding public awareness campaign.
166	Monica	8-15-09	Requires all occupants of a motor vehicle to wear a seatbelt.
183	Hazel	8-15-09	Authorizes the use of an out-of-state lab for purposes of conducting chemical analyses of a person's blood, urine, breath, or other bodily substance.
188	Downs	8-15-09	Requires local law enforcement bodies seated in jurisdictions not governed by home rule charters to forward fines and penalties collected for citations issued for exceeding the posted speed limit by less than 10 miles per hour on an interstate highway to the state treasurer for use by the LA Highway Safety Commission.
190	Henderson	8-15-09	Restricts vehicles from traveling in the left-hand lane on all multilane highways.
233	Jackson	8-15-09	Redefines definition of "restaurant" to allow for greater sales of alcohol.
236	Dupre	7-01-09	Criminalizes driving under suspension in cases where the operator's driving privileges were suspended for manslaughter, vehicular homicide, or negligent homicide resulting from the operation of a motor vehicle.
275	Pope	1-01-10	Permits a child who is in at least the 9 <sup>th</sup> grade and is less than 15 years of age to participate in the classroom instruction component of the driver education and training program operated by BESE and the State Department of Education.
287	Perry	8-15-09	Limits the scope of driver's license suspension administrative hearing and prehearing discovery requests to the production of documents and depositions of nonlaw enforcement.
288	Baldone	9-01-09	Provides for an increase in driver's license suspension periods if a person refuses to submit to a chemical test when stopped for suspicion of driving while intoxicated.
366	H. Burns	8-15-09	Provides for convictions to be sent to the Department of Public Safety at the time of sentencing regardless of whether the provisions of either Article 893 or 894 of the Code of Criminal Procedure are invoked.
408	McPherson	8-15-09	Allows an investigating law enforcement agency to move the body of a deceased person in order to obtain identification of the deceased, to preserve the body from loss or destruction, or to maintain the flow of traffic on a highway or railroad.

**Table 2. Traffic Safety-Related Bills Introduced in 2009 (continued)**

Bill #	Author	Description
<i>What Failed</i>		
HCR 5	Harrison	Suspended the implementation of the Federal Railroad State Safety Participation Program by the La. Public Service Commission until 60 days after the adjournment of the 2010 regular session.
HB 11	Hardy	Provided for a designated driver's license and license plate for persons convicted of certain controlled dangerous substances violations.
HB 108	Gisclair	Provided alcohol licensing for barber shops, day spas, and hair salons.
HB 146	Badon	Prohibited the use of cell phones or electronic communications devices while driving.
HB 241	Leger	Gave an income tax credit to purchasers of breath alcohol testers.
HB 242	Leger	Gave an income tax deduction to purchasers of breath alcohol testers.
HB 254	Lambert	Authorized local governing authorities to use automated traffic photo enforcement systems and issue civil citations for failure to stop at a red light, provided guidelines for implementation for such enforcement, and provided that certain percentage of fines be credited to the Transportation Trust Fund.
HB 286	Waddell	Allowed a minor to upgrade from a Class "E" learner's license to a Class "E" intermediate license without passing an on-road driving test and increased time behind-the-wheel hour requirement for conversion.
HB 480	Richmond	Prohibited the use of automated traffic enforcement systems by local municipal authorities and local parish authorities.
HB 639	Morris	Required that only motorcycle operators and riders under 21 years of age wear a helmet and those 21 and older choosing not to wear a helmet to have "economic only" uninsured motorist liability coverage with certain minimum limits and to provide proof of such insurance upon request of any law enforcement officer.
HB 835	Johnson	Authorized the LA Public Service Commission to perform any act and issue any orders necessary to implement the Federal Railroad State Safety Participation regulations (49 CFR Part 212).
SB 15	Lafleur	Required the Department of Public Safety and Corrections to establish and maintain an impaired driving tracking system to include information on prosecution, dismissal, conviction, disposition, or completion of the sentence. Nonprosecuted cases would not be tracked.
SB 168	Riser	Provided that all occupants of a motor vehicle who are age 13 or older shall have a seat belt fastened when the vehicle is moving forward.
SB 250	Erdey	Prohibited certain trucks from using the far left lane on highways with three or more lanes of traffic moving in the same direction, except under certain circumstances.

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**SB 152**    **Crowe**    **Defines sales of age-restricted goods to underage persons as “unfair trade practice.”**

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## 2.0 Highway Safety Performance Plan

### 2.1 Highway Safety Problem Identification Process

Data analysis is initially completed by the Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and is provided to the LHSC in an annual publication. The 2008 *Louisiana Traffic Records Data Report* provided the basis for additional data analysis for LHSC program staff. The published data report is available on-line and is readily accessed by a variety of users. Data used by the LHSC staff is subsequently provided to contractors during the contract negotiating process.<sup>1</sup>

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

- **Step 1** – Parishes are compared using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.
- **Step 2** – Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs in regard to injury crashes, fatal crashes, and total fatalities. Data from *the Louisiana Traffic Records Data Report* is used to evaluate each parish within population groupings and evaluate a three-year trend in each identified category.
- **Step 3** – A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC goal is to consistently reach 85 percent of the State's population and 70 percent of the state problem in each category. A five-year trend is used for an additional analysis of "hot topic" issues, i.e., motorcycle helmet usage, railroad, pedestrian issues. This year, the LHSC, in addition to examining traffic safety challenges in the most populous parishes, identified additional parishes that exceeded the statewide average rate for specific problem areas. Allocations to program areas are based on the magnitude of each problem based on the analysis.
- **Step 4** – Assigned LHSC program staff 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, through consensus, then recommend goals, strategies, and specific projects/programs for funding approval to the Executive Director for consideration.

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



- **Step 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 contract agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1<sup>st</sup>, or immediately upon receipt if after the federal fiscal year date of October 1, 2009 subject to the availability of Federal funds.

## Data Sources

The LSU ISDS collects and analyzes data, hosts a web-accessible database, and publishes the annual *Louisiana Traffic Records Data Report*. The performance plan and subsequent highway safety plan are based upon the most recent published data available at <http://lhsc.lsu.edu/>. The source of the number of fatalities and fatal crashes, however, is the LDOTD FARS Analyst. At the time of reporting, the State's data indicated 915 fatalities in 2008 resulting from 820 fatal crashes. The LHSC Planner utilizes the published report to analyze parish level data on licensed driver populations and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services.

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

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

- <http://www.dps.state.la.us/tiger/>;
- <http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM>;
- <http://safetydata.fra.dot.gov/OfficeofSafety/Query/default.asp?page=incabbr.asp>;
- <http://www.fars.nhtsa.dot.gov/>;
- <http://www.nhtsa.dot.gov/>; and
- <http://safety.fhwa.dot.gov/facts/>.

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

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

## 2.2 Louisiana State Demographics

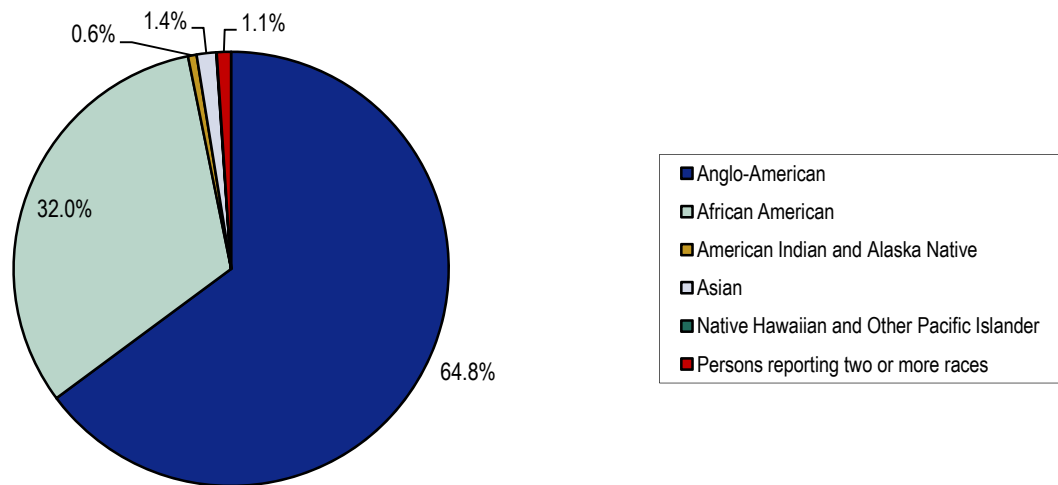
Louisiana covers 51,885 sq mi (135,382 square kilometers); its capital is Baton Rouge. It can be divided physically into the Mississippi River flood plain and delta, and the low hills of the Gulf of Mexico coastal plain. It is the only U.S. state to be governed under the Napoleonic Code.

The 2008 population estimates identified Louisiana as having a population of 4,410,796 people. The population is distributed with approximately 66 percent in urbanized areas and 34 percent in rural areas. Most of the people live in the metropolitan areas of Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport–Bossier City. There continues to be population shifts since the hurricane season of 2005.

The median household income is \$35,523 in Louisiana compared to \$44,473 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 19 percent compared to 13 percent nationally.

As shown in Figure 2, Anglo-Americans compose 64.8 percent of Louisiana's population with African-Americans comprising 32 percent, the second largest racial group. Asians, American Indians and Alaska Natives, and persons reporting two or more races comprise the remaining 3.1 percent. The Hispanic ethnicity represents 3.4 percent of the population.

**Figure 2. Louisiana Population Demographics (2008)**



Source: U.S. Census Bureau.

A summary of *The Impact of Katrina: Race and Class in Storm-Damaged Neighborhoods*, a study conducted in 2006 by Sociology Professor John R. Logan at Brown University, reveals the ongoing population shifts that Louisiana is facing. More than a third of the region's 1.7 million residents lived in areas that suffered flooding or moderate to catastrophic storm damage, according to FEMA. The majority of people living in damaged areas were in the City of New Orleans (over 350,000), with additional concentrations in suburban Jefferson Parish (175,000) and St. Bernard Parish (53,000) and along the Mississippi Coast (54,000).

In the region as a whole, the disparities in storm damage are shown in the following comparisons (arranged in order of the degree of disparity):

- By race: Damaged areas were 45.8 percent black, compared to 26.4 percent in undamaged areas;
- By housing tenure: 45.7 percent of homes in damaged areas were occupied by renters, compared to 30.9 percent in undamaged communities; and
- By poverty and employment status: 20.9 percent of households had incomes below the poverty line in damaged areas, compared to 15.3 percent in undamaged areas. 7.6 percent of persons in the labor force were unemployed in damaged areas (before the storm), compared to 6.0 percent in undamaged areas.

These comparisons are heavily influenced by the experience of the City of New Orleans. Outside the city, there were actually smaller shares of African-American, poor, and unemployed residents in the damaged areas. Closer inspection of neighborhoods within New Orleans shows that some affluent white neighborhoods were hard hit, while some poor minority neighborhoods were spared. Yet if the post-Katrina city were limited to the population previously living in areas that were undamaged by the storm – that is, if nobody were able to return to damaged neighborhoods – New Orleans is at risk of losing more than 80 percent of its black population. This means that policy choices affecting who can return, to which neighborhoods, and with what forms of public and private assistance, will greatly affect the future character of the city (<http://www.s4.brown.edu/katrina/report.pdf>).

Crashes are measured in relation to population, licensed drivers, and VMT. These data are provided below in Table 3.

**Table 3. Traffic Information Overview**

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities	Driver Fatalities	Number of Vehicles Involved in Fatal Crashes	Property Damage Only Crashes (1,000)
1999	412	2,771	4,372	3,548	45.1	77.3	831	951	589	1,303	107.0
2000	407	2,799	4,469	3,605	48.3	79.5	846	938	618	1,304	108.7
2001	412	2,820	4,470	3,605	48.7	82.8	859	947	629	1,339	109.2
2002	433	2,839	4,483	3,659	50.9	87.1	818	914	590	1,305	114.9
2003	442	2,799	4,494	3,771	48.7	82.8	826	938	623	1,296	111.4
2004	445	2,868	4,496	3,823	50.1	85.1	886	927	648	1,450	113.4
2005	450	2,869	4,507	3,869	49.5	82.9	874	965	649	1,408	108.1
2006	454	2,856	4,288	3,934	48.8	80.1	890	987	688	1,385	112.5
2007	454	2,838	4,293	3,991	48.2	78.9	900	993	662	1,363	110.7
2008	450	2,851	4,293	3,991	46.5	75.9	818	912	593	1,212	110.6
<i>Difference</i>											
<b>1 Year</b>	-1.0%	0.5%	0.0%	0.0%	-3.5%	-3.8%	-9.1%	-8.1%	-10.4%	-11.1%	-0.1%
<b>5 Year</b>	1.9%	1.9%	-4.5%	5.8%	-4.6%	-8.3%	-1.0%	-2.7%	-4.8%	-6.5%	-0.7%
<b>Average</b>	-0.2%	0.2%	-2.8%	2.9%	-5.2%	-7.4%	-6.5%	-6.4%	-9.3%	-12.2%	-0.5%

Source: Louisiana State University Highway Safety Research Group (state data). Available on-line at: [http://lhsc.lsu.edu/Reports/TrafficReports/dynamic\\_a/2008/a1.asp](http://lhsc.lsu.edu/Reports/TrafficReports/dynamic_a/2008/a1.asp).

## 2.3 Statewide Performance Trends and Problem Identification

Data for the Highway Safety and Performance Plan were extracted from the 2008 *Louisiana Traffic Records Data Report*, unless otherwise noted. The on-line data may change throughout the year as crash data are submitted by law enforcement.

In 2008 there were:<sup>2</sup>

- 818 fatal crashes, a decrease of 9.1 percent from 2007;
- 912 people killed, a 8.0 percent decrease from 2007;
- 46,487 injury crashes, which represents a decrease of 3.5 percent from 2007;
- 75,883 injuries in motor vehicle crashes, a decrease of 3.8 percent from 2007; and
- 110,600 property damage only (PDO) crashes, a decrease of 0.1 percent from 2007.

Of the fatal crashes in 2008:

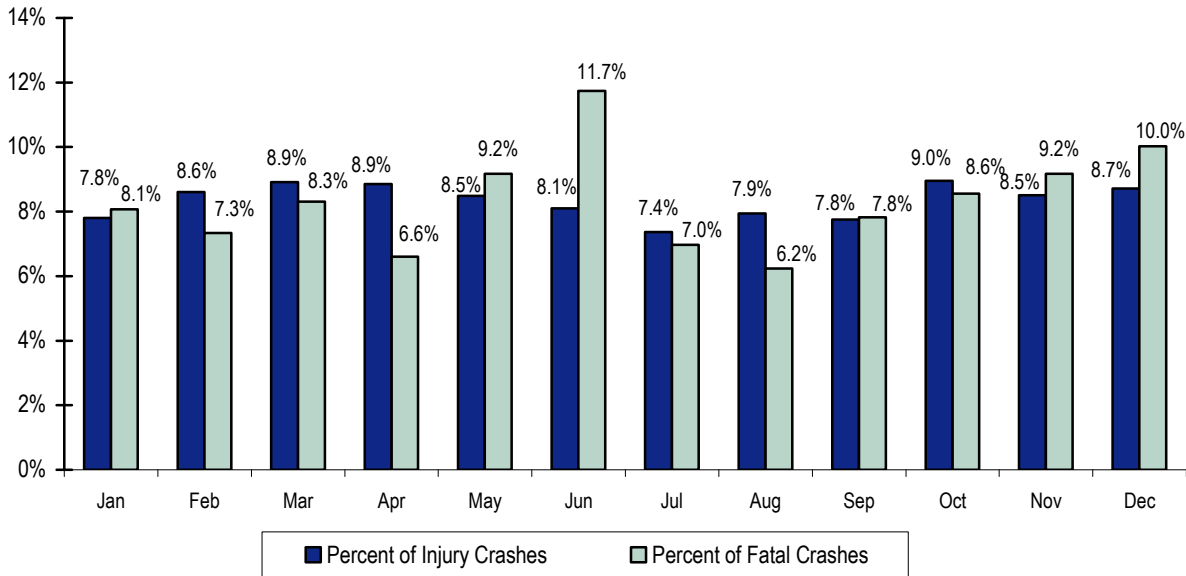
- 49 percent involved alcohol-related driving, which is equal to the percent of fatal crashes involving alcohol-related driving in 2007;
- 68 percent of the passengers (five years and older) killed were not properly restrained, which is equal to the percent of passengers (five years and older) killed not properly restrained in 2007;
- 35 percent involved a driver age 15 to 24, a decrease of young driver involvement of 2.7 percent from 2007; and
- 8.7 percent involved a motorcyclist, a decrease of 0.1 percent from 2007.

In 2008, crashes on Louisiana roadways cost the State approximately \$5.8 million. Temporal characteristics of 2008 fatal crashes are described in Figures 3 through 5. Tables 4 and 5 provide trend data for 2004 through 2008. This trend information also is illustrated in Figures 6 through 31.

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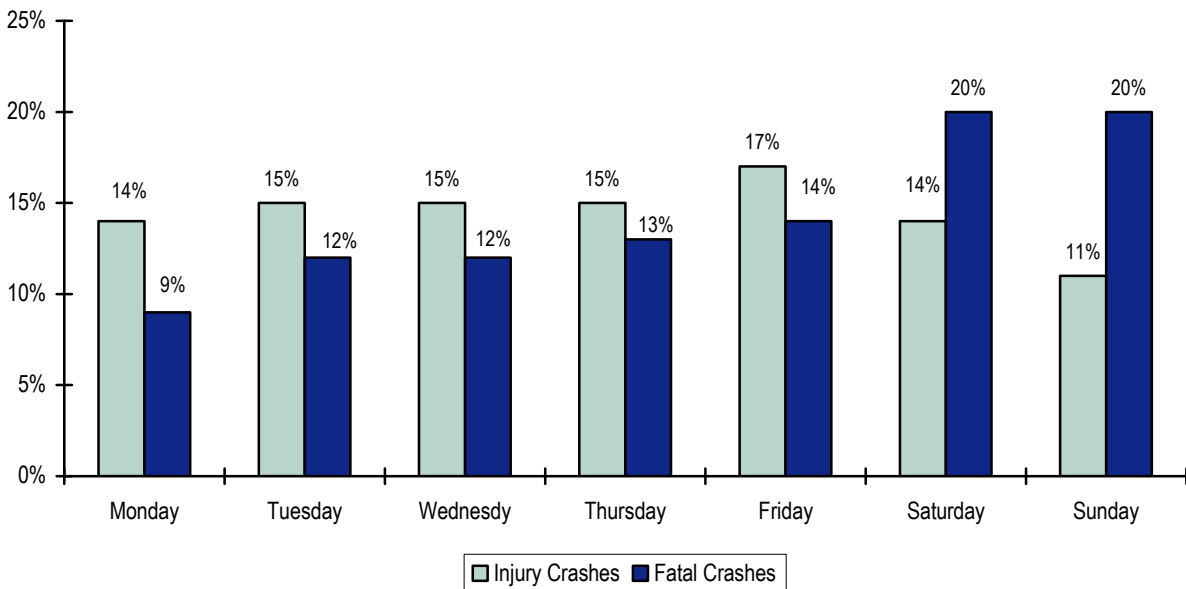
<sup>2</sup> Note: All crash data provided reflects State data (provided by the Louisiana State University Highway Safety Research Group).

**Figure 3. Percent of Louisiana Fatal and Injury Crashes by Month 2008**



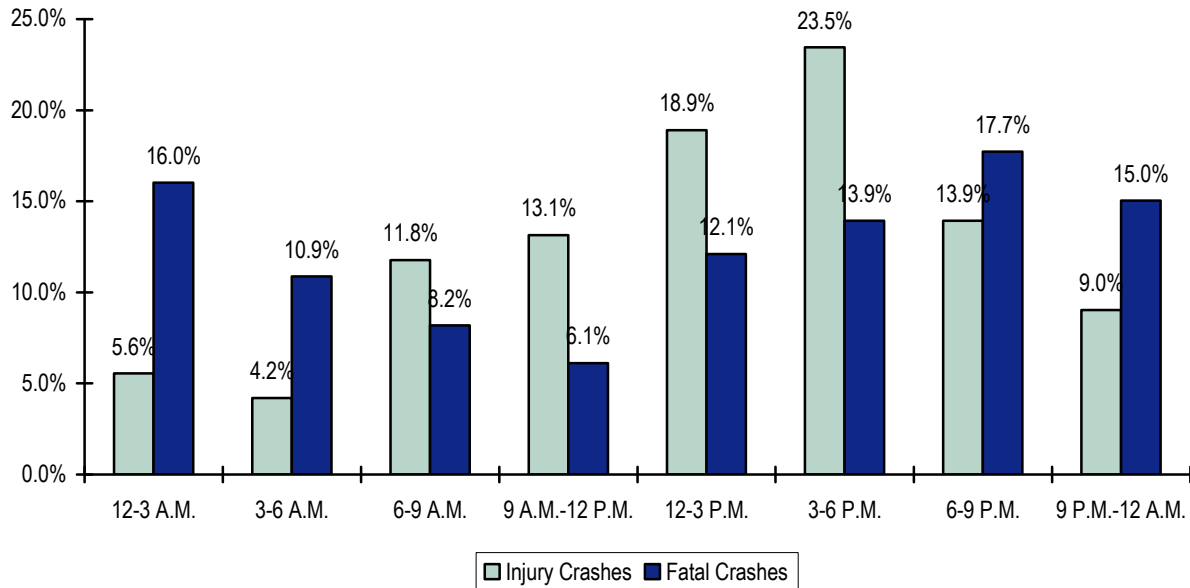
Source: Louisiana State University Highway Safety Research Group (state data).

**Figure 4. Percent of Louisiana Fatal and Injury Crashes by Day-of-Week 2008**



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

**Figure 5. Percent of Louisiana Fatal and Injury Crashes by Time-of-Day 2008**



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

**Table 4. Louisiana Statewide Summary of Traffic Safety Trends<sup>3</sup> 2004 to 2009**

	2004	2005	2006	2007	2008	2009
Total Fatalities	927	963	987	993	912	
Fatality rate / 100 million VMT	2.08	2.14	2.17	2.19	2.0	
Speeding-Related Fatalities	218	181	259	256	250	
Alcohol-Impaired Driving Fatalities (w/ $\geq$ .08 BAC)	315	334	371	375	338	
Occupant Protection Observed Usage	75%	78%	75%	75%	75%	75%
Unrestrained Passenger Vehicle Occupant Fatalities	410	375	440	437	396	
Drivers Age 20 or Younger Involved in Fatal Crashes	183	158	176	179	132	
Pedestrian fatalities	103	113	97	111	106	
Motorcycle fatalities	73	75	95	89	80	

<sup>3</sup> Note: All data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries and citations/arrests, which reflect State data.

**Table 4. Louisiana Statewide Summary of Traffic Safety Trends<sup>4</sup>  
2004 to 2009 (continued)**

	2004	2005	2006	2007	2008	2009
Unhelmeted Motorcyclist Fatalities	36	18	12	21	32	
Total Serious Injuries	15,777	16,051	14,977	15,422	15,073	
Number of seat belt citations issued during grant-funded enforcement activities	31,659	22,288	44,540	32,512	20,690	
Number of impaired driving arrests made during grant-funded enforcement activities	1,903	1,396	1,919	1,854	1,995	
Number of speeding citations issued during grant-funded enforcement activities	–	–	53,235	30,567	19,983	
Percent of telephone survey respondents with awareness of Louisiana traffic safety issues and programs	Will begin data collection in Fiscal Year 2010.					

Source: NHTSA Traffic Safety Facts, 2004 to 2008; FARS.

**Table 5. Louisiana Statewide Summary of Traffic Safety Trends –  
Additional Detail<sup>5</sup>  
2004 to 2009**

	2004	2005	2006	2007	2008	2009
Total population (1,000)	4,496	4,507	4,288	4,293	4,293	
Total licensed driver population (1,000)	2,868	2,869	2,856	2,838	2,851	
Total VMT (100 Mill Miles)	445	450	454	454	450	
Total registered vehicles (1,000)	3,823	3,869	3,934	3,991	3,991	
Property Damage Only (PDO) Crashes	113,400	108,100	112,500	110,700	110,600	
Total crashes	164,398	158,286	162,073	159,766	157,905	
<b>Total fatalities</b>	<b>927</b>	<b>963</b>	<b>987</b>	<b>993</b>	<b>912</b>	
Total fatal crashes	886	874	890	900	818	
<b>Fatality rate/100 million VMT</b>	<b>2.2</b>	<b>2.1</b>	<b>2.2</b>	<b>2.2</b>	<b>2.0</b>	
Fatality rate/100K population	22.1	21.4	23.0	23.1	21.3	

<sup>4</sup> Note: All data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries and citations/arrests, which reflect State data.

<sup>5</sup> Note: All crash data provided in Table 5 reflects State data (provided by the Louisiana State University Highway Safety Research Group).



**Table 5. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)**  
2004 to 2009

	2004	2005	2006	2007	2008	2009
Total injuries	85,088	82,865	80,117	78,901	75,883	
Total injury crashes	50,112	49,311	48,683	48,166	46,487	
Injury rate/100 mill VMT	191.2	184.1	176.5	173.8	169.0	
Injury rate/100K population	1,893	1,838	1,869	1,838	1,768	
Total fatal and injury crashes	50,998	50,186	49,573	49,066	47,305	
Fatal and injury crash rate/100 million VMT	114.6	111.5	109.2	108.1	105.4	
Fatal and injury crash rate/100K population	1,134.3	1,113.5	1,156.1	1,142.9	1,101.9	
Total rural injury crash	23,164	21,588	22,639	21,697	20,168	
Total rural fatal crash	698	625	659	653	610	
Total rural fatal and injury crashes	23,862	22,213	23,298	22,350	20,778	
Total urban injury crash	26,959	27,891	26,126	26,471	26,333	
Total urban fatal crash	188	249	231	247	208	
Total Urban fatal and injury crashes	27,147	28,140	26,357	26,718	26,541	
<b>Speeding-related fatalities</b>	<b>218</b>	<b>181</b>	<b>259</b>	<b>256</b>	<b>250</b>	
Speeding-related fatalities as percent of total fatalities	22.5%	18.8%	26.2%	25.8%	27.3%	
Alcohol-related fatalities	451	404	457	487	449	
Alcohol fatalities as percent of all fatalities	45%	42%	46%	49%	49%	
Alcohol-related fatality rate/VMT	1.01	0.90	1.01	1.07	1.00	
Alcohol-related fatality rate/total population (1,000)	0.10	0.09	0.11	0.17	0.16	
Alcohol-related fatal crashes	395	367	409	439	398	
Percent alcohol-related fatal crashes	45%	42%	46%	49%	49%	
<b>Alcohol-impaired driving fatalities (w/ <math>\geq</math>.08 BAC)</b>	<b>315</b>	<b>334</b>	<b>371</b>	<b>375</b>	<b>338</b>	
Child restraint (under age 5) observed usage	86%	83%	86%	88%	95%	
Percent children (under age 5) killed not properly restrained	64%	42%	40%	80%	63%	
<b>Occupant protection observed usage</b>	<b>75%</b>	<b>78%</b>	<b>75%</b>	<b>75%</b>	<b>75%</b>	<b>75%</b>
<b>Unrestrained passenger vehicle occupant fatalities</b>	<b>410</b>	<b>375</b>	<b>440</b>	<b>437</b>	<b>396</b>	
Percent drivers killed not properly restrained	59%	60%	62%	63%	64%	
National percent drivers killed not properly restrained	30%	30%	29%	N/A	N/A	
Percent passengers (5 and older) killed not properly restrained	69%	60%	63%	68%	68%	

**Table 5. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)**  
*2004 to 2009*

	2004	2005	2006	2007	2008	2009
Drivers licensed 75 years and older	157,160	157,769	159,357	154,201	161,624	
Drivers licensed 75 years and older as a percent of total licensed drivers	5.5%	5.7%	5.6%	5.4%	5.7%	
Fatal crashes involving drivers 75 and older	53	30	39	34	40	
Fatal crashes involving drivers 75 and older as a percent of all fatal crashes	6.0%	3.4%	4.4%	3.8%	4.9%	
Fatal crash rate involving drivers 75 and older/75 and older licensed driver population	0.03%	0.02%	0.02%	0.02%	0.02%	
Fatal crash rate involving drivers 75 and older/total population (1,000)	0.01	0.01	0.01	0.01	0.01	
Drivers 15 to 17 licensed	74,874	77,184	74,407	74,396	72,655	
Percent 15 to 17 licensed drivers to all licensed drivers	2.6%	2.8%	2.6%	2.6%	2.5%	
Fatal crashes involving drivers 15 to 17	59	55	41	43	41	
Injury crashes involving drivers 15 to 17	4,260	5,625	4,101	3,764	3,570	
Fatal crashes involving drivers 15 to 17 as a percent of all fatal crashes	6.7%	6.3%	4.6%	4.8%	5.0%	
Alcohol involved fatal crash involving drivers 15 to 17	18	20	15	11	9	
Alcohol involved injury crash involving drivers 15 to 17	148	232	131	120	101	
Drivers 18 to 20 licensed	156,220	153,041	148,492	146,241	145,753	
Percent 18 to 20 licensed drivers to all licensed drivers	5.4%	5.5%	5.2%	5.2%	5.1%	
Fatal crashes involving drivers 18 to 20	129	127	132	133	87	
Injury crashes involving drivers 18 to 20	10,354	9,787	9,584	9,284	8,446	
Fatal crashes involving drivers 18 to 20 as a percent of all fatal crashes	14.6%	14.5%	14.8%	14.8%	10.6%	
<b>Drivers age 20 or younger involved in fatal crashes</b>	<b>183</b>	<b>158</b>	<b>176</b>	<b>179</b>	<b>132</b>	
Alcohol involved fatal crash involving drivers 18 to 20	45	50	53	67	50	
Alcohol involved injury crash involving drivers 18 to 20	739	685	659	614	540	
Drivers 21 to 24 licensed	225,483	222,208	220,468	215,244	211,589	
Percent 21 to 24 licensed drivers to all licensed drivers	7.9%	8.0%	7.7%	7.6%	7.4%	
Fatal crashes involving drivers 21 to 24	166	168	150	166	161	
Injury crashes involving drivers 21 to 24	11,688	11,159	11,423	11,298	10,571	
Fatal crashes involving drivers 21 to 24 as a percent of all fatal crashes	18.7%	19.2%	16.9%	18.4%	19.6%	

**Table 5. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)**  
2004 to 2009

	2004	2005	2006	2007	2008	2009
Alcohol involved fatal crash involving drivers 21 to 24	86	75	83	95	89	
Alcohol involved injury crash involving drivers 21 to 24	1,173	980	1,027	1,085	940	
Drivers 15 to 24 licensed	456,577	452,433	443,367	435,881	429,997	
Percent 15 to 24 licensed drivers to all licensed drivers	15.9%	16.3%	15.5%	15.4%	15.1%	
\Fatal crashes involving drivers 15 to 24	354	350	323	342	289	
Injury crashes involving drivers 15 to 24	26,302	26,571	25,108	24,346	22,587	
Fatal crashes involving drivers 15 to 24 as a percent of all fatal crashes	40.0%	40.0%	36.3%	38.0%	35.2%	
Fatal crash rate involving drivers 15 to 24/licensed driver population	0.08%	0.08%	0.07%	0.08%	0.07%	
Fatal crash rate involving drivers 15 to 24/total population (1,000)	7.87%	7.77%	7.53%	12.04%	10.14%	
Alcohol involved fatal crash involving drivers 15 to 24	149	145	151	173	148	
Alcohol involved injury crash involving drivers 15 to 24	2,060	1,897	1,817	1,819	1,581	
F&I crashes 15 to 20 year olds	14,802	15,594	13,858	13,224	12,144	
Percent F& I crashes 15 to 20 years old	29%	31%	28%	27%	26%	
<b>Pedestrian fatalities</b>	<b>101</b>	<b>108</b>	<b>99</b>	<b>111</b>	<b>110</b>	
Pedestrian fatalities as a percent of all fatalities	10.4%	11.2%	10.0%	11.0%	12.0%	
Pedestrian fatality rate/population (1,000)	2.25%	2.40%	2.31%	2.54%	2.56%	
Alcohol involved pedestrian fatalities	19	21	37	36	38	
Percent of Pedestrian fatalities alcohol-related	19%	19%	37%	32%	35%	
Pedestrian fatalities with pending BAC	17	25	21	20	26	
Percent Pedestrian fatalities pending	17%	23%	21%	18%	24%	
<b>Motorcycle fatalities</b>	<b>73</b>	<b>75</b>	<b>95</b>	<b>89</b>	<b>80</b>	
Motorcycles in crashes	1,672	1,877	2,087	2,132	2,282	
Motorcycle crash rates/total crashes	1.02%	1.19%	1.29%	1.33%	1.45%	
Motorcycle fatalities as a percent of all fatalities	8.2%	7.7%	9.5%	8.9%	8.7%	
Motorcycle fatality rate/licensed driver population (1,000)	2.79%	2.67%	3.29%	3.10%	2.81%	
Alcohol Involved motorcycle fatalities	39	29	33	39	26	
Percent of Motorcycle fatalities alcohol-related	48.8%	39.2%	35.1%	44.3%	32.5%	
Motorcycle single vehicle fatalities	33	43	42	41	41	

**Table 5. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)**  
2004 to 2009

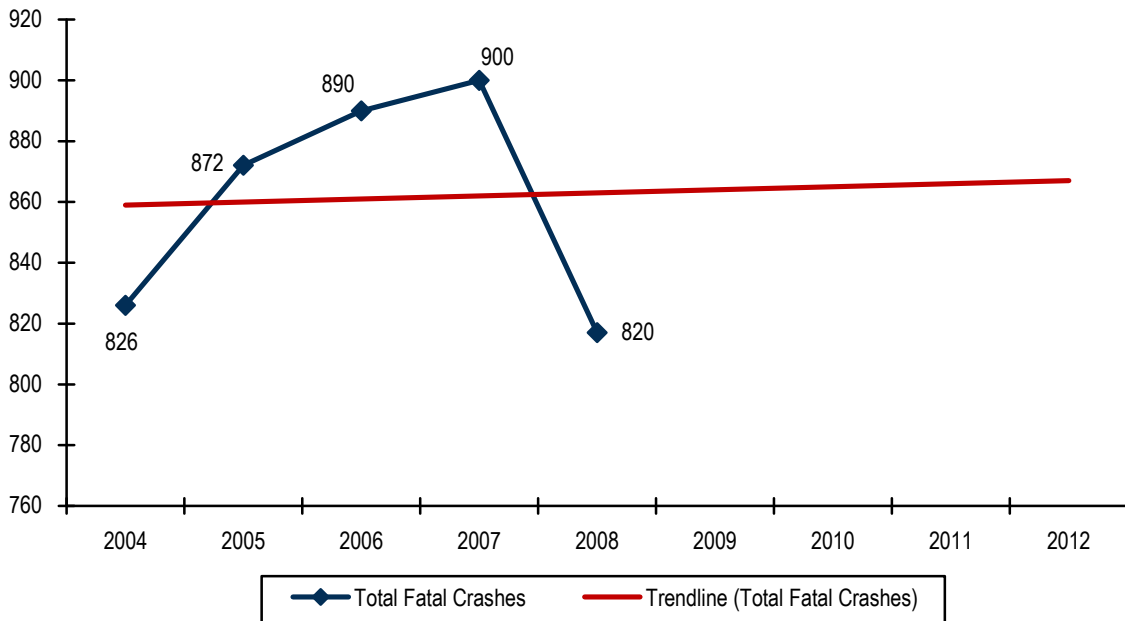
	2004	2005	2006	2007	2008	2009
Percent Motorcycle single vehicle fatalities	41.3%	58.1%	44.7%	46.6%	N/A	
<b>Unhelmeted motorcyclist fatalities</b>	<b>36</b>	<b>18</b>	<b>12</b>	<b>21</b>	<b>32</b>	
Percent Usage of motorcycle helmets	50%	83%	88%	87%	88%	
Bicycle fatalities	11	22	23	23	10	
Bicycle fatalities as a percent of all fatalities	1.1%	2.3%	2.3%	2.2%	1.0%	
Alcohol involved bicycle fatalities	1	4	8	11	4	
Percent of bicycle fatalities alcohol-related	9.09%	18.18%	34.78%	48.00%	40.00%	
Railroad fatalities	19	18	8	9	15	
Railroad fatalities as a percent of all fatalities	2.0%	1.9%	1.9%	0.9%	1.6%	
Commercial vehicles involved in fatal crashes	119	111	110	134	110	
Large truck and bus fatalities	134	57	34	37	30	
Large truck and bus as a percent of all fatalities	13.8%	5.9%	3.4%	3.7%	3.3%	
Cost of all Louisiana crashes (Mill\$\$)	\$ 5,284	\$ 5,998	\$ 6,117	\$6,267	\$ 5,811	
<b>Serious Injury Data</b>						
Total fatal and serious injury crashes	12,710	13,209	12,536	12,903	12,557	
Total serious injury crashes	11,824	12,334	11,646	12,003	11,739	
<b>Total serious injuries</b>	<b>15,777</b>	<b>16,051</b>	<b>14,977</b>	<b>15,422</b>	<b>15,073</b>	
Serious injury rate/100 mill VMT	35.5	35.7	33.0	34.0	33.6	
Serious injury rate/100K population	350.9	356.1	349.3	359.2	351.1	
Fatal and serious injury crash rate/100 million VMT	28.6	29.4	27.6	28.4	28.0	
Fatal and serious injury crash rate/100K population	282.7	293.1	292.4	300.6	292.5	
Total rural fatal and serious injury crashes	8,173	8,593	8,317	8,269	7,734	
Total urban fatal and serious injury crashes	13,945	14,525	13,433	14,011	14,043	
Fatal and serious injury crashes involving drivers 15 to 20	3,502	3,903	3,260	3,172	2,989	
Serious injury crashes involving drivers 15 to 24	5,972	6,444	5,778	5,749	5,400	
Percent All serious injury crashes, drivers 15 to 24	50.5%	52.2%	49.6%	47.9%	46.0%	
Alcohol-related serious injury crashes	6,598	3,450	6,953	10,036	10,146	
Alcohol-related serious injury crashes with drivers age 15 to 20	1,555	827	1,760	2,340	2,325	
Alcohol-related fatal and serious injury crashes with drivers age 15 to 20	1,555	871	1,813	2,398	2,360	

**Table 5. Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail (continued)**  
2004 to 2009

	2004	2005	2006	2007	2008	2009
Unrestrained serious injuries	1,833	1,636	1,663	1,523	1,493	
Motorcycle involved serious injury crashes	757	777	869	885	924	
Motorcycle serious injury crashes as percent of all Serious injury crashes	6.4%	6.3%	7.5%	7.4%	7.9%	
Pedestrian serious injuries	687	617	498	558	631	
Percent Of all serious injuries, pedestrian	4.4%	3.8%	3.3%	3.6%	4.2%	
Bicycle serious injuries	291	295	242	243	305	
Percent Of all serious injuries, bicycle	1.8%	1.8%	1.6%	1.6%	2.0%	

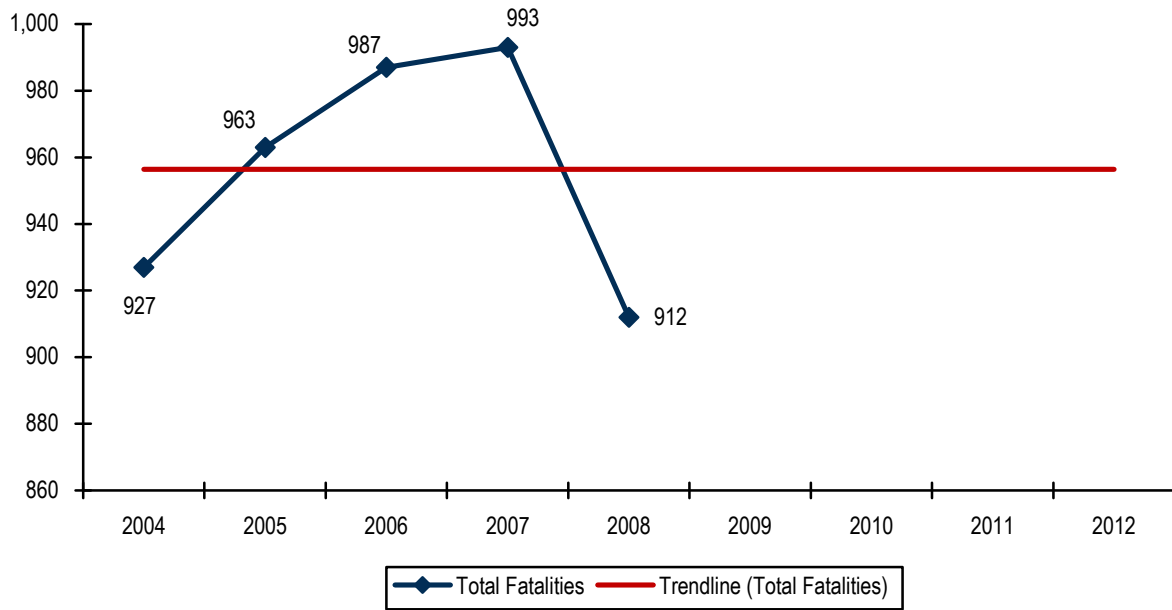
Source: Louisiana State University Highway Safety Research Group (state data). Available on-line at: [http://lhsc.lsu.edu/Reports/TrafficReports/dynamic\\_a/2008/a1.asp](http://lhsc.lsu.edu/Reports/TrafficReports/dynamic_a/2008/a1.asp).

**Figure 6. Fatal Crashes**



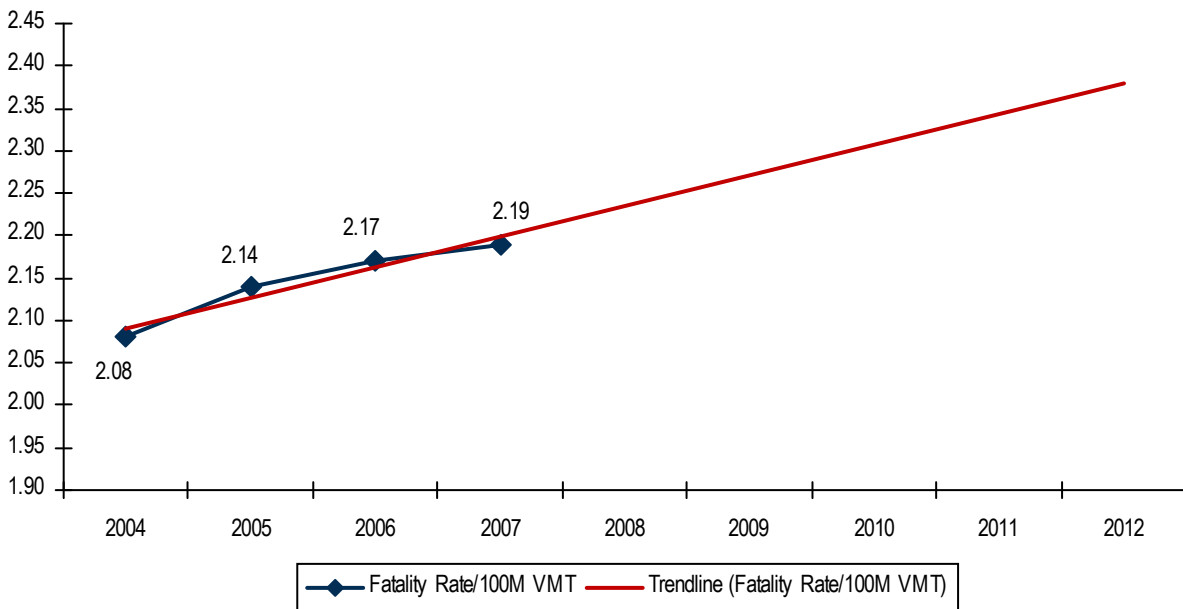
Source: FARS.

**Figure 7. Total Fatalities**



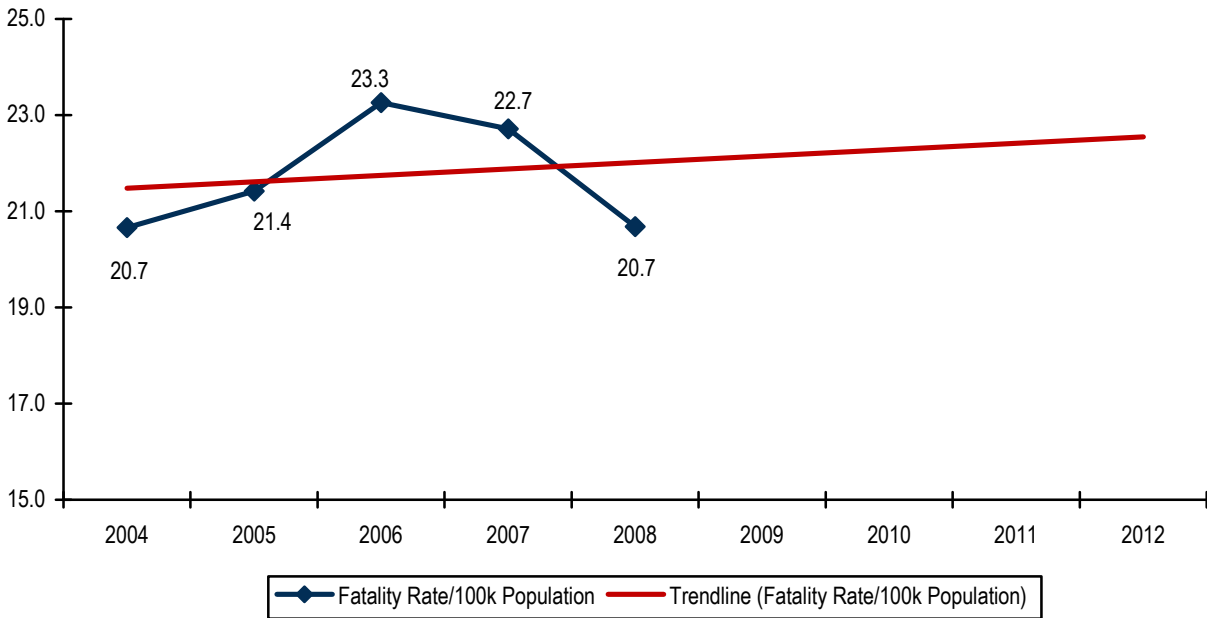
Source: FARS.

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



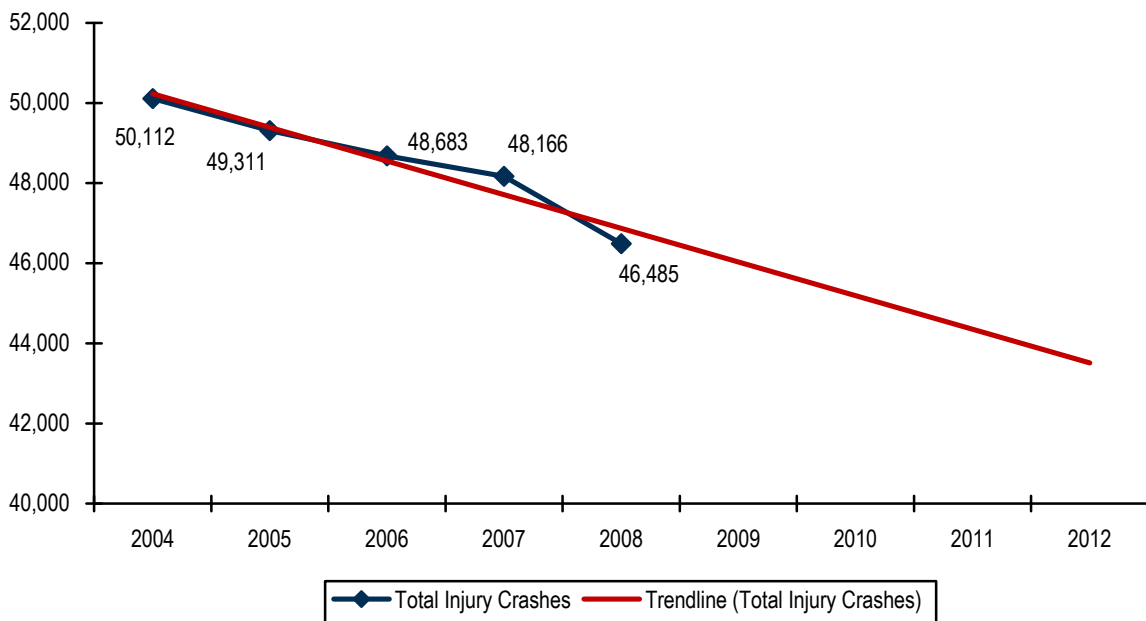
Source: FARS.

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



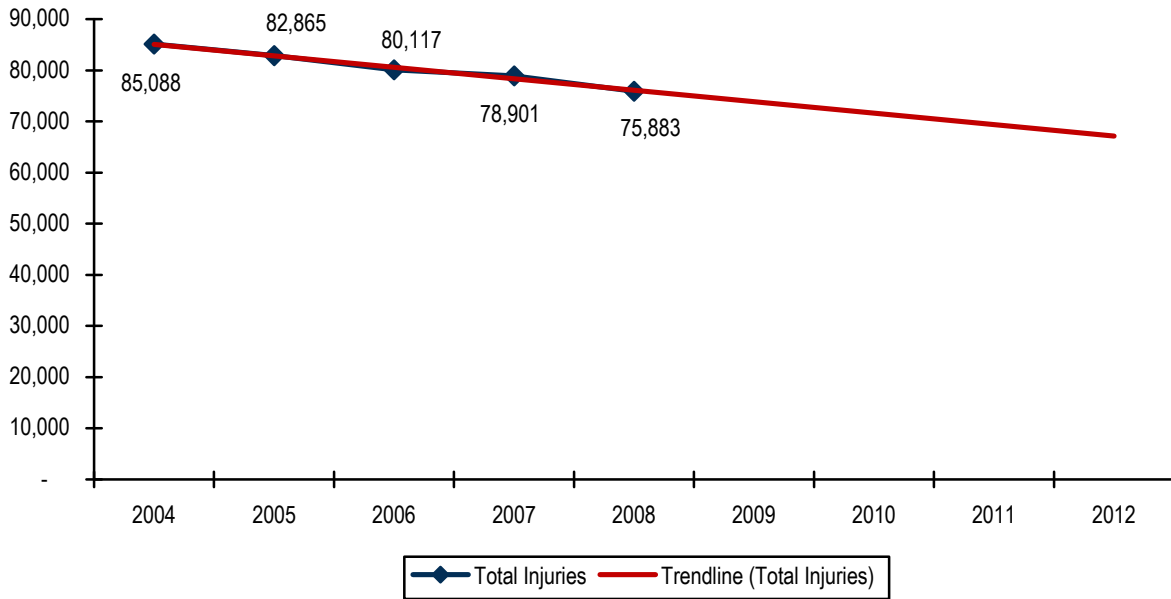
Source: FARS.

**Figure 10. Total Injury Crashes**



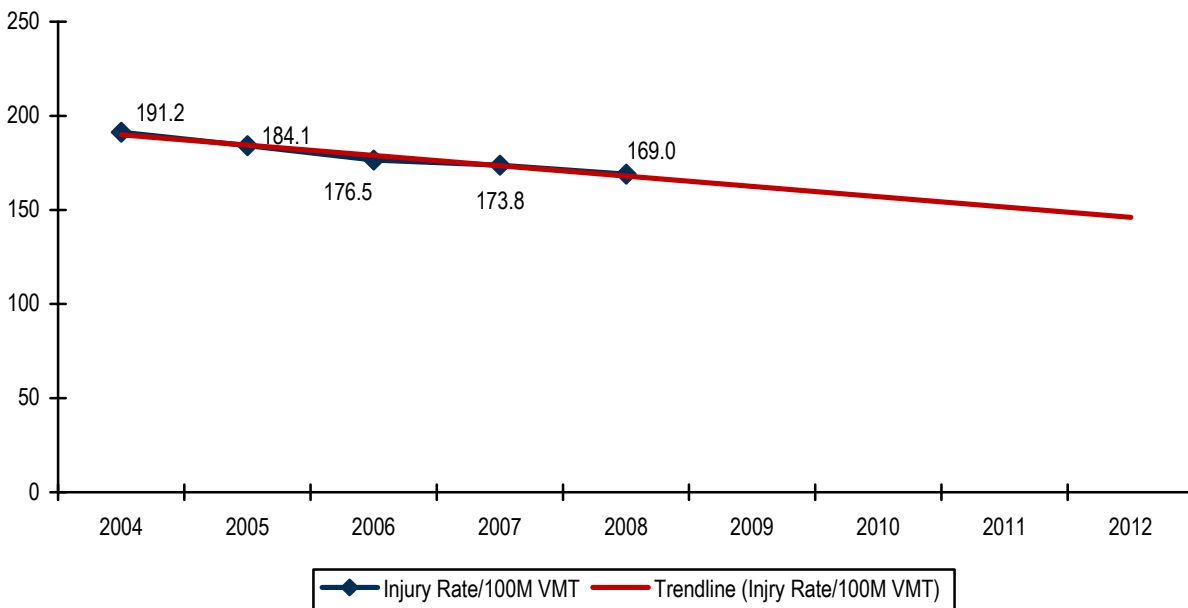
Source: Louisiana State University Highway Safety Research Group (state data).

**Figure 11. Total Injuries**



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

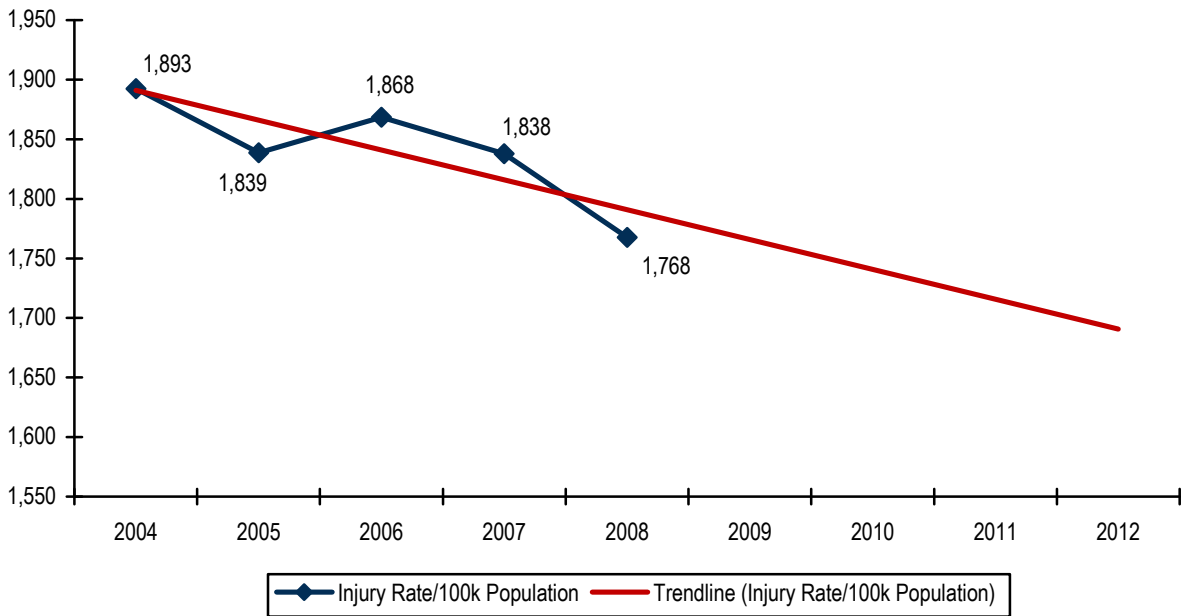
**Figure 12. Injury Rate per 100 Million VMT**



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

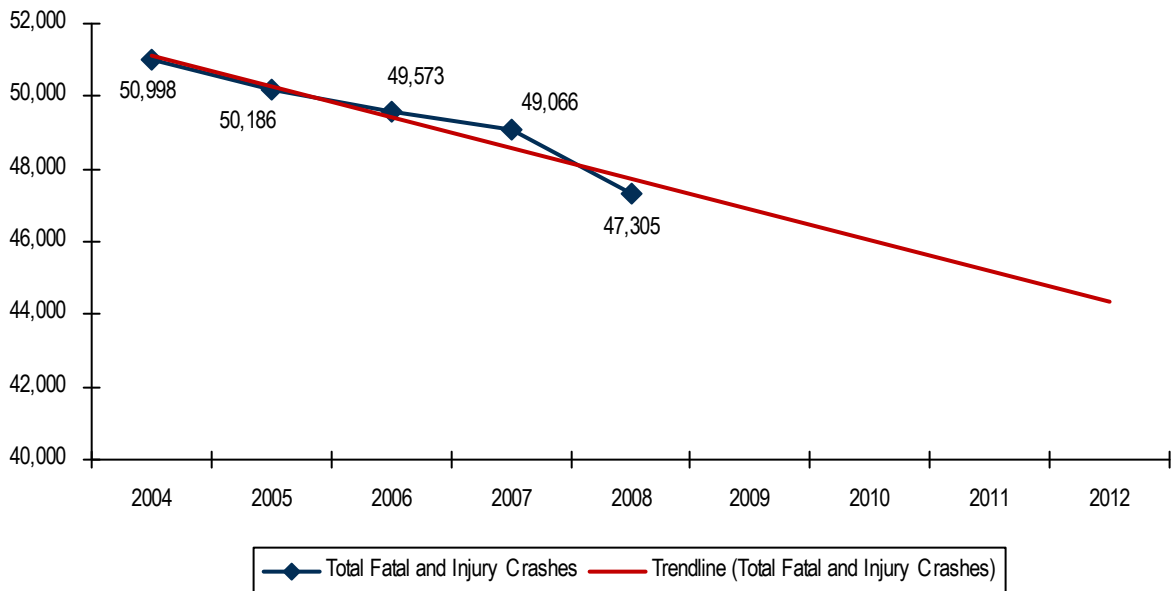


**Figure 13. Injury Rate per 100,000 Population**



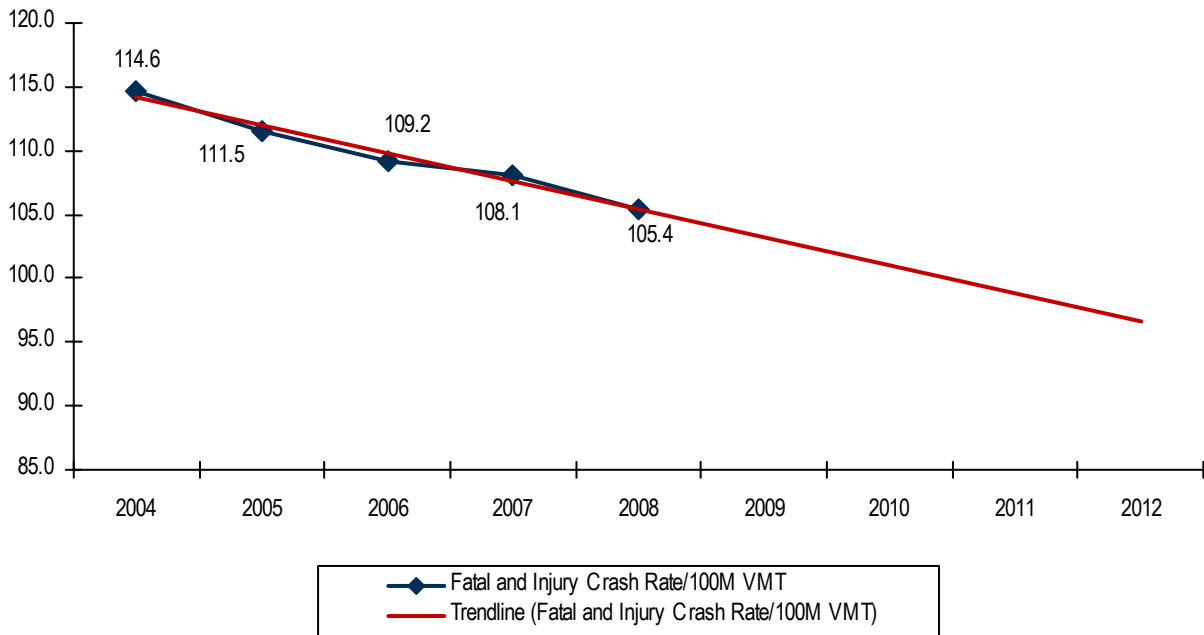
Source: Louisiana State University Highway Safety Research Group (state data).

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



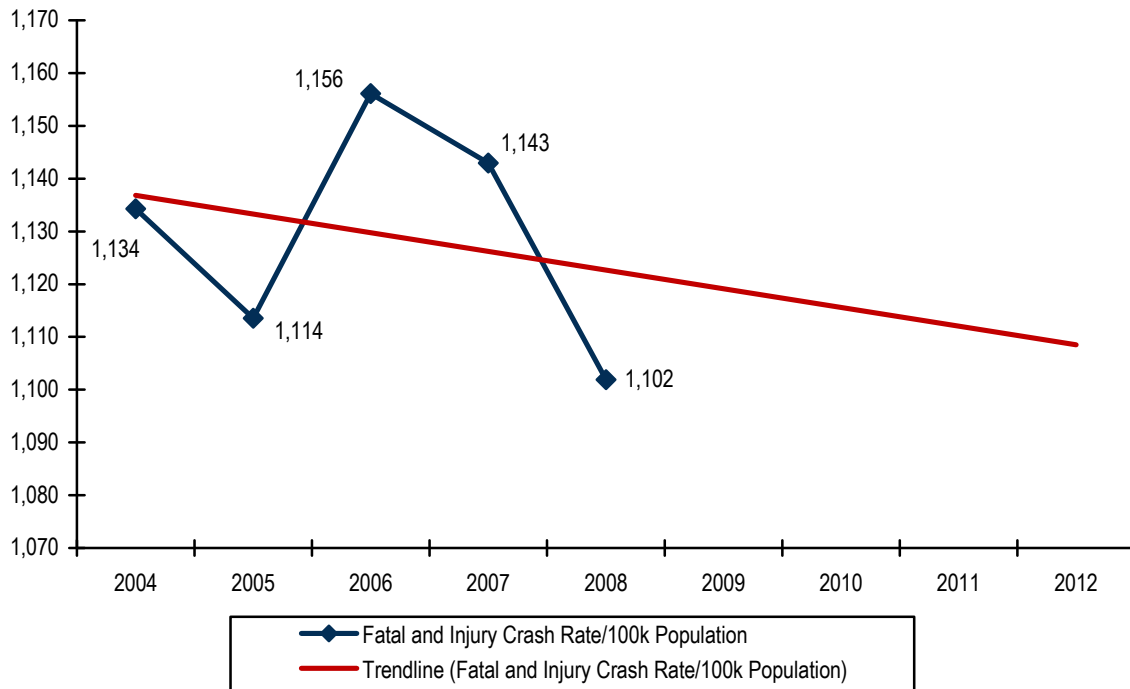
Source: Louisiana State University Highway Safety Research Group (state data).

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



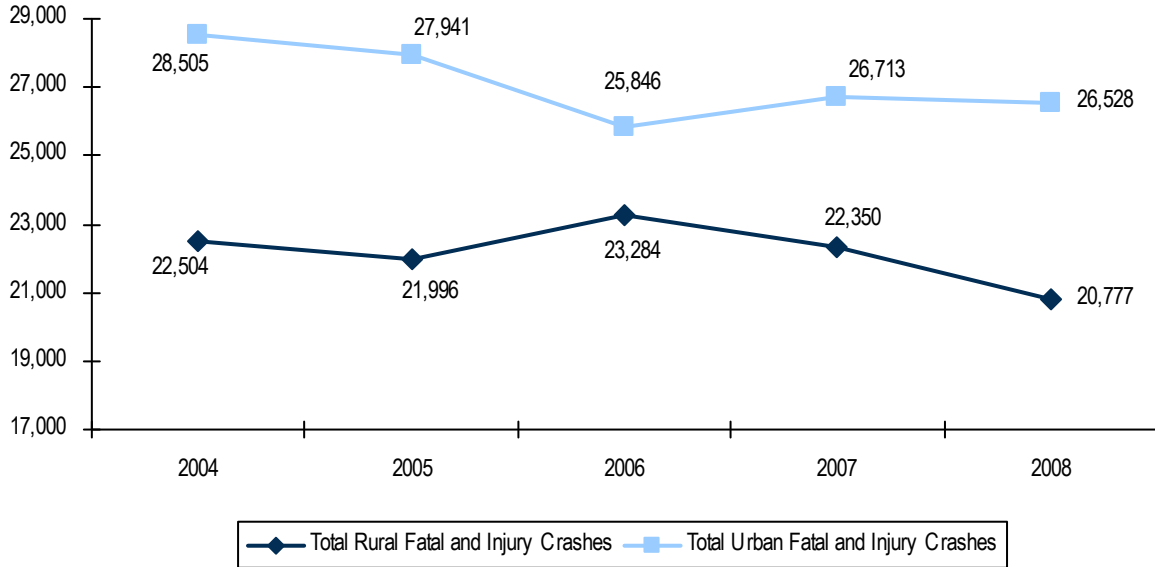
Source: Louisiana State University Highway Safety Research Group (state data).

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



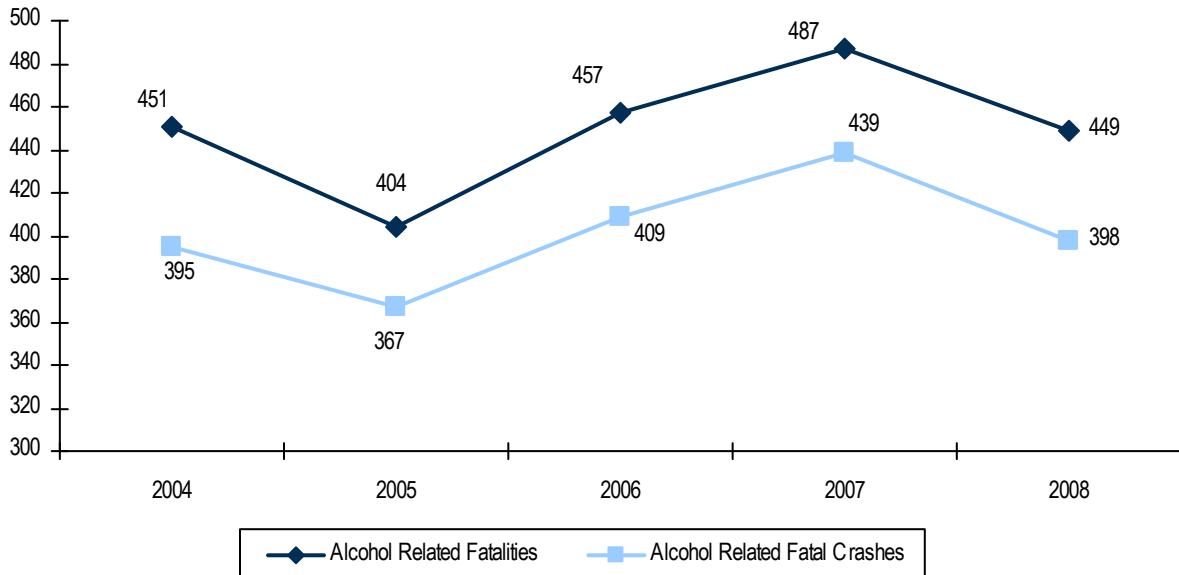
Source: Louisiana State University Highway Safety Research Group (state data).

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



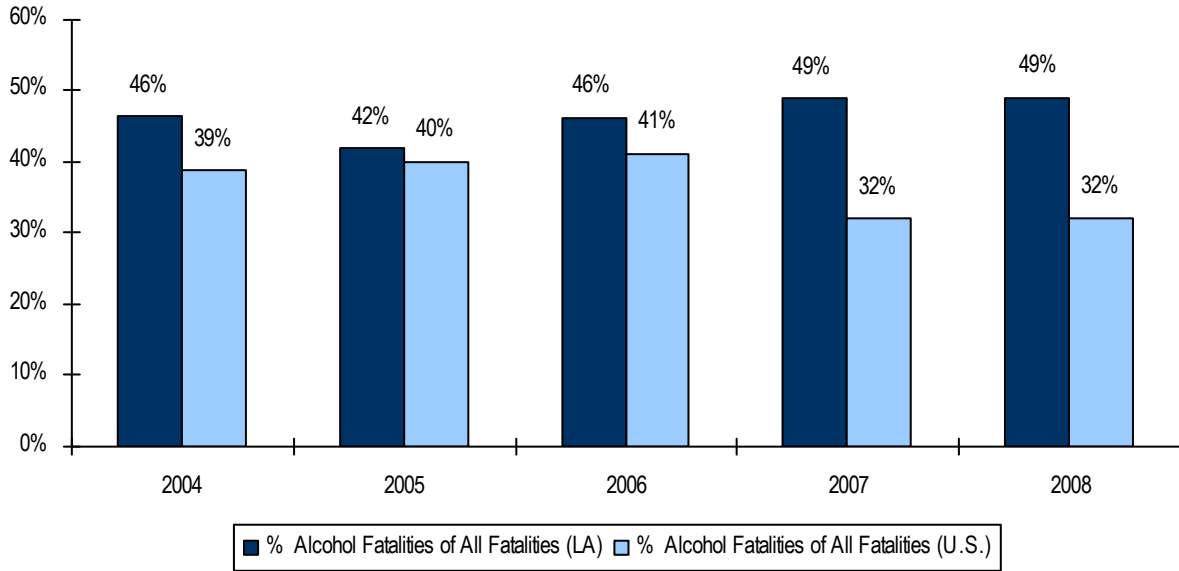
Source: Louisiana State University Highway Safety Research Group (state data).

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



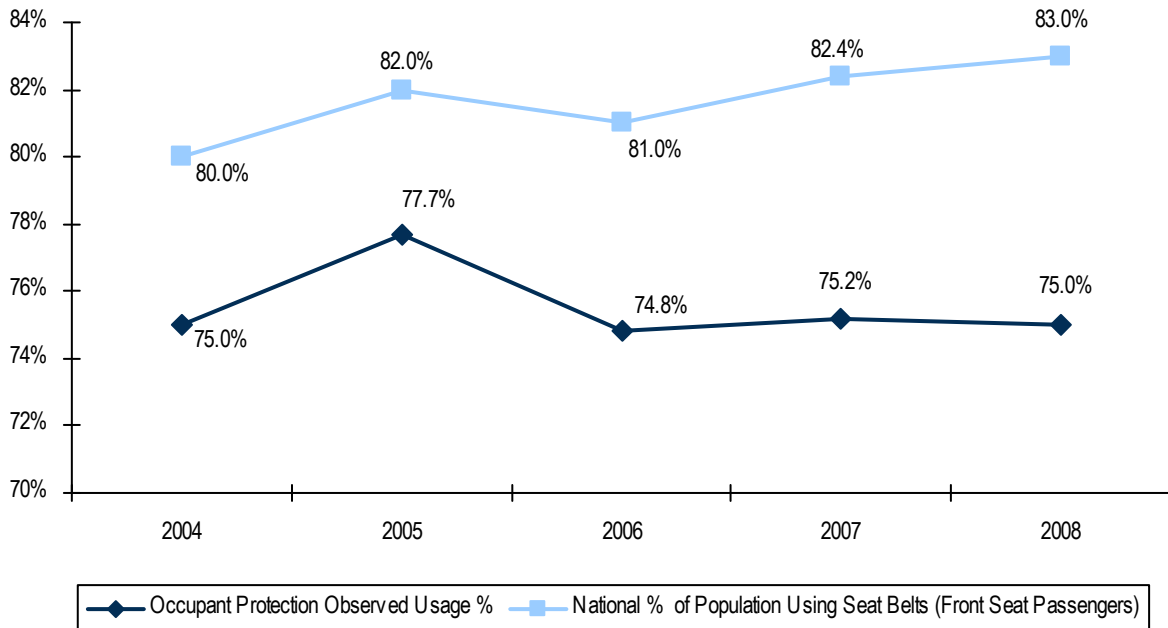
Source: Louisiana State University Highway Safety Research Group (state data).

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



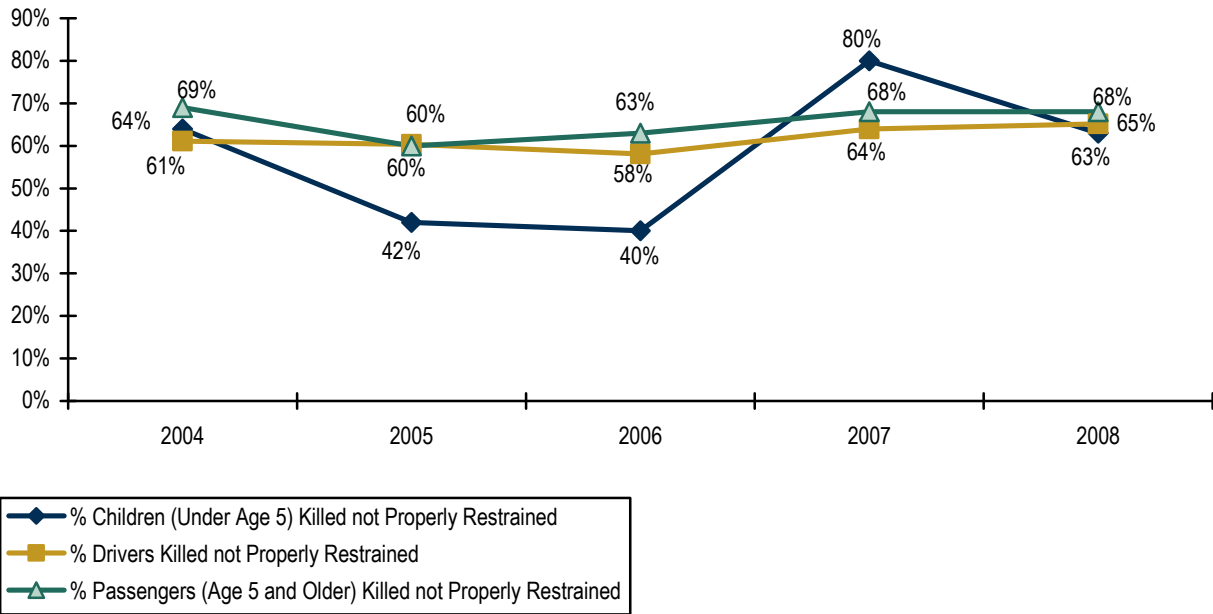
Source: Louisiana State University Highway Safety Research Group (state data).

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



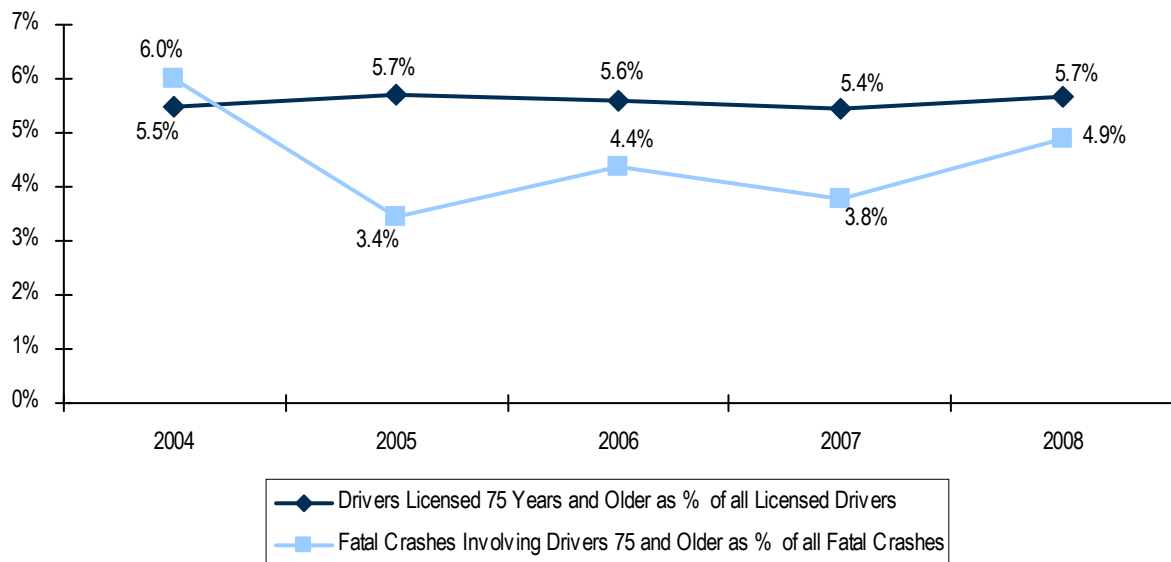
Source: Louisiana State University Highway Safety Research Group (state data); NHTSA.

**Figure 21. Percent of Unrestrained Fatalities**



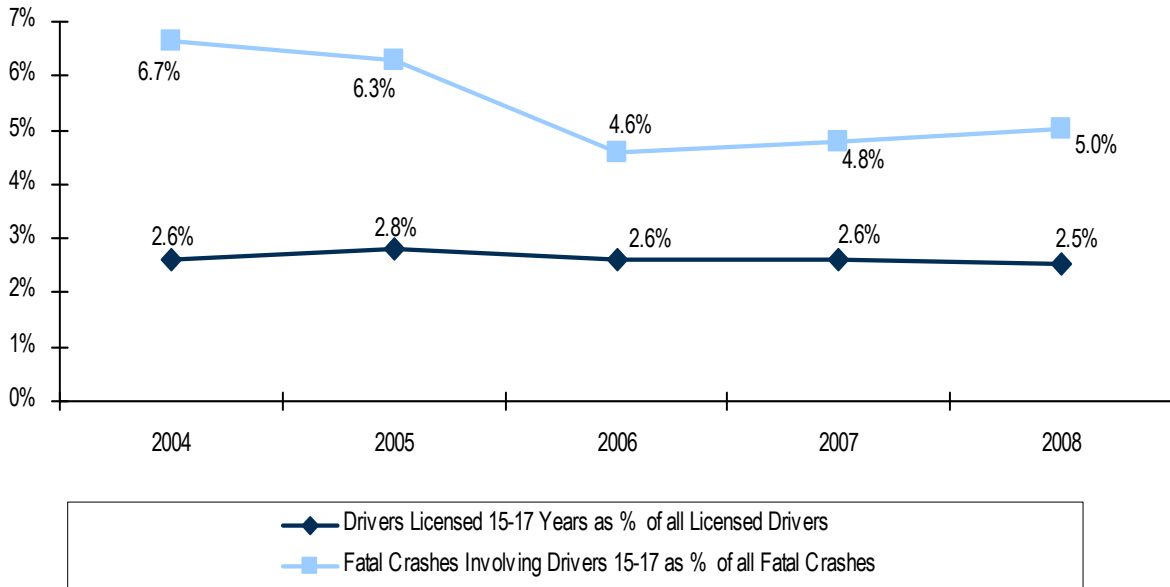
Source: Louisiana State University Highway Safety Research Group (state data).

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



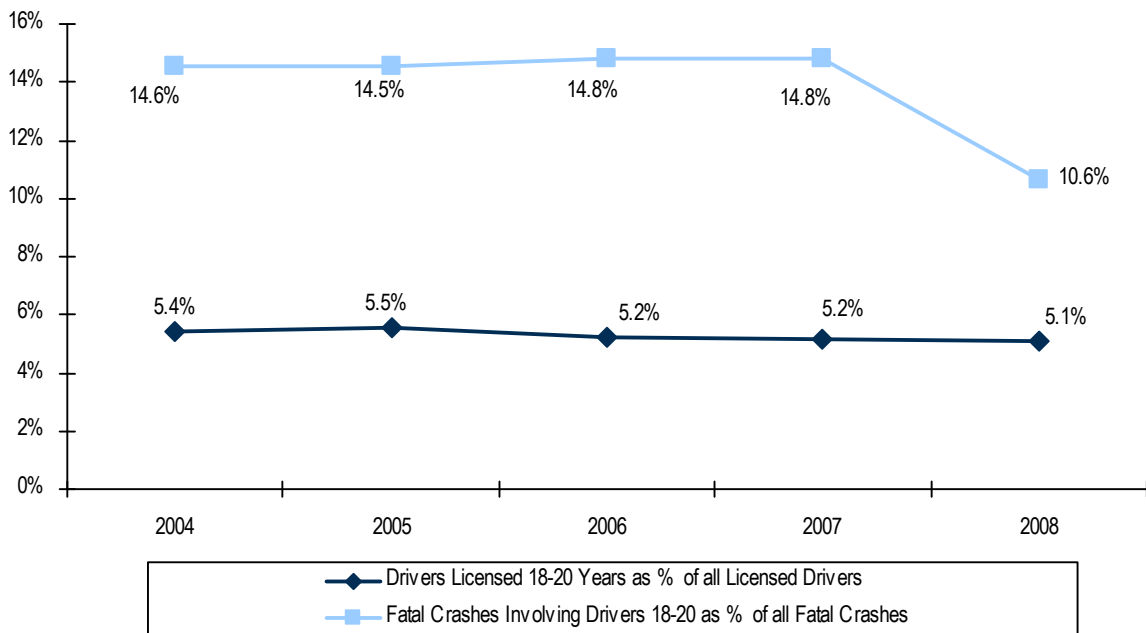
Source: Louisiana State University Highway Safety Research Group (state data).

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



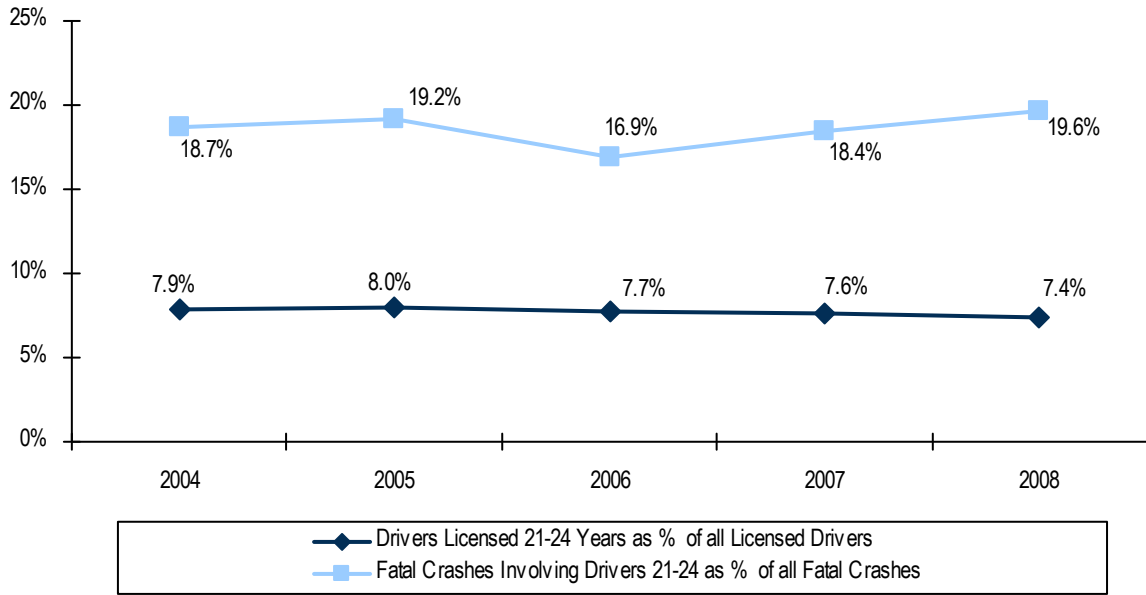
Source: Louisiana State University Highway Safety Research Group (state data).

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



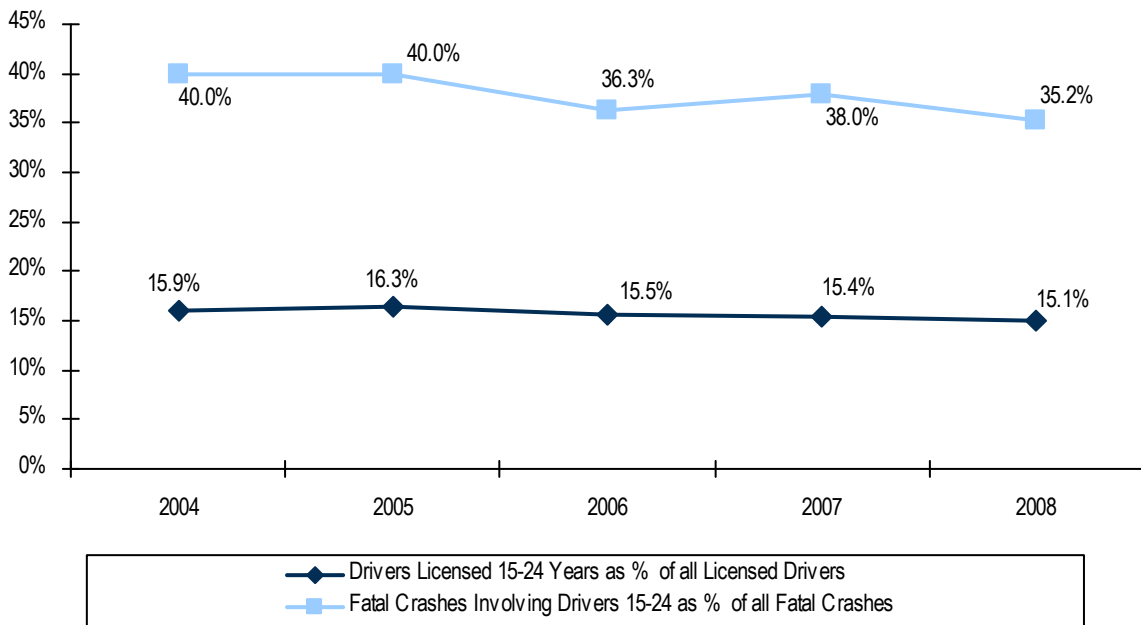
Source: Louisiana State University Highway Safety Research Group (state data).

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



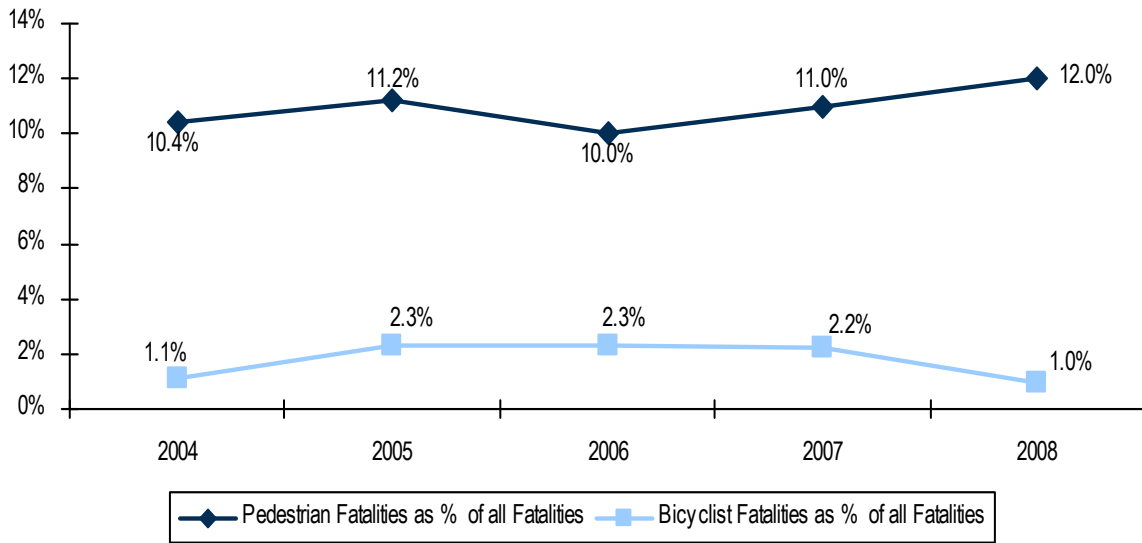
Source: Louisiana State University Highway Safety Research Group (state data).

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



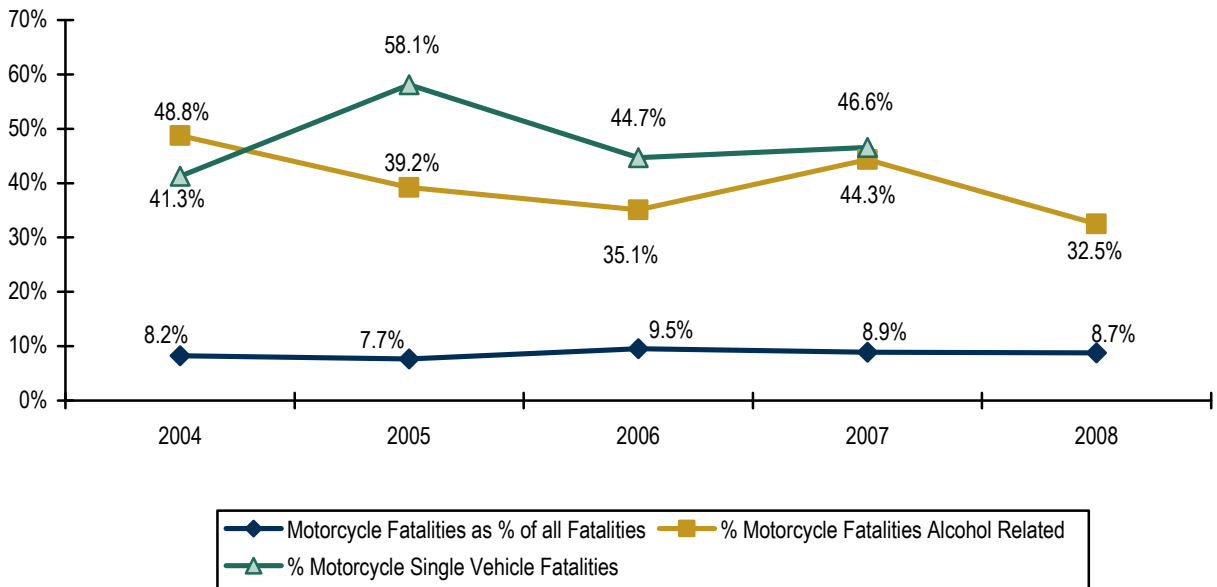
Source: Louisiana State University Highway Safety Research Group (state data).

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



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

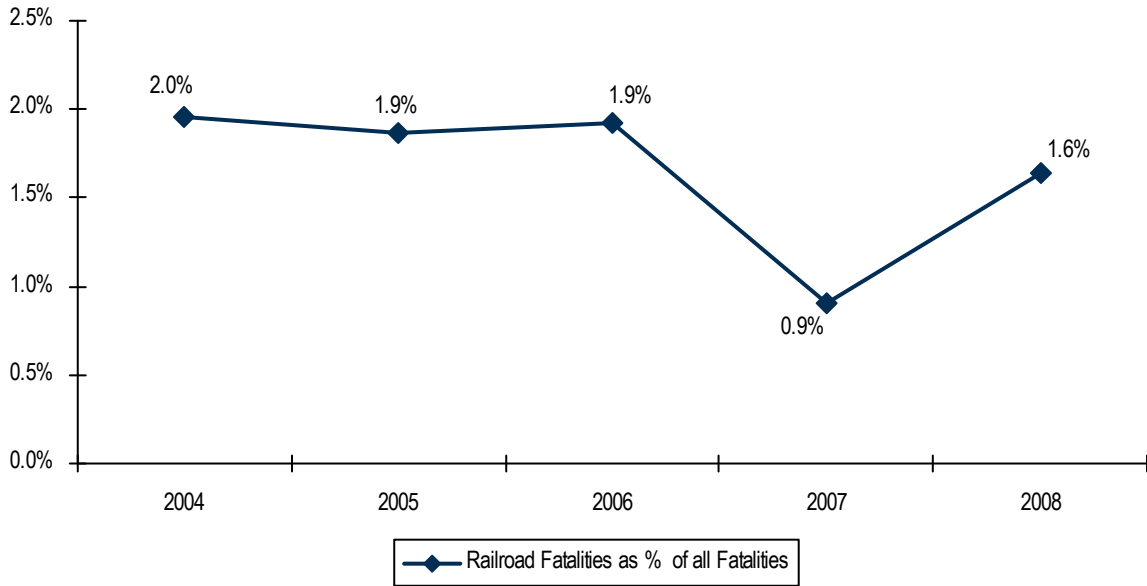
**Figure 28. Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Fatalities, and Single Vehicle Fatalities**



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

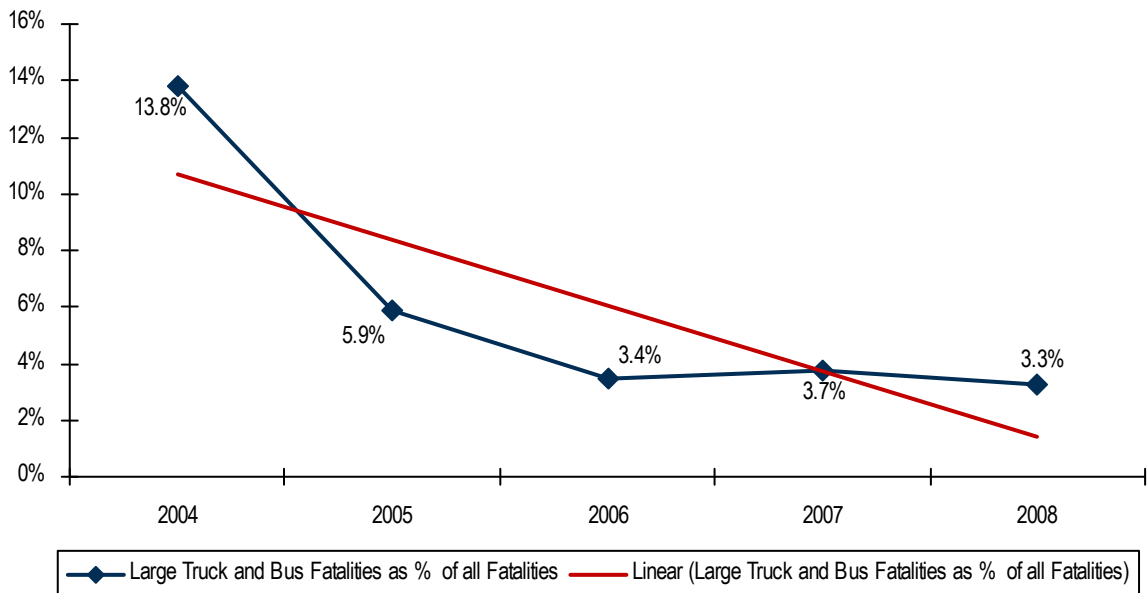


**Figure 29. Railroad Fatalities as Percent of Total Fatalities**



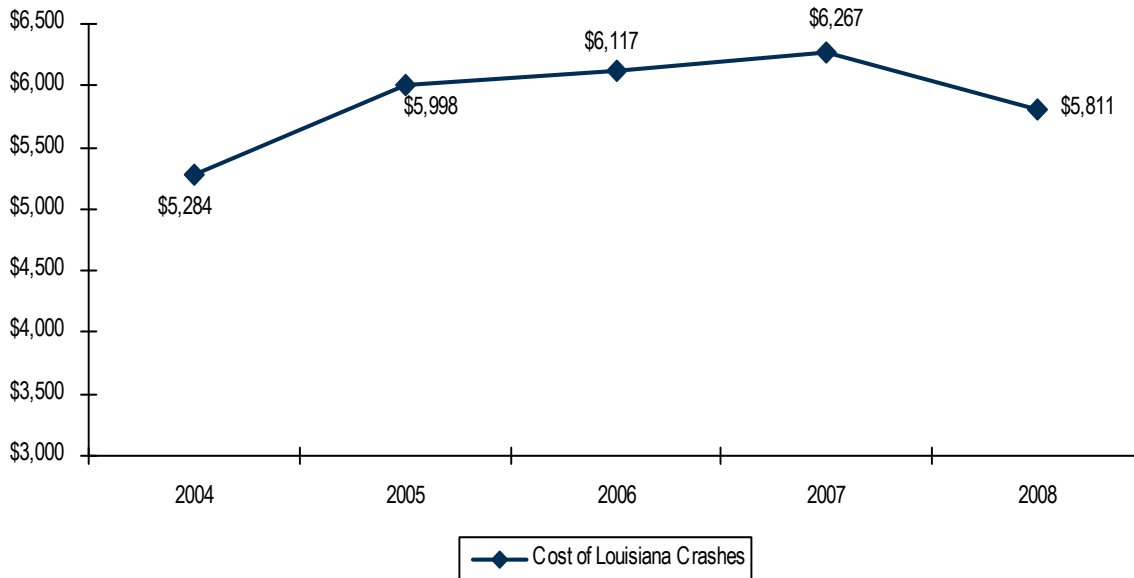
Source: Louisiana State University Highway Safety Research Group (state data).

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



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

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



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

## 2.4 Louisiana Highway Safety Problem ID Parishes

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

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

In 2008, Louisiana's problem ID parishes account for:

- 69.8 percent of the State's total licensed driver population;
- 76.4 percent of total fatal and injury crashes;
- 57.9 percent of motor vehicle crash-related fatalities;
- 75.9 percent of fatal and injury crashes involving drivers age 15 to 20 years;
- 58.8 percent of all alcohol-related fatalities;
- 80.0 percent of motorcyclist fatalities; and
- 72.7 percent, or \$4.2 million, of motor vehicle crash costs to the State of Louisiana.

In addition to the top Parishes by population, LHSC looked at the Parishes with the greatest number of fatalities. Three additional Parishes were identified as having a significant number of fatalities within the State. These Parishes include Acadia, St. John, and Jefferson Davis.

The LHSC also identified 17 additional parishes that significantly impact the State's overall alcohol-related crash statistics, referred to as the "alcohol problem ID parishes." These parishes include:

- Iberia
- Acadia
- Vermilion
- St. Martin
- St. Charles
- St. Martin
- Vernon
- St. John
- Washington
- Webster
- St. Bernard
- Avoyelles
- Lincoln
- Beauregard
- Natchitoches
- Evangeline
- Jeff Davis

In 2008, these additional parishes made up 20 percent of the total alcohol-related fatal and injury crashes and 22 percent of alcohol-related fatalities.

When examining where alcohol-related fatalities occurred in 2008, 16 Parishes recorded significantly high proportions of their total fatalities as alcohol-related (i.e., of the five fatalities in St. Bernard Parish, all five were alcohol-related), including:

- St. Bernard
- East Carroll
- Claiborne
- St. Helena
- St. James
- Avoyelles
- Vernon
- Pointe Coupee
- St. Martin
- Lafayette
- Acadia
- Jackson
- Winn
- West Carroll
- Allen
- Webster

## 2.5 Louisiana Highway Safety Goals and Performance Measures

The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. Table 6 identifies the program areas that will be emphasized in Louisiana's highway safety program in FFY 2010, with related goals and performance measures. Details of the program area strategies are provided in Section 3.0. Based on a review of one-, three-, and five-year crash data trends, the LHSC Planner and Assistant Director identify realistic, measurable goals and identify performance measures for each program area. In 2009, LHSC and the LDOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the new AASHTO goal of halving fatalities by 2030. Since the LDOTD will update its SHSP in 2009, it will recommend to stakeholders that the SHSP reflect this overall goal as well. To estimate the goals for FFY 2010 HSPP, LHSC calculated the rate of change, based on a five-year average that would be necessary each year to halve fatalities in Louisiana by 2030. Although this goal won't change from year to year, the program area goals may change slightly based on the previous year's accomplishments. For example, if the State does not achieve a reduction of 4.5 percent in the total number of fatalities in 2010, then the subsequent year's goal (percent reduction) will need to be adjusted.

**Table 6. Program Area Goals and Performance Measures<sup>6,7</sup>**

<b>Program Area</b>	<b>Measurable Goals</b>	<b>Performance Measures</b>
<b>Overall</b>	<p>To decrease fatalities from a five-year average of 956 (2004 to 2008) to 912 by 2010, a 4.5 percent reduction.</p> <p>To decrease serious injuries by 4.5 percent from a five-year average (2004 to 2008) of 15,460 to 14,758 by 2010.</p> <p>To decrease fatalities per 100 M VMT by 10 percent from 2.0 in 2008 to 1.8 in 2010.</p>	<p>Number of motor vehicle-related fatalities.</p> <p>Number of motor vehicle-related serious injuries.</p> <p>Fatality rate per 100 M VMT.</p>
<b>Alcohol Impaired Driving</b>	<p>To decrease alcohol impaired fatalities by 2.3 percent from a five-year average of 347 (2004 to 2008) to 331 in 2010.</p>	<p>Number of alcohol impaired driving traffic fatalities</p> <p>Number of fatalities involving a driver or motorcycle operator with .08+ BAC.</p>
<b>Occupant Protection</b>	<p>To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 74.5 percent in 2009 to 76.5 percent in 2010.</p> <p>To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 9 percent from a five-year average of 424 (2004 to 2008) to 405 in 2010.</p>	<p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2010 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p>
<b>Traffic Records</b>	<p>To support the improvement of road safety through the collection, integration, and analysis of traffic safety data.</p> <p>To improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the crash data system.</p> <p>To improve the accuracy of the roadway system.</p> <p>To improve the timeliness of the citation/adjudication system.</p> <p>To improve the completeness of the driver license/history system.</p>	<p>LA will improve the accuracy of the CDS as measured in terms of a decrease in the percent of vehicle crash records with missing driver license number, from a baseline of 7 to 5 in FY 2006; 4 in FY 2007; 3 in FY 2009; and 3 in FY 2010.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of law enforcement agencies with a significant drop in crash reporting from one year to the next, from a baseline of 7, to 5 in FY 2006; 4 in FY 2007; 3 in FY 2008, 3 in FY 2009; and 2 in FY 2010.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of unreported VINs, from a baseline of 19 to 17 in FY 2006; 15 in FY 2007; 12 in FY 2008; 10 in FY 2009; and 10 in FY 2010.</p> <p>LA will improve the integration of the CDS as measured in terms of an increase in integration of all systems with the CDS, from a baseline of 0 to 16.7 percent in 2006; 16.7 percent in FY 2007; 33.3 percent in FY 2008; 50 percent in FY 2009; and 67 percent in 2010.</p>

<sup>6</sup> Program Area strategies are described with corresponding project descriptions in the Highway Safety Plan, Section 3.0.

<sup>7</sup> Note: All crash data provided reflects State data (provided by the Louisiana State University Highway Safety Research Group), unless noted otherwise.

**Table 6. Program Area Goals and Performance Measures (continued)**

Program Area	Measurable Goals	Performance Measures
<b>Traffic Records (continued)</b>		<p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 30 days of the crash, from a baseline of 29, to 35 in FY 2006; 50 in FY 2007; 60 in FY 2008; 70 in FY 2009; and 80 in FY 2010.</p> <p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 60 days of the crash, from a baseline of 39, to 45 in FY 2006; 50 in FY 2007; 60 in FY 2008; 75 in FY 2009; and 80 in FY 2010.</p> <p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 90 days of the crash, from a baseline of 51, to 60 in FY 2006; 70 in FY 2007; 80 in FY 2008; 85 in FY 2009; and 90 in FY 2010.</p> <p>LA will improve the timeliness of the CDS as measured in terms of an increase in the percent of fatal crash reports entered into the statewide CDS within 60 days of the crash, from a baseline of 70, to 75 in FY 2006; 80 in FY 2007; 85 in FY 2008; 90 in FY 2009; and 95 in FY 2010. LA will improve the uniformity of the CDS as measured in terms of an increase in the percent of MMUCC compliant data elements on the crash report, from a baseline of 87, to 87 in FY 2006; 87 in FY 2007; 87 in FY 2008; 87 in FY 2009; and 95 in FY 2010.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant elements in the data dictionary, from a baseline of 68 to 87 in FY 2006; 87 in FY 2007; 87 in FY 2009; and 95 in FY 2010.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in the percent compliance of the crash report's data attributes with MMUCC, from a baseline of 61, to 61 in FY 2006; 61 in FY 2007; 61 in FY 2008; 61 in FY 2009; and 95 in FY 2010.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant attributes in the data dictionary, from a baseline of 51 to 68 in FY 2006; 68 in FY 2007; 67 in FY 2009; and 95 in FY 2010.</p> <p>LA will improve the accuracy of the roadway system as measured in terms of an increase in the percent of crash records capable of being linked with GIS, from a baseline of 63, to 65 in FY 2006; 65 in FY 2007; 70 in FY 2008; 75 in FY 2009; and 80 in FY 2010.</p> <p>LA will improve the timeliness of the Citation/Adjudication system as measured in terms of a decrease in the average number of days between conviction and driver history posting, from a baseline of 90, to 90 in FY 2006; 80 in FY 2007; 60 in FY 2008; 45 in FY 2009; and 30 in FY 2010.</p>

**Table 6. Program Area Goals and Performance Measures (continued)**

Program Area	Measurable Goals	Performance Measures
<b>Traffic Records (continued)</b>		<p>LA will improve the completeness of the Driver License/History system as measured by an increase in the percent of courts submitting conviction data, from a baseline of 33, to 33 in FY 2006; 33 in FY 2007; 50 in FY 2008; 75 in FY 2009; and 90 in FY 2010.</p> <p>LA will improve the accuracy of the CDS as measured in terms of an increase in the percent of records received from agencies with valid Lat/long coordinates within the State of Louisiana, from a baseline of 24 to 25 in FY 2006; 30 in FY 2007; 40 in FY 2008; 50 in FY 2009; and 60 in FY 2010. LA will improve the completeness of the CDS as measured in terms of a decrease in percent of vehicle crash reports with missing or incomplete driver information, from a baseline of 4.7 to 4.4 in FY 2007; 4 in FY 2008; 3.5 in FY 2009; 3 in FY 2010; and 2.5 in FY 2011.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 27.3 to 14 in FY 2007; 7 in FY 2008; 4 in FY 2009; 3.5 in FY 2010; and 3 in FY 2011.</p> <p>LA will improve the accessibility of the CDS as measured in terms of an increase in the percent of law enforcement agencies submitting crash reports electronically to the State's crash report database that have access to reporting tools allowing them to analyze their local crash data, from a baseline of 0 to 10 in FY 2008; 40 in FY 2009; 80 in FY 2010; and 100 in FY 2011.</p>
<b>Motorcycles</b>	<p>To decrease motorcycle fatalities by 4.7 percent from a five-year average of 85 (2004 to 2008) to 81 by 2010.</p> <p>To decrease unhelmeted motorcyclist fatalities by 4.1 percent from a five-year average of 24 (2004 to 2008) to 23 in 2010.</p> <p>To decrease motorcycle fatal and serious injury crashes by 4.5 percent from a five-year average of 2,826 (2004 to 2008) to 2,698 in 2010.</p>	<p>Number of motorcyclist fatalities.</p> <p>Number of unhelmeted motorcyclist fatalities.</p> <p>Number of motorcycle fatal and serious injury crashes.</p>
<b>Police Traffic Services</b>	<p>To decrease speeding-related fatalities by 4.3 percent from a five-year average of 232 (2004 to 2008) to 223 in 2010.</p> <p>To decrease alcohol impaired fatalities by 2.3 percent from a five-year average of 347 (2004 to 2008) to 331 in 2010.</p> <p>To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 74.5 percent in 2009 to 76.5 percent in 2010.</p> <p>To decrease number of fatal crashes involving young drivers by 6.7 percent from an average of 233 (2004 to 2008) to 222 in 2010.</p> <p>To decrease pedestrian fatalities by 4.7 percent from a five year of 105 (2004 to 2008) to 100 by 2010.</p>	<p>Number of speeding-related fatalities.</p> <p>Number of alcohol impaired driving traffic fatalities.</p> <p>Number of fatalities involving a driver or motorcycle operator with .08+ BAC.</p> <p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2010 seat belt observation survey.</p> <p>Number of drivers age 20 or younger involved in fatal crashes.</p> <p>Number of pedestrian fatalities.</p> <p>Number of seat belt citations issued during grant-funded enforcement activities.</p>

**Table 6. Program Area Goals and Performance Measures (continued)**

<b>Program Area</b>	<b>Measurable Goals</b>	<b>Performance Measures</b>
<b>Police Traffic Services (continued)</b>	<p>To increase the number of seat belt citations issued during grant-funded enforcement activities by 18 percent from 20,690 in 2008 to 24,414 in 2010.</p> <p>To increase the number of impaired driving arrests made during grant-funded enforcement activities by 7 percent from 1,995 in 2008 to 2,135 in 2010.</p> <p>To increase the number of speeding citations issued during grant-funded enforcement activities by 15 percent from 19,983 in 2008 to 22,980 in 2010.</p>	<p>Number of impaired driving arrests made during grant funded enforcement activities.</p> <p>Number of speeding citations issued during grant-funded enforcement activities.</p>
<b>Safe Communities</b>	<p>To decrease speeding-related fatalities by 4.3 percent from a five-year average of 232 (2004 to 2008) to 223 in 2010.</p> <p>To decrease fatalities involving a driver or motorcycle operator with .08+ BAC by 2.3 percent from a five-year average of 347 (2004 to 2008) to 331 in 2010.</p> <p>To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 74.5 percent in 2009 to 76.5 percent in 2010.</p> <p>To decrease fatal crashes involving young drivers by 6.7 percent from a five-year average of 233 (2004 to 2008) to 222 in 2010.</p> <p>To decrease pedestrian fatalities by 4.7 percent from a five year of 105 (2004 to 2008) to 100 by 2010.</p> <p>To decrease number of fatal crashes involving young drivers by 6.7 percent from an average of 233 (2004 to 2008) to 222 in 2010.</p>	<p>Number of motor vehicle-related fatalities.</p> <p>Number of motor vehicle-related serious injuries.</p> <p>Fatality rate per 100 M VMT.</p> <p>Number of speeding-related fatalities.</p> <p>Number of alcohol impaired driving traffic fatalities.</p> <p>Number of fatalities involving a driver or motorcycle operator with .08+ BAC.</p> <p>Statewide seat belt use rate, front seat outboard occupants, as determined by the 2010 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p> <p>Number of pedestrian fatalities.</p> <p>Number of drivers age 20 or younger involved in fatal crashes.</p>
<b>Railgrade/Highway</b>	To decrease railgrade fatalities by 7 percent from a five-year average of 16 (2004 to 2008) to 14 in 2010.	Number of highway-rail grade fatalities.
<b>Planning and Administration</b>	<p>To administer the State and Community Highway Safety Grant Program and other state and Federal funded highway safety programs.</p> <p>To plan for coordinated highway safety activities.</p> <p>To use strategic resources most effectively.</p> <p>To decrease traffic crashes, deaths, and injuries.</p>	Quality and timeliness of annual programs, plans, and evaluation reports



## 3.0 Highway Safety Plan

This section describes the LHSC's leading program areas for FFY 2010 and provides the strategies and programs and projects planned for the upcoming year. A comprehensive table of all projects is provided at the end of this section (Table 9).

### 3.1 Impaired Driving

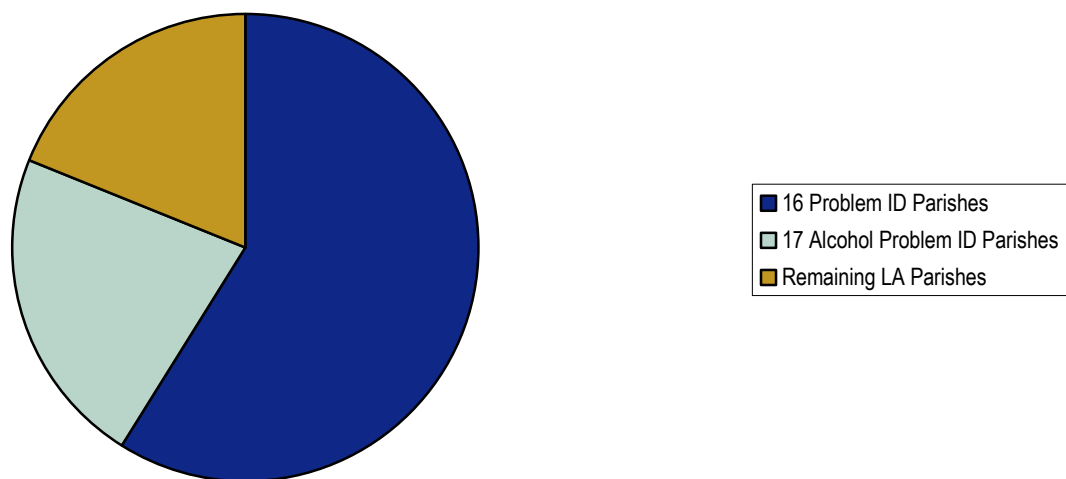
#### Problem Identification and Analysis

Louisiana has exceeded the national average for the percent of alcohol-related fatal crashes from 2004 through 2008. Louisiana has a low DWI prosecution rate, and therefore a high recidivism rate. Driving after drinking is taken too lightly in Louisiana. A cultural shift toward understanding the realities and consequences of drinking and driving must take place.

Louisiana has a Zero Tolerance law (.02 blood alcohol concentration (BAC)) for impaired drivers less than 21 years of age. However, 18- to 20-year-olds are allowed to enter bars in Louisiana. In 2007 there were 2,698 15- to 20-year-olds were arrested for DWI. Among the 15- to 20-year-old population there were 700 alcohol-related fatal and injury crashes in Louisiana in 2008.

In 2008, Louisiana's alcohol-related fatalities were concentrated within the 16 problem ID parishes referenced in Section 2.4 and in the 17 additional alcohol problem ID parishes areas of the State, as illustrated in Figure 32.

**Figure 32. Alcohol-Related Fatalities by Problem ID Parish**  
2008



## Goals

- To decrease alcohol impaired fatalities by 2.3% from a five year average of 347 (2004-2008) to 331 in 2010.

## Performance Measures

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

## 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 with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
3. The LHSC will contract with the expectation that each of the participating law enforcement agencies will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year. Forty-five law enforcement agencies are contracted to work strictly DWI overtime enforcement, an additional seven agencies are contracted to work strictly underage drinking enforcement, and an additional 33 agencies are contracted to work all traffic safety enforcement, including DWI. See Police Traffic Services (PTS) section for alcohol-specific contracts for enforcement. Additional impaired driving overtime on highways and roads will be contracted through Louisiana State Police, the Louisiana Alcohol Tobacco Control Agency, the East Baton Rouge Alcohol Beverage Control Board, and the Louisiana Department of Wildlife and Fisheries.
4. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drunk Driving. Over the Limit. Under Arrest.” campaign.
5. Identify, fund, and assist in the implementation of impaired driving prevention programs for adults and underage drinking prevention programs for 15- to 20-year-olds.
6. Identify, fund, and assist in the implementation of impaired driving prevention programs at universities to target 18-23 year olds.
7. Produce and distribute public information and educational materials to combat impaired driving and underage drinking.
8. Develop new, and strengthen existing, impaired driving prevention networks and associations.
9. Support the ongoing development of DWI courts in Louisiana by funding three new DWI courts and funding travel expenses for burgeoning DWI courts to attend training provided by the National Center for DWI Courts.
10. Contract with a Judicial Resource Liaison to strengthen relationships with judicial system partners, to provide outreach, information, and training to Louisiana judges on impaired driving laws.
11. Address repeat offenders through legislation, education, public information, and DWI Courts.

12. Continue research and implementation planning of a streamlined, electronic DWI processing system to reduce the time needed to process a DWI arrest.
13. Study the effectiveness of the use of pretrial diversion programs.
14. Implement the recommendations of the alcohol assessment report through direction and guidance of an Alcohol Assessment Implementation Coordinator.
15. Via the Louisiana State Police contract, conduct one Standardized Field Sobriety Test (SFST) Instructor and one Drug Recognition Expert (DRE) course in 2010.
16. Provide paid media programming to support the National “Drunk Driving. Over the Limit. Under Arrest.” campaign.
17. Provide paid media outreach for state planned impaired driving education.
18. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the impaired driving outreach program.
19. The LHSC will measure the Gross Rating Point average for the impaired driving campaigns for network buys at the end of the fiscal year.

## Programs and Projects

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### **Project Title – The Early Drive Program**

**Project Number** – K8FR 2010-30-00-00

**Program Description** – The Early Drive program will provide Impaired Driving workshops to middle schools, high schools, and community based organizations focused on impaired driving prevention, including the risks, personal and business financial loss, injury, and/or death in the Greater Baton Rouge and New Orleans area. Represent the LHSC at various impaired driving conferences and community outreach activities.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$36,000.00 Section 410 FR

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### **Project Title – Think First**

**Project Number** – K8FR 2010-05-00-00

**Program Description** – Coordinate and implement 50 Think First programs on underage drinking and impaired driving for teens and corporate/community traffic safety programs in a 12 parish area (Caddo, Bossier, Webster, Bienville, DeSoto, Red River, Sabine, Natchitoches, Claiborne, Lincoln, Winn, and Jackson parishes). Selected participants will be provided with pre and post tests and a post program evaluation questionnaire which will determine what information the participant retained, what the participant felt was effective and what behavior modifications would be made. The data will be evaluated to confirm efficacy and make recommendations for any changes that need to be made.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$53,040.00 Section 410 FR

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**Project Title – University of Louisiana at Monroe****Project Number** – K8FR 2010-33-00-00**Program Description** – Reduce fatal and injury crashes by working overtime impaired driving enforcement. Encourage officers participating in the project to obtain SFST certification. Purchase equipment as necessary to facilitate enforcement efforts. Participate in a minimum of eight DWI checkpoints (two per quarter) throughout the project period. Support NHTSA impaired driving campaign through enforcement and media efforts.**Project Staff** – Nichole Davis**Project Budget/Source** – \$14,190.00 Section 410 FR

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**Project Title -Troop A Area DWI Diversity Coordinator****Project Number** – K8FR 2010-28-00-00**Project Description** – Provide diversity outreach and Impaired Driving presentations in the Troop A and surrounding areas. Distribute NHTSA impaired driving materials within the African American community. Collaborate with faith communities in educating their congregations on the dangers of drinking and driving. Act as a LHSC spokesperson for impaired driving issues at designated community, faith based, social, collegiate and press events (e.g. Bayou Classic Press event, Essence Festival, etc.) within the African American community.**Project Staff** – Nichole Davis**Project Budget/Source** – \$32,900.00 Section 410 FR

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**Project Title – Troop B Area DWI Diversity Coordinator****Project Number** – K8FR 2010-29-00-00**Project Description** – Provide diversity outreach and Impaired Driving presentations in the Troop B and surrounding areas to the Louisiana/Mississippi state line. Distribute NHTSA impaired driving materials within the African American community. Collaborate with faith communities in educating their congregations on the dangers of drinking and driving. Act as a LHSC spokesperson for impaired driving issues at designated community, faith based, social, collegiate and press events (e.g. Essence Festival, French Quarter Festival, Voodoo Festival, Jazz Festival, and Bayou Classic Press Event, etc.) within the African American community.**Project Staff** – Nichole Davis**Project Budget/Source** – \$32,900.00 Section 410 FR

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**Project Title – North Louisiana DWI Diversity Coordinator****Project Number** – K8FR 2010-26-00-00**Project Description** – Provide diversity outreach and Impaired Driving presentations in North Louisiana to the Louisiana/Arkansas state line. Distribute NHTSA impaired driving materials within the African American community. Collaborate with faith communities in educating their congregations on the dangers of drinking and driving. Act as a LHSC spokesperson for impaired driving issues at designated community, faith based, social, collegiate and press events within the African American community.**Project Staff** – Nichole Davis**Project Budget/Source** – \$32,900.00 Section 410 FR

**Project Title – Central Louisiana DWI Diversity Coordinator****Project Number** – K8FR 2010-25-00-00

**Project Description** – Provide diversity outreach and Impaired Driving presentations in Central Louisiana to the Louisiana/Texas state line. Distribute NHTSA impaired driving materials within the African American community. Collaborate with faith communities in educating their congregations on the dangers of drinking and driving. Act as a LHSC spokesperson for impaired driving issues at designated community, faith based, social, collegiate and press events within the African American community.

**Project Staff** – Nichole Davis**Project Budget/Source** – \$32,900.00 Section 410 FR

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**Project Title – Hispanic DWI Diversity Coordinator****Project Number** – K8FR 2010-27-00-00

**Project Description** – Provide diversity outreach and Impaired Driving presentations in the Greater New Orleans and surrounding areas. Distribute NHTSA impaired driving materials within the Hispanic community. Collaborate with faith communities in educating their congregations on the dangers of drinking and driving. Act as a LHSC spokesperson for impaired driving issues at designated community, faith based, social, collegiate and press events within the Hispanic community.

**Project Staff** – Nichole Davis**Project Budget/Source** – \$32,900.00 Section 410 FR

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**Project Title – Beta Iota Lambda Foundation, Inc.****Project Number** – K8FR 2010-31-00-00

**Project Description** – This program provides for the purchase and distribution of NHTSA impaired driving materials at all Southern and Grambling University sporting events (e.g. football, basketball, volleyball, softball, and baseball).

**Project Staff** – Nichole Davis**Project Budget/Source** – \$20,000.00 Section 410 FR

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**Project Title – Tangipahoa Parish DUI/Impaired Driver Youth Awareness Program****Project Number** – K8FR 2010-39-00-00

**Project Description** – The Tangipahoa Parish TRACC (Tangipahoa Reducing Alcohol Consumption and Consequences) program will strategically address the problem of impaired driving in Tangipahoa Parish, primarily concentrating on young drivers. The TRACC program will form a taskforce that will include law enforcement, private and public school representatives, non-profit organizations such as Tangipahoa Alcohol and Drug Abuse Council (TADAC), public officials, and parent citizens. In addition TRACC will sponsor two impaired driving leadership rallies and trainings for local high school students. These rallies/trainings will be a collaborative effort among project partners Tangipahoa Sheriff's Office, the Tangipahoa Alcohol and Drug Abuse Council (TADAC), the Florida Parishes Human Services Authority Prevention Services, and Southeastern Louisiana University.

**Project Staff** – Nichole Davis

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**Project Budget/Source** – \$32,262.00 Section 410 FR

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**Project Title** – **Acadiana Transportation Safety Coalition/Lafayette Consolidated Government**

**Project Number** – K8FR 2010-37-00-00

**Project Description** – The Acadiana Transportation Safety Coalition will seek to solicit participation from educational institutions, law enforcement agencies, engineering entities, health/hospitals, the faith based community, and private industry to coordinate and sponsor 5 Project Graduation events in Lafayette Parish. In addition, the ATSC will access and coordinate services and activities with existing alcohol awareness programs to organize the Project Graduation efforts. Outreach efforts will be made to work closely with Project Graduation programs, local festivals and events, and area merchants to provide commodities (pens, key chains, etc.) for distribution.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$31,811.00 Section 410 FR

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**Project Title** – **College Speaker for Impaired Driving Prevention – Statewide**

**Project Number** – K8FR 2010-04-00-00

**Project Description** – Conduct impaired driving prevention presentations statewide at four-year universities and community colleges, including presentations to fraternities, sororities, student government associations, academic organizations, and others.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$36,000.00 Section 410 FR

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**Project Title** – **Hip Hop Doc**

**Project Number** – K8FR 2010-03-00-00

**Project Description** – Conduct 18 presentations to high schools in East Baton Rouge and surrounding parishes focusing on impaired driving, blood alcohol concentration (BAC), DUI and DWI laws and the long term and short term effects of alcohol use on the body. Dr. Whitfield will also perform a rap song during his presentation on the effects and consequences of impaired driving, distribute 50 Impaired Driving Prevention resource kits to high schools in the East Baton Rouge and surrounding parishes, design a landing page/web page dedicated specifically to the prevention of impaired driving to the public, and develop and distribute a comic book on the effects and consequences of Impaired Driving and Underage Drinking.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$49,999.00 Section 410 FR

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**Project Title** – **Council on Alcohol and Drug Abuse (CADA)**

**Project Number** – K8FR 2010-38-00-00

**Program Description** – The Council on Alcohol and Drug Abuse (CADA) will coordinate and teach 254 units of alcohol prevention and impaired driving modules to 6,500 12-18 year olds. These modules will be taught in Greater New Orleans area to address only alcohol prevention modules.

**Project Staff** – Nichole Davis

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

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**Project Title** – Louisiana Department of Justice/U Drink, U Drive, U Walk

**Project Number** – K8FR 2010-07-00-00

**Program Description** – The primary goal of the U Drink U Drive U Walk program is to educate youth about the dangers and legal consequences of underage drinking and driving. The U Drink, U Drive, U Walk program will provide the following prevention services: Develop, print and disseminate legal education posters, brochures, and pledge cards; Develop and disseminate public service announcements and educational materials for Orange Ribbon Month; Subcontract 20 school tours with a guest speaker for Orange Ribbon month; Conduct 15 U Drink, U Drive, U Walk In-Services, Back to School and End of School Summits, and Youth Leadership Retreat.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$127,300.00 Section 410 FR

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**Project Title** – Louisiana Youth Prevention Services

**Project Number** – K8FR 2010-06-00-00

**Program Description** – LYPS will plan and coordinate all aspects of the 3 day annual state Taking Action! Louisiana Youth Conference that will be held April 9-11, 2010 and provide an evaluation of the conference. LYPS will implement and coordinate the 3 training meetings for the LHSC Youth Advisory Council (January, June, and September). The YAC is comprised of 8-12 grade students from across Louisiana who is focused on issues of traffic safety, underage drinking prevention, and reducing youth crashes. LYPS will conduct 2 one day trainings for adult advisors of youth prevention organizations that focus on the prevention of underage drinking. Advisors will become familiar with LHSC programs, mission, and calendar of events for youth programming. Training will include empowering youth to work in their school and communities. LYPS is responsible for the initial contact with the company/organization, making the presentation, and providing follow-up materials for the Parental Guidance Campaign and Not On Your Life Campaign. Parental Guidance is an adult outreach that educates adults on the consequences of underage drinking, makes them aware of crash data involving youth and the real cost to the community. Not On Your Life campaign works with alcohol retailers to ensure that the laws regarding sales of alcohol to underage youth are upheld. LYPS will conduct 2 one day Courage to Live trainings where high school teams of students and their advisor are trained to teach good decision-making skills as it relates to the prevention of underage drinking and good highway safety practices.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$200,000.00 Section 410 FR

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**Project Title** – Medical Center of New Orleans/Sudden Impact Program

**Project Number** – K8FR 2010-02-00-00

**Program Description** – The Sudden Impact Program is a multidisciplinary program that addresses underage drinking and impaired driving by educating students in small presentations and addressing the adolescents' concerns from a victim's perspective, law enforcement and Trauma teams' perspectives, the Sudden Impact Program will raise awareness of the dangers of driving intoxicated and change high risk behavior. The purpose of Sudden Impact is to

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prevent injuries and fatalities from driving impaired and/or unrestrained by raising awareness, changing attitudes and behavior regarding alcohol and drug use, and offering choices as alternatives to risk taking behaviors. Sudden Impact provides testimony to the ramifications of driving while impaired from a medical, law enforcement, and victims' perspective. The 7 hour program is located at the Medical Center of New Orleans Trauma Center, placing the teens in an unfamiliar environment. Local high schools commit to 30 sophomore students per 7 hour session until the entire sophomore class has completed the program. Schools must also participate in 3 out of 12 reinforcement activities as well as pre and post testing of the participants.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$17,100.00 Section 410 FR

**Project Title – Southern University Police Department**

**Project Number** – K8FR 2010-34-00-00

**Project Description** – Reduce fatal and injury crashes by working overtime impaired driving enforcement. Encourage officers participating in the project to obtain SFST certification. Purchase equipment as necessary to facilitate enforcement efforts. Participate in a minimum of eight DWI checkpoints (two per quarter) throughout the project period. Support NHTSA impaired driving campaign through enforcement and media efforts.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$3,550.00 Section 410 FR

**Project Title – McNeese State University**

**Project Number** – K8FR 2010-32-00-00

**Project Description** – Reduce fatal and injury crashes by working overtime impaired driving enforcement. Encourage officers participating in the project to obtain SFST certification. Purchase equipment as necessary to facilitate enforcement efforts. Participate in a minimum of eight DWI checkpoints (two per quarter) throughout the project period. Support NHTSA impaired driving campaign through enforcement and media efforts.

**Project Staff** – Nichole Davis

**Project Budget/Source** – \$6,515.00 Section 410 FR

**Project Title – DWI Court Coordinator**

**Project Number** – K8FR 2010-08-00-00

**Project Description** – Conduct a program to monitor existing Louisiana DWI Courts and generate interest in forming new DWI Courts. Assist potential DWI Courts in all aspects of forming a new court or hybrid DWI/Drug Court. Research and identify issues impeding the implementation and/or progress of DWI Courts statewide and make policy recommendations.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$49,000 Section 410 FR

**Project Title – Iberia Parish DWI Court**

**Project Number** – K8FR 2010-21-00-00



**Project Description** – This innovative program will employ the non-adversarial team approach that has been used successfully with illicit drug abusers. Iberia Parish DWI Court will provide a specific DWI track for first and second DWI offenders, requiring a minimum twelve months of mandatory treatment. This program will also serve DWI first offenders if there are other significant indicators that the offender is significantly habituated to alcohol or has a poly-drug habituation. This court will target offenders whose prior arrest(s) occurred within the past five years, or first offenders who have poly-drug habituation, or whose blood alcohol level was .15 or greater at the time of arrest. The DWI Court Team consists of the judge, assistant district attorney, defense attorney, program director, probation and compliance officers and treatment professionals. A steering committee of community advisors will serve to ensure the program fulfills its mission of increasing community and highway safety. This program employs a phased approach and uses random and scheduled testing to ensure abstinence from alcohol. Testing policies and procedures for the court are based on established and tested guidelines of the American Probation and Parole Association.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$134,000 Section 410 FR

**Project Title** – St. Mary Parish DWI Court

**Project Number** – K8FR 2010-20-00-00

**Project Description** – This innovative program will employ the non-adversarial team approach that has been used successfully with illicit drug abusers. St. Mary Parish DWI Court will provide a specific DWI track for first and second DWI offenders, requiring a minimum twelve months of mandatory treatment. This program will also serve DWI first offenders if there are other significant indicators that the offender is significantly habituated to alcohol or has a poly-drug habituation. This court will target offenders whose prior arrest(s) occurred within the past five years, or first offenders who have poly-drug habituation, or whose blood alcohol level was .15 or greater at the time of arrest. The St. Mary Parish DWI Court Team consists of the judge, assistant district attorney, defense attorney, program director, probation and compliance officers and treatment professionals. A steering committee of community advisors will serve to ensure the program fulfills its mission of increasing community and highway safety. This program employs a phased approach and uses random and scheduled testing to ensure abstinence from alcohol. Testing policies and procedures for the court are based on established and tested guidelines of the American Probation and Parole Association.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$134,000 Section 410 FR

**Project Title** – Terrebonne Parish DWI Court

**Project Number** – K8FR 2010-01-00-00

**Project Description** – This innovative program has been in operation for three years. This court will continue and expand to include more offenders. The strategy of this court is to provide education and treatment for first and second DWI offenders before they become felons. This program is about public safety, awareness, and prevention. Clients of this court plead guilty and are sentenced to DWI court. The program is for one year and includes education and treatment. Clients have bi-weekly visits to court, and treatment can be up to four times a week depending on the evaluation and progress of the clients. Sanctions and praise are used to help the clients move through the program to graduation. The 10 Guiding Principles for DWI Courts are the foundation of this program.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$124,950.00 Section 410 FR

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**Project Title – 3<sup>rd</sup> Judicial District Attorney’s DWI Court**

**Project Number** – K8FR 2010-24-00-00

**Project Description** – The Third Judicial District encompasses Lincoln and Union Parishes. The Third Judicial District Attorney’s DWI Court project will be advised by a steering committee comprised of representatives of governmental entities, private industry, and community-based organizations. The project will be managed by an eight member team, including a judge, prosecutor, defense counsel, project coordinator, treatment provider, probation officer, law enforcement officer, and evaluator. The project will be designed in compliance with the National Drug Court Institute’s Ten Guiding Principles of DWI Court. The project’s target population is drivers with two or more DWI arrests within a ten year period and drivers with one DWI arrest with a blood alcohol content of .15 or greater. The court will be a post-conviction project, meaning the defendant must enter a plea of guilty to a DWI offense prior to entering the program. Clients will be screened for substance abuse and dependency using an assessment tool approved by the LA Office for Addictive Disorders. Clients will participate for a minimum of one year and participation will be divided into phases with various degrees of enforcement in each phase. Clients will remain in the program for the amount of time necessary to successfully meet all program requirements. Client behavior in all phases will be addressed using sanctions and incentives.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$150,000.00 Section 410 FR

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**Project Title – 4th Judicial District Attorney’s DWI Court**

**Project Number** – K8FR 2010-22-00-00

**Project Description** – The Fourth Judicial District encompasses Morehouse and Ouachita Parishes. The Fourth Judicial District Attorney’s DWI Court is designed to help reduce recidivism. This DWI Court is comprised of a treatment team, the District Attorney’s office, the Indigent Defender’s Office, and the Office of Probation and Parole. This program incorporates the 10 Guiding Principles of DWI Courts. The target population is adults who have been charged with third offense DWI. This court will employ a four-phase approach which includes strategic monitoring of all participants until satisfactory completion of the program. The clients are assigned a case manager and must maintain close contact on a weekly basis. Aftercare is offered to all participants who successfully complete the program. Participant behavior is addressed using sanctions.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$150,000.00 Section 410 FR

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**Project Title – 22nd Judicial District Court DWI Court**

**Project Number** – K8FR 2010-23-00-00

**Project Description** – The Twenty Second Judicial District encompasses St. Tammany and Washington Parishes. The St. Tammany Parish DWI Treatment Court Program supports offenders placement and participation in treatment services, recognizing alcoholism/addiction as a treatable disease in which recovery is more attainable through a treatment process than

personal effort alone. This program also operates off the research driven principles that coerced treatment is effective treatment. The target population of participants to be given treatment will be those non-violent offenders who have two or more DWI convictions, have indicators of a serious alcohol problem (prior alcohol related arrests/convictions, or high BAC at time of arrest) and meet criteria for alcohol abuse/dependence. The program will also accept felons who as part of their sentence must complete this program. The judges of the Twenty-Second Judicial District Court, the Department of State Corrections Probation and Parole, the Twenty Second Judicial District Court's Misdemeanor Probation Office and the Twenty Second Judicial District Attorney's office are committed to the ongoing development of the DWI Court program and recognize the need for a separate court due to the unique problems concerning alcohol addiction. This program has been modeled after the Drug Court treatment program. All individuals convicted of DWI's meeting the standards of admission as deemed by the DWI Treatment Court Judge and living in St. Tammany Parish will participate in the DWI treatment process. Upon adjudication, each offender will complete an orientation with the DWI Court Treatment Center, receive an evaluation and be placed in the DWI Treatment Program. The offenders must have completed all jail/prison sentences prior to entering treatment and must comply with all sentencing requirements. This is a court-supervised treatment-oriented program that targets non-violent participants whose major problems stem from alcohol abuse. The DWI Court is a voluntary program and includes regular court appearances before the DWI Court Judge. Treatment includes drug testing, individual and group counseling, and regular attendance at twelve step meetings. The DWI case manager will coordinate efforts with the treatment provider and the participant's designated probation officer to assure all needs and areas are addressed, as well as advise the DWI Court Judge of any compliance issues. Case management will also assist with obtaining education and skills assessments, and will provide referrals for vocational training, education, and/or job placement services. The program length, determined by the participant's progress, will be no less than one year.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$121,530.00 Section 410 FR

**Project Title** – DWI Court Training for New Courts

**Project Number** – K8FR 2010-36-00-00

**Project Description** – The National Center for DWI Courts (NCDC) will provide training and technical assistance to assist jurisdictions in the design and implementation of an Adult DWI Drug Court. Through participant-focused training programs, the NCDC will provide up to five jurisdictions with the core knowledge, skills, and operational focus necessary to properly plan and implement an Adult DWI Drug Court within the parameters of established best practices in the implementation of the DWI Drug Court model. NCDC will execute one 3.5 day training program for up to five planning teams. The training program series will be designed to take planning sites through the various stages involved in planning and designing an Adult DWI Drug Court, with particular attention to implementation and institutionalization issues. At the conclusion of each program, planning sites will be expected to continue to work within their jurisdictions to complete certain activities before the next program and report their progress to the NCDC DWI Program Manager. This training program incorporates interactive exercises, plenary speakers, and facilitated small group discussions. The training programs will also include a pre-Program Faculty Development Meeting to ensure that all faculty are prepared for the programs through a review of program learning objectives, structure, and goals. Critical information regarding the stature of the planning team will be discussed in order to provide direction in the facilitation of teams during the training programs. The curriculum and accompanying workbooks will serve as the primary teaching tools. Specific information about

the training is discussed below. Each Adult DWI Drug Court planning team will consist of a maximum of eight members, including a judge, a coordinator, prosecutor, public defender/defense attorney, a drug treatment provider, probation officer, law enforcement representative and an evaluator (if the state does not provide one). Planning teams will be expected to identify and confirm team members prior to attending the first training program.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$69,452 Section 410 FR

**Project Title – DWI Court Training for Existing DWI Courts**

**Project Number** – K8FR 2010-35-00-00

**Project Description** –The National Center for DWI Courts provides a one-day training for existing DWI courts. Due to the successful role DWI courts have played in reducing the recidivism rate of DWI offenders across the nation, it is vital that Louisiana take advantage of this opportunity. The four DWI courts in Louisiana are making great progress, but all are relatively new and would benefit from this training.

The National Center for DWI Courts (NCDC) will provide training and technical assistance to assist jurisdictions in the ongoing operations of an Adult DWI Court. The NCDC will ensure that the 10 Guiding Principles for DWI Courts are being strictly followed. Peer exchange regarding success and obstacles to operating a DWI court will be especially beneficial.

The Louisiana Highway Safety Commission will fund this training via the Louisiana Association of Drug Court Professionals (LADCP). The LADCP agreed to use one day of the LADCP Annual Conference in February 2010, usually held in New Orleans, to implement this training. In addition to a DWI court all existing DWI court jurisdictions operate a drug court, and will be attending this conference.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$20,000.00 Section 410 FR

**Project Title – LDAA Prosecutor/Judicial Training Program**

**Project Number** – K8 2010-10-00-00

**Project Description** – The Louisiana District Attorneys Association (LDAA) established and, with this grant, will continue a Traffic Safety Prosecution Program (TSPP) to provide critical support to enhance the capacity of the State’s prosecutors to effectively prosecute traffic safety violations. Under the general direction of the TSPP Coordinator, continued training and technical assistance to prosecuting attorneys throughout the State is provided. The proposed TSPP Coordinator creates opportunities for prosecutors to interact with various organizations to promote a successful statewide traffic safety prosecution program.

The TSPP Coordinator performs a significant amount of self-directed work, providing prosecutors opportunities to enhance their ability to effectively prosecute traffic safety violations, particularly vehicular homicide; crashes involving personal injuries; operating under the influence or while impaired by alcohol or a controlled substance; and operating on a suspended or revoked license.

The TSPP Coordinator possesses a sound and proficient-level of knowledge of controlling statutes, regulations and case law pertaining to traffic safety prosecution; sufficient knowledge to research legal issues where no clearly applicable precedents are available; develop legal opinions through the litigation process or administratively, which may alter the state of the law

in the particular area; explore legal issues that are factually complex and/or for which there is little direct guidance.

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$105,340 Section 410FR

**Project Title – Louisiana Transportation Assistance Program (LTAP)**

**Project Number** – K8FR 2010-39-00-00

**Project Description** – Louisiana Transportation Assistance Program (LTAP) will research, prepare, and conduct two (2) three-day speed management workshops across Louisiana. The workshops will be offered to stakeholders from the following disciplines: law enforcement, traffic safety professionals; advocates, political officials; safety organizations, and others dedicated to improving traffic safety in Louisiana. Following the speed management workshops, LTAP will furnish LHSC a final report including copies of presentation, handouts, fact sheets, and a roster of attendees. LTAP will also research, prepare and conduct impaired driving workshops in each of the 9 troop areas. The workshops will be offered to stakeholders from the following disciplines: law enforcement, traffic safety professionals; advocates, political officials; safety organizations, and others dedicated to improving traffic safety in Louisiana. The impaired driving workshops will distinguish the leading crash areas where impaired driving occurs and present measures for decreasing the impaired driving problem. Following the impaired driving workshops, LTAP will furnish LHSC a final report including copies of presentation, handouts, fact sheets, and a roster of attendees.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$49,900 Section 410FR, \$7,600 Section 402

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

**Project Number** – K8 2010-20-00-00 *through* K8 2010-36-00-00 and K8HV 2010-01-00-00 *through* K8HV 2010-30-00-00

**Project Description** – This strategy will provide subgrants to local police departments and sheriff's offices for DWI overtime enforcement and related equipment. Law enforcement agencies participating in this targeted DWI overtime enforcement program include (all law enforcement agencies are located in the 17 Alcohol Problem ID Parishes):

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| 1. Acadia Sheriff's Office             | 24. Livingston Sheriff's Office (HVE)    |
| 2. Alexandria Police Department (HVE)  | 25. Mandeville Police Department (HVE)   |
| 3. Allen Sheriff's Office              | 26. Monroe Police Department (HVE)       |
| 4. Ascension Sheriff's Office (HVE)    | 27. Natchitoches Police Department (HVE) |
| 5. Avoyelles Sheriff's Office (HVE)    | 28. Opelousas Police Department (HVE)    |
| 6. Baton Rouge Police Department (HVE) | 29. Ouachita Sheriff's Office (HVE)      |
| 7. Beauregard Sheriff's Office         | 30. Pineville Police Department (HVE)    |
| 8. Bogalusa Police Department          | 31. Rapides Sheriff's Office (HVE)       |
| 9. Bunkie Police Department (HVE)      | 32. Rosepine Police Department (HVE)     |
| 10. Caddo Sheriff's Office             | 33. Slidell Police Department (HVE)      |
| 11. Calcasieu Sheriff's Office         | 34. St. Charles Sheriff's Office         |
| 12. Covington Police Department (HVE)  |  |

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|---|---|
| 13. Denham Springs Police Department (HVE)  | 35. St. James Sheriff's Office            |
| 14. East Baton Rouge Sheriff's Office (HVE) | 36. St. John the Baptist Sheriff's Office |
| 15. Gonzales Police Department (HVE)        | 37. St. Landry Sheriff's Office (HVE)     |
| 16. Houma Police Department (HVE)           | 38. St. Tammany Sheriff's Office          |
| 17. Iberia Sheriff's Office                 | 39. Tangipahoa Sheriff's Office (HVE)     |
| 18. Iberville Sheriff's Office              | 40. Terrebonne Sheriff's Office           |
| 19. Jefferson Davis Sheriff's Office (HVE)  | 41. Union Parish Sheriff's Office         |
| 20. Jefferson Sheriff's Office (HVE)        | 42. Varnado Police Department             |
| 21. Lafayette Sheriff's Office (HVE)        | 43. Washington Parish Sheriff's Office    |
| 22. Lafourche Sheriff's Office              | 44. West Monroe Police Department (HVE)   |
| 23. Lincoln Sheriff's Office                | 45. Zachary Police Department (HVE)       |

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – For funding amounts see Table 9, Section 410, and 410 HVE

**Project Title – Impaired Driving Paid Media**

**Project Number** – PM 2010-01-00-00

**Project Description** – Hire a media firm under a Request for proposal. This contract would research and develop a year long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$1,076,449.86 Section 410

**Project Title – Public Relations for Impaired Driving Program**

**Project Number** – PM 2010-15-00-00

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

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$24,500.00 Section 410

**Project Title – Creative Production for 3 new impaired driving commercials**

**Project Number** – K8PM 2010-01-00

**Project Description** – Commercials would be data driven and fulfill gaps in the available Impaired Driving creative provided by NHTSA. Specifically, we have identified a need for diversity messages in alcohol messages.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$180,000.00 Section 410

**Project Title – Judicial Resource Liaison**

**Project Number** – K8 2010-07-00-00

**Project Description** –The Judicial Resource Liaison (JRL) is a full-time independent contract position and no benefits are provided within the scope of the contract. The JRL provides judicial liaison services for the Louisiana Highway Safety Commission and fulfills guidelines, priorities, and goals for the LHSC grant. Duties include: achieve LHSC grant objectives; consult regularly with the Louisiana Judicial College, the Louisiana District Judges Association, the Judiciary Commission of Louisiana, the Judicial Counsel of the Supreme Court of Louisiana, LHSC, NHTSA, and program partners regarding outreach efforts and opportunities; provide Louisiana judges with latest information on significant changes in laws relating to impaired driving, license suspension, breath interlock devices, and other conditions of probation and sentencing; provide training, technical assistance, and support for Louisiana judges handling DWI and other traffic safety issues; update training materials and other resources; oversee the marketing and implementation of DWI court training; formulate a judicial training curriculum and provide DWI court training; develop, update and maintain an interactive DWI bench book; develop network of contacts with judges and judicial education organizations to provide judicial educational materials and information and to help support educational efforts in support of LHSC grant objectives; write and solicit articles for quarterly DWI newsletter to all Louisiana judges; distribute quarterly newsletters via e-mail to all Louisiana judges; and interpret and analyze legal documents, proposed legislation, and legislative amendments and laws and render opinions on the effect of legislation, as assigned.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$100,000.00 Section 410

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**Project Title** – East Baton Rouge ABC

**Project Number** – K8 2010-04-00-00

**Project Description** – Since the inception in 1993, the J.U.D.E. Task Force has continue to be the primary enforcement tool for preventing underage drinking in East Baton Rouge Parish. This program is a multi-agency task force coordinated by the Alcohol Beverage Control office. It is designed to attack the underage drinking problem in East Baton Rouge Parish on a daily basis. Problem areas are targeted and problem businesses are cited along with the underage person. Businesses are targeted based on complaints and information gathered from the community. Once a business has been targeted or fails to comply, continued investigation and surveillance are prevalent to insure compliance is maintained. By having mutual cooperation with other law enforcement agencies and the community, this project will achieve maximum results by decreasing the number of underage drinking as well as the number of DWI cases.

The agency in conjunction with mandatory licensing and the Responsible Vendor/Server training program has set the tone for other agencies to follow. The agency frequently receives requests for assistance from other agencies in other parishes and states to help them turn around their underage drinking problems. Our agency also strives to solve some of the major problems associated with underage and high risk drinking by going to schools and educating young students of the serious consequences related to underage drinking. Continuous investigations by working nights and weekends on compliance checks and special undercover operations will seek out those individuals who use, possess, or manufacture fake or fraudulent identification. A crackdown on this type of operation will greatly benefit the community as well as bars, restaurants, and retail stores by keeping alcohol out of the hands of underage persons.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$138,305.00 Section 410

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**Project Title – Alcohol and Tobacco Control****Project Number – K8 2010-08-00-00**

**Project Description –** Alcohol Tobacco Control (ATC) will utilize the Cops in Shops program to place undercover agents in alcoholic beverage outlets to detect underage persons attempting to purchase alcohol as well as underage persons utilizing fraudulent identification and persons over 21 to procure alcohol for underage persons. Additionally, ATC will conduct enforcement operations at high risk events and locations including fairs, festivals, sporting events, and other special events where large numbers of youth are present, and alcoholic beverages are present. ATC will conduct a total of 4800 hours of overtime underage enforcement to reduce the incidence of underage procurement of alcoholic beverages.

**Project Staff –** Angie W. Jones**Project Budget/Source –** \$170,040 Section 410

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**Project Title – Baton Rouge Collegiate Alliance****Project Number – K8 2010-12-00-00**

**Project Description –** The Louisiana Center Addressing Substance Use (LaCASU) in Collegiate Communities is located at Louisiana State University in Baton Rouge, LA. LaCASU is comprised of two independent and interdependent coalitions: the Baton Rouge Collegiate Alliance (BRCA) and the Louisiana Higher Education Coalition to Reduce Alcohol, Tobacco, and Other Drugs (LaHEC). The missions of LaCASU is to foster safe and healthy collegiate communities by reducing problems associated with students' substance use through the process of collaboration among institutions of higher education and key community and state stakeholders. LaCASU employs evidence-based environmental management strategies to address the negative consequences of alcohol and other drug use. The BRCA serves as the advocacy implementation arm of the Center. BRCA's partners include Baton Rouge Community College, Louisiana State University, Our Lady of the Lake College, Southern University, East Baton Rouge Parish (EBRP) Metropolitan Council, EBRP Attorney's Office, EBRP Alcohol Beverage Control, Baton Rouge Police Department, EBRP Sheriff's Office, Downtown Development District, MADD Louisiana, Louisiana Alcohol and Tobacco Control, EBRP School System ICARE Program, Louisiana Highway Safety Commission, Louisiana Department of Health and Hospitals, neighborhood associations, and other partners as appropriate. BRCA will work with local law enforcement agencies to record and track alcohol and drug related incidents on police reports made during call responses. Additionally, BRCA will work with local law enforcement to record and track place of last drink information from people suspected of driving under the influence. The data will be used to evaluate enforcement efforts, better direct enforcement coverage, and secure additional funding and support for alcohol related policies and enforcement efforts. BRCA will utilize various research and literature resources to educate the EBRP Metro Council about the benefits of limiting alcohol outlet licenses in districts already heavily populated with outlets. BRCA will work with the EBRP Alcohol Beverage Control Office to monitor advertisements and promotions of alcohol outlets to identify content that encourages high risk drinking behavior which can lead to impaired driving and other consequences. BRCA will implement the latest, evidence-based community change approach to address alcohol related problems in identified high risk environments such as residential neighborhoods, public fairs and festivals, special events, and sporting events.

BRCA will work with representatives from LSU, Southern University, Baton Rouge Community College, and Our Lady of Lake College to enhance awareness regarding "Minimum Legal



Drinking Age (MLDA)” research and reports among senior university administrators and students. Further, BRCA will enhance awareness regarding MLDA among city-parish government officials. BRCA will co-host an annual professional development summit with LaHEC to highlight effective strategies to reduce high risk drinking and drug use and impaired driving in model communities.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$100,118 Section 410

**Project Title – Southeastern Louisiana University – Project Lion Pride**

**Project Number** – K8 2010-16-00-00

**Project Description** – Project Lion Pride (PLP) is a collaborative effort between Southeastern’s Police Department and Counseling Center. Its mission is to promote alcohol education, encourage safe choices regarding alcohol consumption and to reduce impaired driving. It will address its mission through an educational component and a student-led task force component.

The first component to accomplish PLP’s mission is through education which will be implemented in the following ways: billboards near local bars to advertise message regarding impaired driving and safe alcohol choices; brochures regarding alcohol related uses will be purchased and distributed at a variety of student events, such as sporting events, housing workshops, etc.; an online alcohol prevention program will be provided for incoming freshman; and a minimum of two public programs will be hosted with a focus on the hazards and consequences of impaired driving. The student led task force will be comprised of Southeastern students who will work closely with the coordinator of PLP. This task force will use a two prong approach to reach peers: a leadership/mentoring approach and social norm campaign. For the leadership/mentoring approach, the PLP coordinator, and 4 members of the student led task force will attend the Bacchus Network General Assembly to participate in the Certified Peer Educator (CPE) Training. This 12 hour training teaches skills to help peer educators become better leaders, role models, activists, and team members. Upon completion of the CPE Training, the task force will implement trainings for other students on campus. The social norming campaign focuses on the fact that most students do not make unsafe choices regarding alcohol consumption and impaired driving and would promote the norm that is it acceptable not to consume alcohol. This campaign will occur through various social activities on campus as well as the distribution of material to students both on and off campus.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$68,000 Section 410

**Project Title – Northwestern State University**

**Project Number** – K8 2010-13-00-00

**Project Description** – Northwestern State University (NSU) will address the problem of college drinking and alcohol abuse by utilizing MyStudentBody.com, an online education program to: 1) increase awareness of issues related to college drinking; 2) provide educational resources; and 3) provide appropriate intervention strategies for all students. NSU does not have an identifiable alcohol education program, nor a staff member dedicated to alcohol and substance abuse education and funds are not available to provide educational resources. Prior local research indicated that a majority of students were unaware of alcohol education intervention sources on campus. In addition, NSU’s service area is highly represented in the Tier 1 High

Risk Parishes as identified by the Louisiana Highway Safety Commission. MyStudentBody.com addresses issues associated with high risk college drinking, such as impaired driving, alcohol related health problems, sexual and physical assault, vandalism, unintentional injuries, and academic problems. MyStudentBody.com was selected because of its potential to reach a broader audience and the high-tech delivery format is easily relatable to today's college student. In a NIAAA-funded randomized, controlled clinical trial, students who used MyStudentBody.com reported significant decreases in their alcohol use. (Chiazzi, Green, Lord, Thum, Goldstein, 2005).

Target audiences include the following: 1) new students will complete MyStudentBody.com online modules in the University CORE course of Orientation 1010, a course designed to facilitate new students' adjustment to University life – academic, social, career, and student regulations and requirements; 2) student leaders and student athletes will be required to complete the online modules; and 3) groups and/or students who violate the NSU Code of Conduct related to alcohol and drugs will complete the judicial sanctions program.

Following completion of the modules, students will participate in small group discussions with faculty, staff, and peers concerning their personal attitudes and learning related to alcohol behavior including impaired driving. Student learning will further be facilitated through a series of educational programs and seminars sponsored by university support services. Each student completing the online program must achieve at least a 75% proficiency level before receiving a certificate of completion. Student learning will be evaluated by a reduction in on-campus incidents involving alcohol, and through course, seminar, and program evaluations. Grant funds will purchase a three year subscription that includes implementation and administrator training, customer support, technical support for students and administrators, pre-created and customizable marketing materials, MyStudyBody.com real time reports, and administration tools.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$18,900 Section 410

**Project Title – Industrial DWI Outreach Callaway Consulting**

**Project Number** – K8 2010-06-00-00

**Project Description** – Conduct impaired driving prevention presentations statewide for corporations, including presentations to business owners, management, and personnel, regarding the hazards of impaired driving and the cost of to business.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$32,900.00 Section 410

**Project Title – MADD Louisiana**

**Project Number** – K8 2010-11-00-00

**Project Description – MADD Victim Impact Panel Program**

Grant funds will provide technical support for the 22 existing Victim Impact Panels (VIP). VIPs are located in the following parishes: Ascension, Avoyelles, Bossier, Calcasieu, EBR (1 in Baton Rouge and 1 in Baker), Franklin, Jefferson, Jefferson Davis, Lafayette, Lafourche, Livingston, Ouachita, Rapides, Richland, St. Landry, St. Mary, St. Tammany (1 in Slidell and 1 in Covington); Tangipahoa, Terrebonne, and West Baton Rouge.

**Project Description – MADD Court Monitoring Program**

Grant funds will be used to evaluate and oversee the court systems in which DWI cases are currently being monitored. The current systems include Baton Rouge City Court, 2<sup>nd</sup> Parish Court for Jefferson Parish, St. Tammany Parish, Lafayette Parish, Orleans Traffic Court, 19<sup>th</sup> JDC, Rapides Parish, and Terrebonne Parish. Funds will be used to evaluate and oversee court monitoring in at least two new court systems from among the following: Allen Parish, Avoyelles Parish, Sabine Parish, West Baton Rouge Parish, and West Feliciana Parish. This program will also recruit, train, and supervise program volunteers, gather baseline data, compile written reports and statistics on the disposition of cases and alcohol related deaths, injuries, and crashes.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$150,000 Section 410

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**Project Title – Pretrial Diversion Study by LSU**

**Project Number** – K8 2010-14-00-00

**Project Description** – A program will be developed to study the effectiveness of the use of pretrial diversion programs designed for DWI offenders. Each program will be reviewed as it was designed. Before data are collected, a study must be designed to include alternative treatments. Thus for pretrial diversion programs, jurisdictions without a pretrial diversion program need to be selected as well as jurisdictions with pretrial diversion programs. The collection of data from District Attorneys and courts that have pretrial diversion programs will include data on drivers arrested for DWI who went through a pretrial diversion program as well as drivers that did not participate in a pretrial diversion program. Interviews of District Attorneys and courts that use pretrial diversion programs will be conducted. Not all information regarding the effectiveness of a pretrial diversion program may be quantifiable. Some of the information may be of a qualitative nature. Thus, interviews are necessary to obtain this information. Data will be collected on repeat offenses from the COBRA file and other applicable databases. Quantitative as well as qualitative data will be analyzed in a scientific manner to avoid bias. A report detailing the evidence, findings, and conclusions of this pretrial diversion study will be submitted to LHSC.

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$58,127 Section 410

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**Project Title – Louisiana Alcohol Assessment Implementation Coordinator**

**Project Number** – K8 2010-09-00-00

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

**Project Staff** – Angie W. Jones

**Project Budget/Source** – \$55,000.00 Section 410

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**Project Title – DWI Prosecution-Calcasieu DA****Project Number – K8 2010-02-00-00**

**Project Description –** Grant funds will provide for two 2) portable flat screen televisions with DVD capability to view submitted DWI digital video for trial preparation. One unit will be used to enhance the District Attorney's office ability as prosecutors to review the arrest report, detect those violations listed in the report, if they are on the video, and make our own notes to enable the prosecutor to point these out during presentation in court. Law enforcement agencies are going to DVD's to store their video. The second unit will be used in the courtroom for prosecution. The prosecutor and police officer will have the ability to point out the critical points of the stop, interview, field sobriety test, arrest, and booking on a screen that is large enough for the judge or jury to see. The prosecution of cases involving impaired driving as a result of the use of prescription medication will also be enhanced by having a video. This is a crucial element to show the court that the individual was impaired even though he had no alcohol in his/her system. It is no secret that those who use prescription medication will voluntarily take an Intoxilyzer test. When asked for a urine/blood test after reading.000g% they are less than receptive. Our area is implementing a "no refusal policy" similar to the experiences in Rapides Parish. Changes in the implied consent laws may also help. The combination of the test results, officer's testimony, and the video evidence will send a message that we are totally prepared to arrest, prosecute, and convict those who are driving impaired. This grant request will aid us in the visual presentation of the violator at the scene and later during testing.

**Project Staff – Angie W. Jones****Project Budget/Source – \$4,524.00 Section 410**

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**Project Title – DWI Awards Program****Project Number – K8 2010-01-00-00**

**Project Description –** Grant funds will be used to coordinate all aspects of the 2<sup>nd</sup> Annual DWI Awards Program Luncheon to include the following: develop, market, and implement the LHSC DWI Awards Program to Louisiana Chiefs' of Police, Louisiana Sheriffs' Association, Louisiana State Police, Louisiana Department of Wildlife and Fisheries, Louisiana Judges' Association, law enforcement agencies, prosecutors and judges to make them aware of the opportunity to participate in this DWI Awards Program.

**Project Staff – Angie Womack Jones****Project Budget/Source – \$28,000 Section 410**

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**Project Title – Electronic DWI System Development Contractor****Project Number – K8 2010-05-00-00**

**Project Description –** The contractor will implement the Electronic DWI arrest form processing document that was developed in the previous year. Planned implementation agencies include the Louisiana State Police and four selected Louisiana Judicial Districts. The product will be tested, refined and fully implemented. Plans call for another 5-7 Judicial Districts next funding year.

**Project Staff – Chuck Miller****Project Budget/Budget Source – \$49,950 Section 410**

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**Project Title – Electronic DWI Reporting System****Project Number – K8 2010-03-00-00****Project Description –** Project provides for Electronic DWI Report implementation in five jurisdictions in Louisiana.**Project Staff –** Chuck Miller**Project Budget/Source –** \$350,000 Section 410

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**Project Title – Paid Media via RFP to support High Visibility Enforcement for Impaired Driving****Project Number –** PM 2010-01-00-00**Project Description –** Hire a media firm under a Request for proposal. This contract would research and develop a year long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases.**Project Staff –** Jamie Barth Ainsworth**Project Budget/Source –** \$273,090.02 Section 410 HVE

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**Impaired Driving: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
K8FR 2010-30-00-00	The Early Drive Program	\$36,000	410 FR
K8FR 2010-05-00-00	Think First	\$53,040	410 FR
K8FR 20100-33-00-00	University of LA at Monroe	\$14,190	410 FR
K8FR 2010-28-00-00	Troop A Area DWI Diversity Coordinator	\$32,900	410 FR
K8FR 2010-29-00-00	Troop B Area DWI Diversity Coordinator	\$32,900	410 FR
K8FR 2010-26-00-00	N. LA DWI Diversity Coordinator	\$32,900	410 FR
K8FR 2010-27-00-00	Hispanic DWI Diversity Coordinator	\$32,900	410 FR
K8FR 2010-31-00-00	Beta Iota Lambda Foundation, Inc.	\$20,000	410 FR
K8FR 2010-39-00-00	Tangipahoa Parish DUI/Impaired Driver Youth Awareness Program	\$32,262	410 FR
K8FR 2010-37-00-00	Acadiana Transportation Safety Coalition	\$31,811	410 FR
K8FR 2010-04-00-00	College Speaker for Impaired Driving Prevention – Statewide	\$36,000	410 FR
K8FR 2010-03-00-00	Hip Hop Doc	\$49,999	410 FR
K8FR 2010-38-00-00	Council on Alcohol and Drug Abuse	\$40,000	410 FR
K8FR 2010-07-00-00	LA Department of Justice/U	\$127,300	410 FR

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LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

Project Number	Project Title	Budget	Budget Source
	Drink, U Drive, U Walk		
K8FR 2010-06-00-00	LA Youth Prevention Services	\$200,000	410 FR
K8FR 2010-02-00-00	MCLNO/Sudden Impact Program	\$17,100	410 FR
K8FR 2010-34-00-00	Southern University Police Department	\$3,550	410 FR
K8FR 2010-32-00-00	McNeese State University	\$6,515	410 FR
K8FR 2010-08-00-00	DWI Court Coordinator	\$49,000	410 FR
K8FR 2010-21-00-00	Iberia Parish DWI Court	\$134,000	410 FR
K8FR 2010-20-00-00	St. Mary Parish DWI Court	\$134,000	410 FR
K8FR 2010-01-00-00	Terrebonne Parish DWI Court	\$124,950	410 FR
K8FR 2010-24-00-00	3 <sup>rd</sup> Judicial District Attorney's DWI Court	\$150,000	410 FR
K8FR 2010-22-00-00	4 <sup>th</sup> Judicial District Attorney's DWI Court	\$150,000	410 FR
K8FR 2010-23-00-00	22 <sup>nd</sup> Judicial District Court DWI Court	\$121,530	410 FR
K8FR 2010-36-00-00	DWI Court Training for New Courts	\$69,452	410 FR
K8FR 2010-35-00-00	DWI Court Training for Existing DWI Courts	\$20,000	410 FR
K8 2010-10-00-00	LDAA Prosecutor/Judicial Training Program	\$105,340	410 FR
K8HV 2010-14-00-00	LA Transportation Assistance	\$49,900	410 FR
		\$7,600	402
	DWI Overtime Enforcement – Local Law Enforcement	\$ 520,401	410
		\$ 846,166.49	410 HVE
PM 2010-01-00-00	Impaired Driving Paid Media	\$1,076,449.86	410
PM 2010-15-00-00	Public Relations for Impaired Driving Program	\$24,500	410
K8PM 2010-01-00	Creative Production for 3 new impaired driving commercials	\$180,000	410
K8 2010-07-00-00	Judicial Resource Liaison	\$100,000	410
K8 2010-04-00-00	East Baton Rouge ABC	\$138,305	410
K8 2010-08-00-00	Alcohol and Tobacco Control	\$170,040	410
K8 2010-12-00-00	Baton Rouge Collegiate Alliance	\$100,118	410
K8 2010-16-00-00	Southeastern Louisiana University – Project Lion Pride	\$68,000	410
K8 2010-13-00-00	Northwestern State University	\$18,900	410
K8 2010-06-00-00	Industrial DWI Outreach	\$32,900	410
K8 2010-11-00-00	MADD Louisiana	\$150,000	410
K8 2010-14-00-00	Pretrial Diversion Study by	\$58,127	410

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

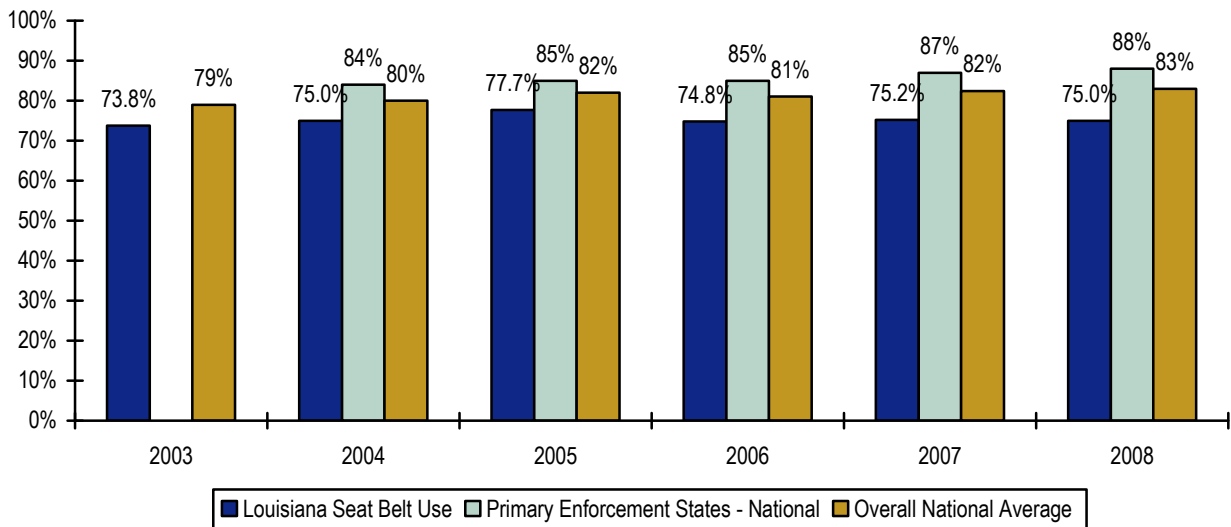
Project Number	Project Title	Budget	Budget Source
	LSU		
K8 2010-09-00-00	LA Alcohol Assessment Implementation Coordinator	\$55,000	410
K8 2010-02-00-00	DWI Prosecution – Calcasieu DA	\$4,524	410
K8 2010-01-00-00	DWI Awards Program	\$28,000	410
K8 2010-05-00-00	Electronic DWI System Development Contractor	\$49,950	410
K8 2010-03-00-00	Electronic DWI Reporting System	\$350,000	410
PM 2010-01-00-00	Paid Media via RFP to support HVE for Impaired Driving	\$273,090.02	410 HVE
<b>402 Total</b>		<b>\$7,200.00</b>	<b>402</b>
<b>410 Total</b>		<b>\$ 3,072,899.80</b>	<b>410</b>
<b>410 FR Total</b>		<b>\$1,907,539.00</b>	<b>410 FR</b>
<b>410 HVE Total</b>		<b>\$ 1,119,256.51</b>	<b>410 HVE</b>
<b>Total All Funds</b>		<b>\$ 6,116,496.29</b>	

## 3.2 Occupant Protection

### Problem Identification and Analysis

Louisiana falls far below the national average for seat belt use. Louisiana’s seat belt use, as estimated by an annual observational survey, has fallen below the average for other primary enforcement states as well, as shown in Figure 33.

**Figure 33. Observed Seat Belt Use**  
*2003 to 2008*

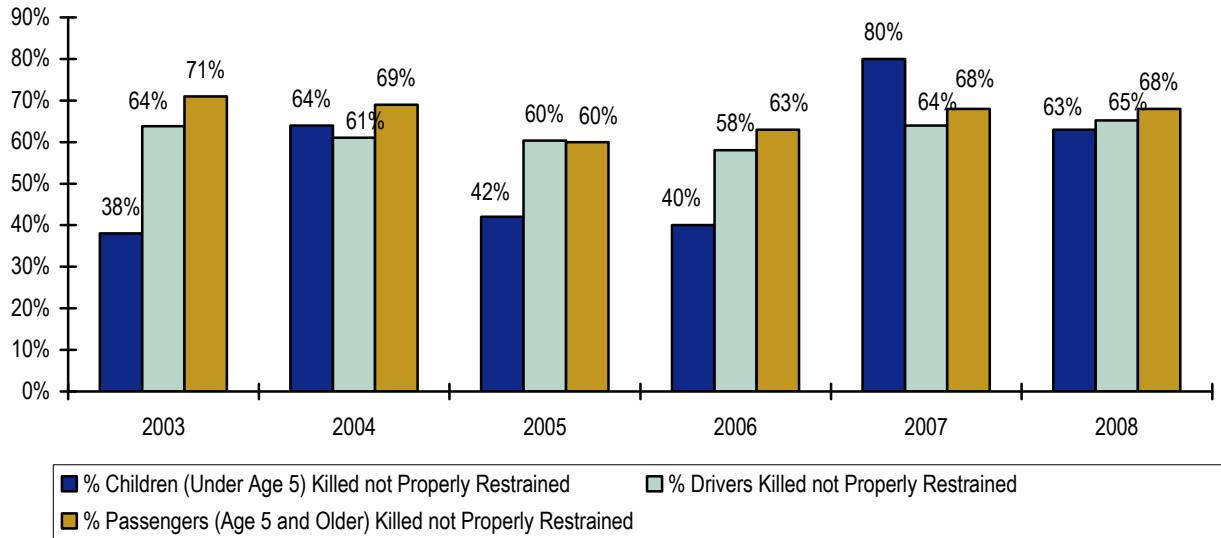


Source: Louisiana State University Highway Safety Research Group (State data).

As shown in Figure 34, in 2008, 63% of the children under age five who were killed in crashes were not properly restrained, 65% of drivers killed were not restrained, and 68% of passenger vehicle occupants killed were not properly restrained. Nonusage for children under age five decreased substantially from 2007, while drivers and passenger vehicle occupants killed while not properly restrained remained primarily the same.



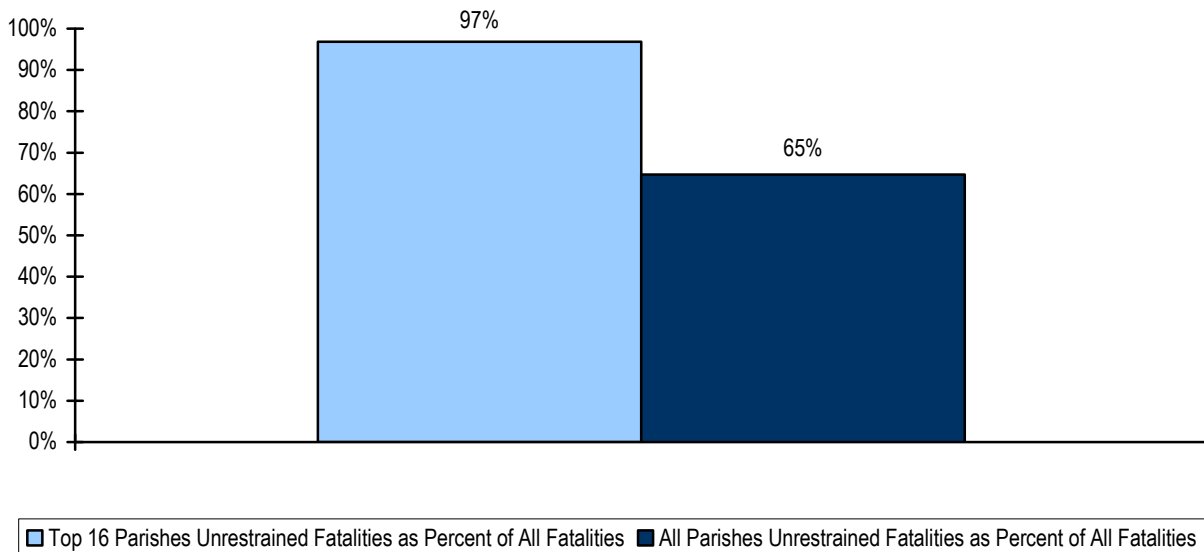
**Figure 34. Percent of Unrestrained Fatalities  
2003 to 2008**



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

Statewide, nonbelt use in fatalities is 65%. However, the nonuse percentage in Louisiana’s top 16 parishes for unrestrained fatalities as a percent of total fatalities within that respective parish is 97%. Targeted enforcement in these parishes will be necessary to increase belt use in 2010.

**Figure 35. Occupant Protection Nonuse in Louisiana Fatalities  
2008**



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

## Goals

- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles two 2) percentage points from 74.5% in 2009 to 76.5% in 2010.
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 9% from a five year average of 424(2004-2008) to 405 in 2010.

## Performance Measures

- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2010 seat belt observation survey.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.

## Strategies

1. Provide sustained enforcement of statutes addressing occupant protection per certifications and assurances.
2. Contract with law enforcement agencies for occupant protection enforcement overtime. Additional occupant protection overtime will be worked with the Louisiana State Police. Overall, in FY 2010 there is an increase in the amount of occupant protection enforcement.
3. Support the National seat belt mobilization, "Click It or Ticket," with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
4. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the "Click it or Ticket" campaign.
5. Encourage nighttime enforcement practices to be adopted by both contracted and noncontracted law enforcement agencies.
6. Provide 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 training opportunities to potential and existing child passenger safety (CPS) technicians and instructors.
9. Maintain a CPS seat distribution program for low-income families.
10. Conduct annual observational surveys on occupant protection usage.
11. Utilize FFY 2010 law enforcement agency occupant protection overtime contracts to require enforcement of occupant protection statutes with special emphasis on youth in the 15- to 20-year old age group.
12. Contract with law enforcement agencies in the State Police Troop A area (East Baton Rouge, Ascension, Assumption, West Baton Rouge, Iberville, Point Coupee, East Feliciana, and West Feliciana) for participation in the Region VI Teen Seat Belt Demonstration Project and tracking of enforcement by age group.
13. Provide paid media programming to support the National "Click it or Ticket." campaign.

14. Provide paid media outreach for state planned occupant protection education.
15. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the occupant protection outreach program.
16. The LHSC will measure the Gross Rating Point average for the occupant protection campaigns for network buys at the end of the fiscal year.

## Programs and Projects

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**Project Title** – Occupant Protection Public Relations

**Project Number** – K4PM 2010-01-00-00

**Project Description** – Public Relations firm to provide services of Occupant Protection press releases, opinion editorials, press event coordination, and overall support of the paid media and the national mobilizations.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$24,500 Section 406

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**Project Title** – Creative for Two New Occupant Protection Commercials

**Project Number** – K2PM 2010-01-00-00

Occupant Protection creative provided by NHTSA. Specifically, we have identified a need for diversity messages in occupant protection messages.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$100,000 Section 405

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**Project Title** – Occupant Protection Paid Media via RFP

**Project Number** – PM 2010-01-00-00

**Project Description** – Hire a media firm under a Request for proposal. This contract would research and develop a year long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$232,605.00 Section 405

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**Project Title** – Drive Safe Louisiana

**Project Number** – K4OP 2010-03-00-00

**Project Description** – To support the National Highway Traffic Safety Administration campaigns for occupant protection (safety belts and child restraints). Program provides for the set up 20-25 display/exhibits at various safety expos, conferences, malls and other events throughout the state to distribute public information materials. Exhibit booth fees, travel and home office related expenses are included in this project.

**Project Staff** – Vickie Sims

**Project Budget/Source** – \$27,300.00 Section 406

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**Project Title – Dinnika Lawrence****Project Number – K2 2010-01-00-00****Project Description –** Administrative Assistant for the Louisiana Passenger Safety Task Force (LPSTF) to organize/implement all programs and events as approved by the LPSTF Program Director.**Project Staff –** Vickie Sims**Project Budget/Source –** \$36,000.00 Section 405

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**Project Title – Quick Click/Rock the Belt Program****Project Number – K2 2010-03-00-00****Project Description –** To continue Louisiana's participation in the NHTSA Region 6 Teen Seat Belt Demonstration project to increase teen seat belt usage in the state. In

Louisiana (2008), 116 youth ages 15-20 were killed in fatal car crashes. Teens are twice as likely to die in a car crash than any other age group. One way to increase seat belt usage is to teach good habits at an early age. This can be done through positive reinforcement, in-school awareness campaigns, and community outreach. The campaigns will focus on the targeted months of November, March, and May. November will focus on seat belt safety for the school holiday season; March will focus on spring seat belt safety and May will be a celebration of a year-long campaign and summer seat belt awareness.

**Project Staff –** Vickie Sims**Project Budget/Source –** \$59,000.00 Section 405

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**Project Title – Louisiana Passenger Safety Task Force (Interim LSU Public Hospital)****Project Number – K2 2010-05-00-00****Project Description –** To maintain the Louisiana Passenger Safety Task Force (LPSTF) occupant protection efforts through the Interim LSU Public Hospital to promote child safety seat usage, as well as safety belt usage statewide. Local studies indicate the misuse of child safety seats in the New Orleans and surrounding areas as high as 96%.

Unrestrained drivers and passengers remains a critical problem in Louisiana.

**Project Staff –** Vickie Sims**Project Budget/Source –** \$121,375.00 Section 405

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**Project Title – Lake Charles Occupant Protection Coalition****Project Number – K2 2010-04-00-00****Project Description –** Calcasieu Parish falls well below the 75% state average for safety belt usage (72.5% in 2008). The goal of the Commission is to increase seat belt usage in this area, as well as other low usage areas of the state. To establish an occupant protection coalition in Lake Charles to promote public information/education efforts to raise the seat belt and child safety seat usage rate in Louisiana. In 2008, 75.5% of Louisiana motorists wore their seat belt.**Project Staff –** Vickie Sims**Project Budget/Source –** \$49,900.00 Section 405

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**Project Title – Hispanic Outreach Highway Safety Program (Rapides Parish)****Project Number – K2 2010-07-00-00**

**Project Description –** Rapides Parish is identified as a high risk parish for the number of fatal and injury crashes, alcohol-related fatalities and low seat belt usage (71.6% in 2008). The rapid growth of Hispanics in this parish constitutes an increasing number of fatal and injury crashes. The fatality rate for Latino children ages 5 to 12 involved in vehicle crashes is 72% greater than the fatality rate of non-Latino children. To promote safety restraint awareness, the Hispanic Committee of the South will institute and promote a Buckle Up Latino Campaign.

**Project Staff – Vickie Sims****Project Budget/Source – \$43,000.00 Section 405**

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**Project Title – Caddo Parish Sheriff's Safety Town****Project Number – K4OP 2010-01-00-00**

**Project Description –** Caddo Parish falls below the state average for safety belt usage (70.4% in 2008). Training is necessary to provide children and adults with the proper knowledge about the importance of using safety restraints. Safety Towns are a proven educational tool because they actively involve children in the learning process. Sheriff's Safety Town is designed to teach basic safety information to second graders. This program will be expanded to also include kindergarten through sixth graders during the upcoming summer programs. The Caddo Parish Sheriff's Office has partnered with the school boards in Caddo and DeSoto Parishes and will soon partner with the Bossier and Natchitoches Parish School Boards to provide a safety curriculum to their second grade teachers. The program is also offered to other groups such as Boy/Girl Scouts and community youth programs. To address the needs of the physically challenged or larger children participating in the program, there is a need for additional equipment.

**Project Staff – Vickie Sims****Project Budget/Source – \$30,000.00 Section 406**

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**Project Title – Research and Assessment Surveys (Applied Technology Research Corporation)****Project Number – K2 2010-02-00-00**

**Project Description –** To conduct the observational surveys as required by the National Highway Traffic Safety Administration to determine adult safety belt, child passenger safety and motorcycle helmet usage in Louisiana. Provides all personnel, materials administrative and logistical support to complete these projects. Prepare materials required for the execution of the project design. Recruit and train surveyors on methods and techniques as described in the training manual. Execute data collection and enter, tabulate and process the data that is collected. Surveys to be conducted include:

- Statewide occupant protection and motorcycle helmet observational survey
- Child passenger restraint survey
- Mini observational survey
- Teen seat belt demonstration post treatment survey, Troop A

**Project Staff – Vickie Sims****Project Budget/Source – \$105,000.00 Section 405**

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**Project Title – New Orleans Hispanic Outreach Highway Safety Program****Project Number – K2 2010-06-00-00**

**Project Description –** Orleans Parish is identified as a high risk parish for the number of fatal and injury crashes, alcohol-related fatalities and low seat belt usage (68.2% in 2008). The growth of Hispanics in this parish constitutes an increase in the number of fatal and injury crashes. This program will promote safety restraint awareness among the Hispanic population in the New Orleans area.

**Project Staff – Vickie Sims****Project Budget/Source – \$43,000.00 Section 405**

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**Project Title – Monroe Occupant Protection Coalition****Project Number – K4OP 2010-02-00-00**

**Project Description –** Ouachita Parish falls well below the 75% state average for safety belt usage (70.4% in 2008). The goal of the Commission is to increase seat belt usage in this area, as well as other low usage areas of the state. To establish an occupant protection coalition in Monroe to promote public information education efforts to raise the seat belt and child safety seat usage rate in Louisiana. In 2008, 75.5% of Louisiana motorists wore their seat belt.

**Project Staff – Vickie Sims****Project Budget/Source – \$49,900.00 Section 406**

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**Project Title – Cambridge Systematics****Project Number – PA 2010-04-00-00**

**Project Description –** Cambridge Systematics (CS) will work with the Louisiana Highway Safety Commission (LHSC) to implement a strategic planning process to develop the State's Federal Fiscal Year (FFY) 2010 Highway Safety and Performance Plan. Upon receipt of a notice to proceed, CS will work with the LHSC to develop a detailed schedule for the planning process with designated due dates for key planning milestones (such as outreach to stakeholders, presentation of strategies to the Commission, etc.). Under this contract, CS will assist the LHSC with presentation of the draft plan elements to stakeholders, coordination with the NHTSA Region 6 Office and their expectations for the plan and production of the actual document.

CS proposed the following process to develop the plan:

1. Prepare a proposed HSPP planning process with timelines, requirements and functions for review and discussion with LHSC leadership. The process map can be fine tuned as the actual planning functions are implemented.
2. Identify high risk problem behaviors by analyzing statewide crash and potentially other safety related data. Drill down the contributing crash factors in the high crash parishes. Note: The analyses will use the latest available data from the LSU Highway Safety Research Group and the Fatality Analysis Reporting System (FARS).
3. Conduct a program review to identify any potential gaps in current level of programming, taking into consideration emerging issues, geographical and population coverage, recent program assessments and current research findings. This will include outreach to LHSC partners and or stakeholders in three planning sessions, focusing on impaired driving, occupant

protection, police traffic services and, hosted by the LHSC with assistance from CS. The purpose of these meetings will be to present LHSC stakeholders with the most recently available crash data analysis, discuss past contracts with LHSC and the effectiveness of those projects at reaching the program area goals and identify opportunities for increasing partnerships and expanding outreach in the communities of greatest need.

4. Develop performance goals and objectives based on the data analyses and program area coordinator input. In addition to specific program area goals and objectives, CS will assist the LHSC in tracking and reporting on the 14 performance measures recommended by the NHTSA and GHSA in the updated guidance for FFY 2010 HSP's and the Traffic Safety Performance Measures for federal, state and local governments. CS will develop and submit information from the SHSP relative to goals and performance measures for use in the State Performance Plan.

5. Work with the LHSC Executive Director and program area coordinators to identify countermeasures and program strategies. These strategies may be strategies implemented in the past, as well as strategies identified in the SHSP, the Alcohol Assessment or through the gap analysis. CS will assist the LHSC with the presentation of recent data and the strategies to the Louisiana Highway Safety Commission as requested.

6. Draft the HSPP for review by the LHSC staff and the NHTSA Region VI Office. Incorporate edits and prepare the final FFY 2010 Highway Safety Performance Plan. The submission of a final FFY 2010 HSPP is contingent upon the timely submission of a completed Certification Statement and Program Cost Summary (HS217) to be provided by the LHSC. CS will remain under contract with the LHSC beyond the September 1, 2010 due date for the plan to assist with possible revisions or respond to questions issued by the NHTSA Region Office.

7. Revise and fine tune the planning process map developed in Task 1.

8. Review performance metrics for LHSC staff with a focus on supporting the development and implementation of the HSPP.

9. Travel to the State of Louisiana to train LHSC staff in program development and garner information for the HSP.

**Project Staff** – Jim Dickerson

**Project Budget/Source** – \$47,500.00 Section 406

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### Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
K4PM 2010-01-00-00	OP Public Relations	\$24,500	406
K2PM 2010-01-00-00	Creative for 2 new OP commercials	\$100,000	405
PM 2010-01-00-00	OP Paid Media	\$232,605	405
K4OP 2010-03-00-00	Drive Safe Louisiana	\$27,300	406

Project Number	Project Title	Budget	Budget Source
K2 2010-01-00-00	Dinnika Lawrence	\$36,000	405
K2 2010-03-00-00	Quick Click/Rock the Belt Program	\$59,000	405
K2 2010-05-00-00	Louisiana Passenger Safety Task Force	\$121,375	405
K2 2010-04-00-00	Lake Charles OP Coalition	\$49,900	405
K2 2010-07-00-00	Hispanic Outreach Highway Safety Program (Rapides Parish)	\$43,000	405
K4OP 2010-01-00-00	Caddo Parish Sheriff's Safety Town	\$30,000	406
K2 2010-02-00-00	Research and Assessment Surveys (Applied Technology Research Corporation)	\$105,000	405
K2 2010-06-00-00	New Orleans Hispanic Outreach Highway Safety Program	\$43,000	405
K4OP 2010-02-00-00	Monroe Occupant Protection Coalition	\$49,900	406
PA 2010-04-00-00	Cambridge Systematics	\$47,500	406
<b>402 Total</b>		0	402
<b>405 Total</b>		\$798,880	405
<b>406 Total</b>		\$179,200	406
<b>Total All Funds</b>		\$978,080	

### 3.3 Traffic Records Program Area

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

Section 408 funds provide guidance for traffic records projects to be planned, implemented, and managed by the Traffic Records Coordinating Committee (TRCC). In practice, a Traffic Safety Information System Strategic Plan is the guiding document for a statewide TRCC, a body composed of members from the different stakeholders involved in collecting and using data related to highway safety. The plan essentially acts as the committee's charter and provides guidance and monitors progress. In Louisiana the TRCC is chaired by the Director of Louisiana DOTD Highway Safety Section. The LHSC will continue to partner with the TRCC. The Goals



and Performance Measures noted below are in support of the State's 2009 Section 408 Grant Application.

### Goals

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

### Performance Measures

- LA will improve the accuracy of the CDS as measured in terms of a decrease in the percent of vehicle crash records with missing driver license number, from a baseline of 7 to 5 in FY 2006; 4 in FY 2007; 3 in FY 2009; and 3 in FY 2010.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of law enforcement agencies with a significant drop in crash reporting from one year to the next, from a baseline of 7, to 5 in FY 2006; 4 in FY 2007; 3 in FY 2008, 3 in FY 2009; and 2 in FY 2010.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of unreported VINs, from a baseline of 19 to 17 in FY 2006; 15 in FY 2007; 12 in FY 2008; 10 in FY 2009; and 10 in FY 2010.
- LA will improve the integration of the CDS as measured in terms of an increase in integration of all systems with the CDS, from a baseline of 0 to 16.7% in 2006; 16.7% in FY 2007; 33.3% in FY 2008; 50% in FY 2009; and 67% in 2010.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 30 days of the crash, from a baseline of 29, to 35 in FY 2006; 50 in FY 2007; 60 in FY 2008; 70 in FY 2009; and 80 in FY 2010.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 60 days of the crash, from a baseline of 39, to 45 in FY 2006; 50 in FY 2007; 60 in FY 2008; 75 in FY 2009; and 80 in FY 2010.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 90 days of the crash, from a baseline of 51, to 60 in FY 2006; 70 in FY 2007; 80 in FY 2008; 85 in FY 2009; and 90 in FY 2010.
- LA will improve the timeliness of the CDS as measured in terms of an increase in the percent of fatal crash reports entered into the statewide CDS within 60 days of the crash, from a baseline of 70, to 75 in FY 2006; 80 in FY 2007; 85 in FY 2008; 90 in FY 2009; and 95 in FY 2010.
- LA will improve the uniformity of the CDS as measured in terms of an increase in the percent of MMUCC compliant data elements on the crash report, from a baseline of 87, to 87 in FY 2006; 87 in FY 2007; 87 in FY 2008; 87 in FY 2009; and 95 in FY 2010.

- LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant elements in the data dictionary, from a baseline of 68 to 87 in FY 2006; 87 in FY 2007; 87 in FY 2009; and 95 in FY 2010.
- LA will improve the uniformity of the CDS as measured in terms of an increase in the percent compliance of the crash report's data attributes with MMUCC, from a baseline of 61, to 61 in FY 2006; 61 in FY 2007; 61 in FY 2008; 61 in FY 2009; and 95 in FY 2010.
- LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant attributes in the data dictionary, from a baseline of 51 to 68 in FY 2006; 68 in FY 2007; 68 in FY 2009; and 95 in FY 2010.
- LA will improve the accuracy of the roadway system as measured in terms of an increase in the percent of crash records capable of being linked with GIS, from a baseline of 63, to 65 in FY 2006; 65 in FY 2007; 70 in FY 2008; 75 in FY 2009; and 80 in FY 2010.
- LA will improve the timeliness of the Citation/Adjudication system as measured in terms of a decrease in the average number of days between conviction and driver history posting, from a baseline of 90, to 90 in FY 2006; 80 in FY 2007; 60 in FY 2008; 45 in FY 2009; and 30 in FY 2010.
- LA will improve the completeness of the Driver License/History system as measured by an increase in the percent of courts submitting conviction data, from a baseline of 33, to 33 in FY 2006; 33 in FY 2007; 50 in FY 2008; 75 in FY 2009; and 90 in FY 2010.
- LA will improve the accuracy of the CDS as measured in terms of an increase in the percent of records received from agencies with valid Lat/long coordinates within the state of LA, from a baseline of 24 to 25 in FY 2006; 30 in FY 2007; 40 in FY 2008; 50 in FY 2009; and 60 in FY 2010.
- LA will improve the completeness of the CDS as measured in terms of a decrease in percent of vehicle crash reports with missing or incomplete driver information, from a baseline of 4.7 to 4.4 in FY 2007; 4 in FY 2008; 3.5 in FY 2009; 3 in FY 2010; and 2.5 in FY 2011.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 27.3 to 14 in FY 2007; 7 in FY 2008; 4 in FY 2009; 3.5 in FY 2010; and 3 in FY 2011.
- LA will improve the accessibility of the CDS as measured in terms of an increase in the percent of law enforcement agencies submitting crash reports electronically to the state's crash report database that have access to reporting tools allowing them to analyze their local crash data, from a baseline of 0 to 10 in FY 2008; 40 in FY 2009; 80 in FY 2010; and 100 in FY 2011.

## Strategies

1. Maintain membership in the Louisiana TRCC.
2. Support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.
3. Support the TRCC as they 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; and
- Recommending legislative changes to support effective traffic crash data collection.

## Programs and Projects

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### **Project Title – Electronic DWI System Development Contractor**

**Project Number** – K8 2010-05-00-00

**Project Description** – The contractor will implement the Electronic DWI arrest form processing document that was developed in the previous year. Planned implementation agencies include the Louisiana State Police and four selected Louisiana Judicial Districts. The product will be tested, refined and fully implemented. Plans call for another 5-7 Judicial Districts next funding year.

**Project Staff** – Chuck Miller

**Project Budget/Budget Source** - \$49,950.00 Section 410

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### **Project Title – Electronic DWI Reporting System**

**Project Number** – K8 2010-03-00-00

**Project Description** – Project provides for Electronic DWI Report implementation in five jurisdictions in Louisiana.

**Project Staff** – Chuck Miller

**Project Budget/Source** - \$350,000.00 Section 410

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### **Project Title – Comprehensive Data Integration: Linkage Building**

**Project Number** – K9 2010-20-03-00

**Project Description** – This project, to be led by the LSU Highway Safety Research Group, will involve the integration of strategic data elements across the core systems with the current crash data for use in highway safety analysis, including integration of roadway data with driver history and vehicle registration, Emergency Medical Services and the Louisiana Emergency Response Network (LERN).

**Project Staff** – Chuck Miller

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

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### **Project Title – Improved Timeliness and Accuracy of Crash Data Submittal through Wireless Broadband**

**Project Number** – K9 2010-03-00-00

**Project Description** – This project, to be managed by the Traffic Records Coordinating Committee, will examine current software used in police Mobile Data Terminals (MDT) to identify improved methods for transmitting traffic crash data directly from MDTs to the central database. Wireless broadband connections appear to be the most promising method for achieving data transmission. The project will support purchases of “hotspots” to allow this transmittal to take place.

**Project Staff** – Chuck Miller

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**Project Budge/Source** - \$150,000.00 Section 408

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**Project Title – Local Assistance Program for Equipment and Software**

**Project Number** – K9 2010-07-00-00

**Project Description** – This project, to be managed by the Traffic Records Coordinating Committee, will provide funds for local law enforcement agencies to purchase computer equipment and software related to improving the accuracy, completeness, and timeliness of submission of crash reports. An annual report will be developed to track the before and after timeliness, accuracy and completeness of the data submitted by those departments that receive the grant funding.

**Project Staff** – Chuck Miller

**Project Budget/Source** - \$219,900.00 Section 408

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**Project Title – Electronic Traffic Citations**

**Project Number** – K9 2010-04-00-00

**Project Description** – This project, to be managed by the Traffic Records Coordinating Committee, will focus on the development and implementation of an electronic traffic citation system. The project will involve for purchasing hardware and software to replace manual processing, enhance outdated processes, and capture/store data electronically.

**Project Staff** – Chuck Miller

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

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**Project Title – EMS Data Needs and System Integration**

**Project Number** – K9 2010-05-00-00

**Project Description** – This project, to be managed by the Traffic Records Coordinating Committee, will identify the data required to support both EMS and highway safety missions. The project will build on the Needs and Integration study by implementing a limited program of collecting EMS run data. The project will involve documenting and evaluating what data the 75+ ambulance services currently are collecting; identifying one rural and one urban ambulance service (with the infrastructure to support an EMS run data system and providing funds to support system upgrades) to conduct a six month evaluation and working with the LERN call centers.

**Project Staff** – Chuck Miller

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

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**Project Title – LSU Highway Safety Research Group Public Relations/Public Outreach**

**Project Number** – K9 2010-20-05-00

**Project Description** – This project, to be managed by the LSU Highway Safety Research Group (LHSRG), will focus on the dissemination information to TRCC members, other interested highway safety parties, and the public regarding issues concerning general highway safety activities in the state. It also will provide information to legislative and executive personnel which promote improved data used in highway safety.

**Project Staff** – Chuck Miller

**Project Budget/Source** - \$45,000.00 Section 408

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**Project Title – Support for LHSRG Executive and Working Traffic Records Coordinating Committee Meetings****Project Number** – K9 2010-20-06-00**Project Description** – This project, to be managed by the TRCC, will provide resources for planning and executing TRCC meetings. It also will include travel for up to five persons to the annual Traffic Records Forum.**Project Staff** – Chuck Miller**Project Budget/Source** - \$30,000.00 Section 408

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**Project Title – Automated System for Crash Data Location Referencing: System Design****Project Number** – K9 2010-20-04-00**Project Description** – This project, to be managed by the LSU Highway Safety Research Group, will involve a review of the level of use GPS devices by police officers to code location data; assessing the costs of expanding GPS based data collection to additional police departments; developing GPS guidelines to be used when police upgrade to MDTs, including use of GHS devices in the field; establish support for police agencies to purchase GPS and integrate with MDTs.**Project Staff** – Chuck Miller**Project Budget/Source** - \$125,000.00 Section 408

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**Project Title – Traffic Records Training Course Development****Project Number** – K9 2010-20-02-00**Project Description** – This project, to be managed by the LSU Highway Safety Research Group, will involve providing training materials for data collectors and system implementers through a training course for Traffic Crash Investigation and Reporting. This course is being developed for local police officers. It can be formatted for use as stand-alone training on a computer or in a network environment in police academies.**Project Staff** – Chuck Miller**Project Budget/Source** - \$55,000.00 Section 408

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**Project Title – Crash Report MMUCC Compliance****Project Number** – K9 2010-20-01-00**Project Description** – This project, to be managed by the LSU Highway Safety Research Group, will involve analyzing current crash databases and modifying them as needed to achieve greater compliance with Model Minimum Uniform Crash Criteria (MMUCC) standards. This will include updating the state crash report to include more MMUCC data elements and/or attributes**Project Staff** – Chuck Miller**Project Budget/Source** - \$80,000.00 Section 408

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**Project Title – Court Management Information System****Project Number** – K9 2010-06-00-00**Project Description** – This project would address the traffic records needs of local court systems in Louisiana related to the processing of moving traffic citations. Many courts still

processing citations manually. This project would provide for the transformation of manual systems to electronic systems, thereby greatly enhancing the effectiveness of this important aspect of traffic records. This project includes funding for training of the local courts by LA Supreme Court.

**Project Staff** – Chuck Miller

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

**Project Title – Traffic Records Assessment**

**Project Number** – K9 2010-02-00-00

**Project Description** – In accordance with the NHTSA requirement that states have a comprehensive traffic records assessment performed every five years in order to qualify for continued 408 funding, this money would provide for such an assessment. The last assessment in Louisiana was done in 2005, and was handled by a professional traffic records contract team assembled by NHTSA

**Project Staff** – Chuck Miller

**Project Budget/Source** - \$50,000.00 Section 408

**Traffic Records: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
K8 2010-05-00-00	Electronic DWI System Development Contractor	\$49,950.00	410
K8 2010-03-00-00	Electronic DWI Reporting System	\$350,000.00	410
K9 2010-20-03-00	Comprehensive Data Integration: Linkage Building	\$150,000.00	408
K9 2010-03-00-00	Improved Timeliness and Accuracy of Crash Data Submittal through Wireless Broadband	\$150,000.00	408
K9 2010-07-00-00	Local Assistance Program for Equipment and Software	\$219,900.00	408
K9 2010-04-00-00	Electronic Traffic Citations	\$150,000.00	408
K9 2010-05-00-00	EMS Data Needs and System Integration	\$100,000.00	408
K9 2010-20-05-00	LHSRG Public Relations/Public Outreach	\$45,000.00	408
K9 2010-20-06-00	Support for LHSRG Executive and Working Traffic Records Coordinating Committee Meetings	\$30,000.00	408

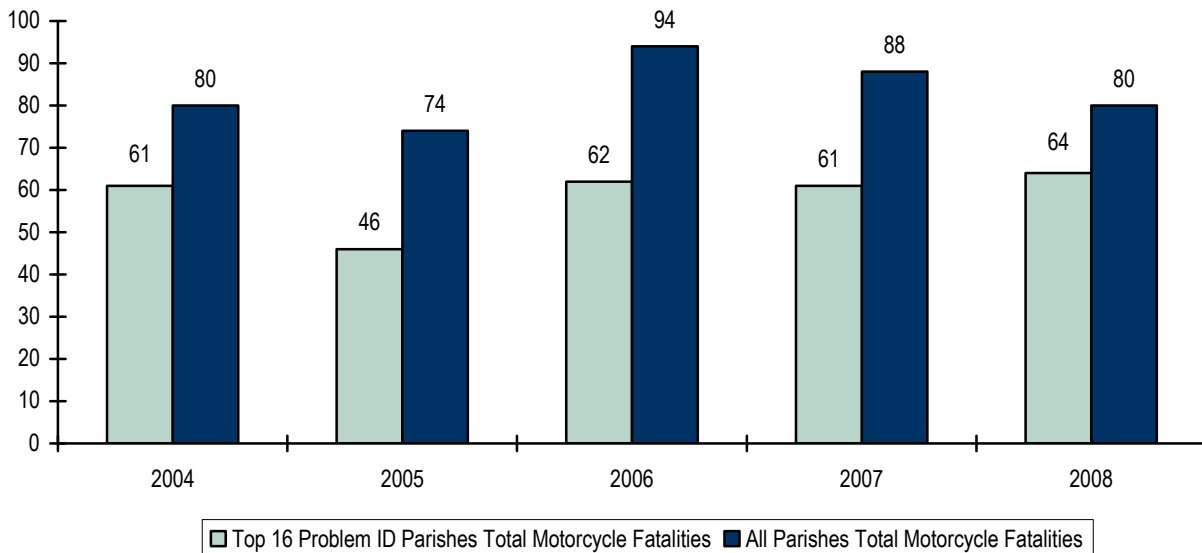
Project Number	Project Title	Budget	Budget Source
K9 2010-20-04-00	Automated System for Crash Data Location Referencing: System Design	\$125,000.00	408
K9 2010-20-02-00	Traffic Records Training Course Development	\$55,000.00	408
K9 2010-20-01-00	Crash Report MMUCC Compliance	\$80,000.00	408
K9 2010-06-00-00	Court Management Information System	\$150,000.00	408
K9 2010-02-00-00	Traffic Records Assessment	\$50,000.00	408
<b>402 Total</b>		0	402
<b>408 Funds</b>		\$1,304,900.00	408
<b>410 Funds</b>		\$399,950.00	410
<b>Total All Funds</b>		\$1,704,850.00	

### 3.4 Motorcycle Safety Program Area

#### Problem Identification and Analysis

As described in the Legislative Efforts section, Louisiana maintained its motorcycle helmet law in 2008. Safety practitioners will likely need to sustain the same vigorous educational and informational efforts in FY 2010. Additionally, legislation successfully moved the motorcycle operator training program from the Department of Education to the Department of Public Safety. The Louisiana State Police will administer the program and Louisiana Highway Safety Commission will support this work. There were 80 motorcyclist fatalities in 2008, a 9.1% decrease from 88 in 2007. Thirty-three percent of those fatalities involved alcohol impairment, an 11.8% increase from 2007. However, unhelmeted motorcycle fatalities increased from 24% in 2007 to 40% in 2008. Overall, motorcycle crashes increased from 2,132 in 2007 to 2,282 in 2008. Partly due to recent and future expected cost of gasoline across the nation, motorcycle use has been increasing nationwide. Because of its temperate climate, Louisiana has a longer riding season than many states and will need to monitor potential increases in motorcycle registrations and crashes. As shown in Figure 36, the majority of motorcyclist fatalities occurred within the State's top 16 problem ID parishes over the past five years.

**Figure 36. Motorcyclist Fatalities, Problem ID Parishes Compared to Statewide**  
2004 to 2008



### Goals

- To decrease motorcycle fatalities by 4.7% from a 5 year average of 85 (2004-2008) to 81 by 2010.
- To decrease unhelmeted motorcyclist fatalities by 4.1% from a five year average of 24 (2004-2008) to 23 in 2010.
- To decrease motorcycle fatal and serious injury crashes by 4.5% from a five year average of 2,826 (2004-2008) to 2,698 in 2010.

### Performance Measures

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

### Strategies

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



4. Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired driving by motorcyclists.
5. Provide paid media outreach for state planned motorcycle education.

### Programs and Projects

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**Project Title** – Motorcycle Awareness Committee

**Project Number** – K6 2010-01-00-00

**Project Description** – Statewide public awareness campaign promoting a “Share the Road” message for motorists to watch for motorcyclists.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$40,000 Section 2010

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**Project Title** – Motorcycle Safety Foundation Training

**Project Number** – K6 2010-02-00-00

**Project Description** – The Motorcycle Safety Foundation approved training program in Louisiana will be supported to provide expand the availability of courses statewide.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$134,000 Section 2010

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### Motorcycle Safety: Budget Summary

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Project Number	Project Title	Budget	Budget Source
K6 2010-01-00-00	Motorcycle Awareness Committee	\$40,000	2010
K6 2010-02-00-00	Motorcycle Safety Foundation Training	\$134,000	2010
<b>402 Total</b>		0	402
<b>2010 Total</b>		\$174,000	2010
<b>Total All Funds</b>		\$174,000	

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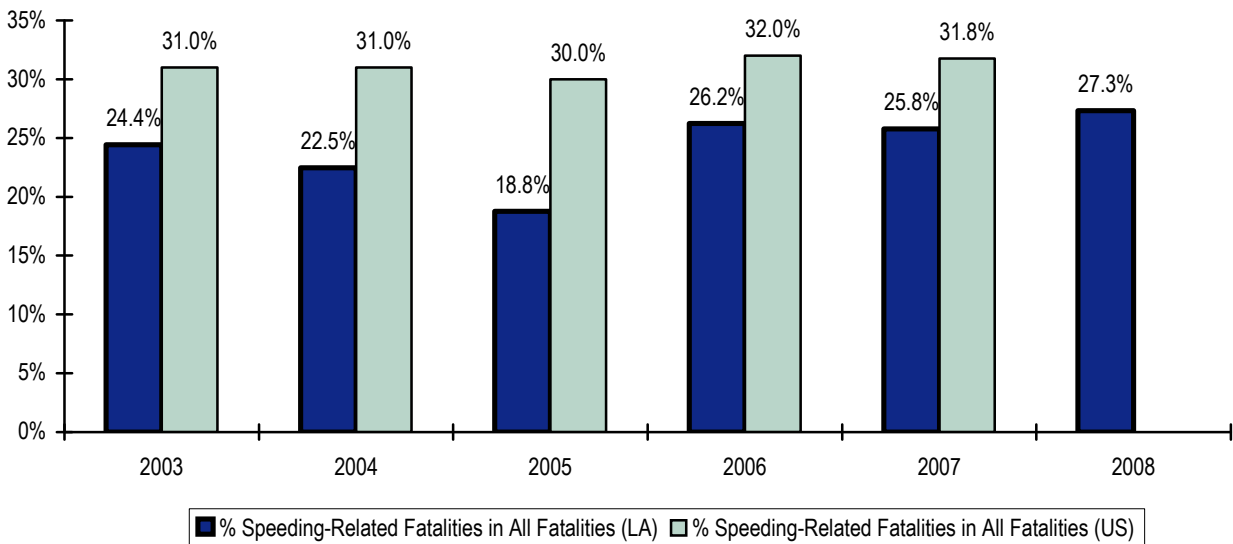
## 3.5 Police Traffic Services Program Area

### Problem Identification and Analysis

In FFY 2010, Police Traffic Services (PTS) will be funded under Sections 402, 406, 410 and Section 154/164 for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. In 2008, 65% of the drivers killed in crashes were not wearing seat belts, and 68% of passengers five years of age and older killed in crashes were not wearing seatbelts. The statewide seatbelt use rate was 75% in 2008. In 2008, 49% of all fatal crashes were alcohol related.

Data from the State’s Highway Safety Research Group reveal very few fatal or injury crashes include a violation for “over safe speed limit” or “over stated speed limit.” The majority of violations reported in injury (34%) and fatal (34%) crashes, however, are for “careless driving.” “Careless driving” is defined by LRS 32:58 as: “Any person operating a motor vehicle on the public roads of this state shall drive in a careful and prudent manner, so as not to endanger the life, limb, or property of any person. Failure to drive in such a manner shall constitute careless operation.” This may be interpreted by law enforcement to include speeding. Outreach to law enforcement, possibly through the State’s TRCC or Strategic Highway Safety Plan Management Team, of which LHSC is a member, should be conducted to determine how better to identify and/or report speed involvement in Louisiana crashes. According to the FARS, Louisiana continues to fall below the U.S. average for fatalities involving speed, however, due to the information above, improvements to data collection regarding speed may result in significant changes to these statistics.

**Figure 37. Speed Involvement in Louisiana Fatalities Compared to U.S. Average 2003 to 2008**



Source: FARS.

**Goals**

- To decrease speeding-related fatalities by 4.3% from a five year average of 232 (2004-2008) to 223 in 2010.
- To decrease alcohol impaired fatalities by 2.3% from a five year average of 347 (2004-2008) to 331 in 2010.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles two 2) percentage points from 74.5% in 2009 to 76.5% in 2010.

- To decrease number of fatal crashes involving young drivers by 6.7% from an average of 233 (2004-2008) to 222 in 2010.
- To decrease pedestrian fatalities by 4.7% from a five year of 105 (2004-2008) to 100 by 2010.
- To increase the number of seat belt citations issued during grant-funded enforcement activities by 18% from 20,690 in 2008 to 24,414 in 2010.
- To increase the number of impaired driving arrests made during grant-funded enforcement activities by 7% from 1,995 in 2008 to 2,135 in 2010.
- To increase the number of speeding citations issued during grant-funded enforcement activities by 15% from 19,983 in 2008 to 22,980 in 2010.

### **Performance Measures**

- Number of speeding related fatalities.
- Number of alcohol impaired driving traffic fatalities.
- Number of fatalities involving a driver or motorcycle operator with .08+ BAC.
- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2010 seat belt observation survey.
- Number of drivers age 20 or younger involved in fatal crashes.
- Number of pedestrian fatalities.
- Number of seat belt citations issued during grant-funded enforcement activities.
- Number of impaired driving arrests made during grant funded enforcement activities.
- Number of speeding citations issued during grant-funded enforcement activities.

### **Strategies**

1. Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
2. Support NHTSA campaigns: “Drunk Driving. Over the Limit. Under Arrest.” and “Click it or Ticket” with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations. The enforcement contracts will include impaired driving, occupant protection, and speed overtime hours.
3. The LHSC will contract with the expectation that each participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year.
4. Encourage nighttime occupant protection enforcement for both contracted and noncontracted law enforcement agencies.
5. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drunk Driving. Over the Limit. Under Arrest.” and “Click it Or Ticket” campaigns.
6. Contract with the Louisiana State Police to conduct speed enforcement.

7. Conduct “sting,” “Cops in Shops,” and other enforcement operations to prevent underage drinking.
8. Conduct one SFST Instructor and one DRE course in 2010.
9. Contract with Lafourche Parish Sheriff’s Office for the support of DDACTS.
10. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

### **Programs and Projects**

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

**Project Number** – K4PT 2010-12-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop A area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of West Feliciana, East Feliciana, Pointe Coupee, East Baton Rouge, West Baton Rouge, Livingston Ascension, northern St. James, and Iberville. The Parishes of East Baton Rouge, Livingston, and Ascension are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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

**Project Number** – K4PT 2010-12-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop B area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of St. John, St. Charles, Jefferson, Orleans, St. Bernard, and Plaquemines. The Parishes of Jefferson and Orleans are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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

**Project Number** – K4PT 2010-15-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop C area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Assumption, St. James, Lafourche, Terrebonne, and St. John. The Parishes of Lafourche and Terrebonne are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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

**Project Number** – K4PT 2010-14-00-00

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

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

**Project Title – Law Enforcement Liaison – LSP Troop E**

**Project Number** – K4PT 2010-11-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop E area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Winn, Sabine, Natchitoches, Grant, Vernon, Rapides, La Salle, Catahoula, Concordia, and Avoyelles. The Parish of Rapides is a comprehensive problem id parish. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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**Project Title – Law Enforcement Liaison – LSP Troop F**

**Project Number** – K4PT 2010-17-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop F area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Union, Morehouse, West Carroll, East Carroll, Lincoln, Ouachita, Richland, Madison, Jackson, Caldwell, Franklin, and Tensas. The Parish of Ouachita is a comprehensive problem id parish. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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**Project Title – Law Enforcement Liaison – LSP Troop G**

**Project Number** – K4PT 2010-13-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop G area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Caddo, Bossier, Webster, Claiborne, De Soto, Red River, and Bienville. The Parishes of Caddo and Bossier are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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

**Project Number** – K4PT 2010-16-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop I area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Evangeline, St. Landry, Acadia, Lafayette, St. Martin, Vermillion, Iberia, and St. Mary. The Parishes of St. Landry and Lafayette are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from

law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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

**Project Number** – K4PT 2010-10-00-00

**Project Description** – Conduct LEL services to all law enforcement agencies in the Troop L area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of St. Helena, Tangipahoa, Washington, and St. Tammany. The Parishes of Tangipahoa and St. Tammany are comprehensive problem id parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs.

**Project Budget/Source** – \$40,500 Section 406; \$9,400 Section 410

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**Project Title** – Police Traffic Services Coordinator - Contract with Darrell Hebert

**Project Number** – K4PT 2010-18-00-00

**Project Description** – 1. Develops, implements, evaluates, and revises LHSC policies that affect how statewide PTS highway safety programs are developed, managed, and evaluated.

2. Plans, develops, manages, negotiates, implements, and evaluates a myriad of comprehensive statewide traffic safety projects and programs with a total annual LHSC federal budget of over sixty (60) million dollars. These multi-faceted traffic safety programs involve over 270 state, parish, and city government agencies, universities, traffic safety advocacy organizations, and individual contractors. These programs are designed to reduce traffic crash fatalities statewide. This planning process includes both long-range strategic planning as well as federal and state fiscal year fund programming.

3. Interprets complex and technical federal and state laws and regulations governing the expenditure of federal highway safety funds for implementation of statewide programs and projects.

4. Plans, develops, implements, evaluates, and revises the LHSC Strategic Plan. Develops effective and measurable goals, objectives, strategies, action plans, and performance indicators to be included in the LHSC Strategic Plan. Ensures that action plans and performance indicators of the LHSC Strategic Plan are reflected in the Highway Safety Plan (HSP) and the statewide problem identification process.

5. Plans and analyses the statewide traffic safety problem identification findings. LHSC funded programs and projects are limited to priority program areas and based on a comprehensive problem identification process. This process involves the study of statistical relationships between traffic crashes and the characteristics of population, licensed drivers, registered vehicles and vehicle miles traveled.

6. Plans, develops, implements, and revises the programs and projects included in the annual statewide HSP. Ensures that all nine National Priority Program Areas (impaired driving, occupant protection, speed, traffic records, emergency medical services, police traffic services, motorcycle safety, pedestrian and bicycle safety, and roadway safety) and other identified traffic safety program areas (safe communities, school bus safety, etc.) are included in the HSP.
7. Ensures the HSP encompasses all statewide traffic safety programs and requisite federal funding allocations of these programs. Ensures the HSP contains comprehensive statewide traffic safety programs based on effective public information, education, training, enforcement, and evaluation components. Establishes specific performance indicators that will evaluate effectiveness of programs and projects.
8. Solicits proposed projects and programs from statewide areas that are identified as having traffic safety problems. Reviews all LHSC contracts to ensure that work statements conform to the goals and objectives of each program, as established in the HSP. Ensures that projects and programs accepted for LHSC funding meet established problem identification criteria, federal and state laws and requirements, and are compatible with the overall statewide traffic safety program.
9. Plans and directs the application process for LHSC to receive special incentive and innovative federally funded grants each year. Prepares, revises and submit detailed applications to receive these additional federal grants. Plans, develops, and evaluates specific programs and projects to be funded by these additional grants.
10. Consults with representatives of the U.S. Department of Transportation - National Highway Traffic Safety Administration and the Federal Highway Administration, on a regular and recurring basis, regarding the development, implementation and evaluation of the projects and programs included in the annual LHSC Highway Safety Plan and the management of the federal funding received from NHTSA and FHWA. Drafts technical and comprehensive program analysis reports and testimony for the governor's staff, various legislative committees, state agency heads, judges, prosecutors, mayors, police chiefs and sheriffs, and national traffic safety advocacy groups.
11. Plans, develops, and revises the LHSC Highway Safety Program Annual Report outlining highway safety activities to the Governor, state legislators, NHTSA and various state and local agencies. Ensures the Annual Report contains identified problem areas, performance indicators, and comprehensive analysis of those countermeasures used to reduce traffic fatalities and injuries. This comprehensive report describes the financial and programmatic aspects of all LHSC funded highway safety activities within Louisiana.
12. Develops, implements, and evaluates programmatic and fiscal monitoring policies and procedures to ensure all contracted projects comply with federal and state laws and requirements. Ensures that programmatic and fiscal monitoring controls are established and maintained on all LHSC funded programs and projects. Advises and directs contracted agencies and individuals on the fiscal administration requirements of their contracts to ensure compliance with federal and state laws. Reviews over 270 monthly project reports and reimbursement claims to ensure accuracy and compliance with federal and state laws.
13. Counsels contracted agency representatives and individual contractor on job performance. Provides technical assistance, guidance and consultation to contracted agencies and individuals for effective accomplishment of goals set forth in the HSP and funded projects. Changes terms of contracts based on performance of contracted agencies and individual contractors. Provides technical assistance, guidance and consultation to lower level and less experienced LHSC incumbents for effective accomplishment of program goals.



14. Solicits and reviews projects from statewide agencies and individuals. Ensures that projects and programs accepted for LHSC funding meet established federal and state expenditure laws and are eligible to receive NHTSA/FHWA funding. Ensures that specific contracts meet matching and/or in-kind funding requirements.

15. Attends national and statewide traffic safety conferences and meetings. Prepares and conducts briefings on statewide traffic safety issues to federal officials, governor's staff, agency heads, and other states' traffic safety representatives.

**Project Budget/Source** – \$49,950.00 Section 406

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**Project Title – Police Traffic Services Coordinator – Contract with Kenneth Williams**

**Project Number** – K4PT 2010

**Project Description** – 1. Develops, implements, evaluates, and revises LHSC policies that affect how statewide PTS highway safety programs are developed, managed, and evaluated.

2. Plans, develops, manages, negotiates, implements, and evaluates a myriad of comprehensive statewide traffic safety projects and programs with a total annual LHSC Federal budget of over sixty (60) million dollars. These multi-faceted traffic safety programs involve over 270 state, parish, and city government agencies, universities, traffic safety advocacy organizations, and individual contractors. These programs are designed to reduce traffic crash fatalities statewide. This planning process includes both long-range strategic planning as well as Federal and state fiscal year fund programming.

3. Interprets complex and technical Federal and state laws and regulations governing the expenditure of Federal highway safety funds for implementation of statewide programs and projects.

5. Plans, develops, implements, evaluates, and revises the LHSC Strategic Plan. Develops effective and measurable goals, objectives, strategies, action plans, and performance indicators to be included in the LHSC Strategic Plan. Ensures that action plans and performance indicators of the LHSC Strategic Plan are reflected in the Highway Safety Performance Plan (HSPP) and the statewide problem identification process.

5. Plans and analyses the statewide traffic safety problem identification findings. LHSC funded programs and projects are limited to priority program areas and based on a comprehensive problem identification process. This process involves the study of statistical relationships between traffic crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles traveled.

6. Plans, develops, implements, and revises the programs and projects included in the annual statewide HSPP. Ensures that all nine National Priority Program Areas (impaired driving, occupant protection, speed, traffic records, emergency medical services, police traffic services, motorcycle safety, pedestrian and bicycle safety, and roadway safety) and other identified traffic safety program areas (safe communities, school bus safety, etc.) are included in the HSPP.

7. Ensures the HSPP encompasses all statewide traffic safety programs and requisite Federal funding allocations of these programs. Ensures the HSPP contains comprehensive statewide traffic safety programs based on effective public information, education, training, enforcement, and evaluation components. Establishes specific performance indicators that will evaluate effectiveness of programs and projects.

8. Solicits proposed projects and programs from statewide areas that are identified as having traffic safety problems. Reviews all LHSC contracts to ensure that work statements conform to the goals and objectives of each program, as established in the HSPP. Ensures that projects

and programs accepted for LHSC funding meet established problem identification criteria, Federal and state laws and requirements, and are compatible with the overall statewide traffic safety program.

9. Plans and directs the application process for LHSC to receive special incentive and innovative Federally funded grants each year. Prepares, revises and submit detailed applications to receive these additional Federal grants. Plans, develops, and evaluates specific programs and projects to be funded by these additional grants.

10. Consults with representatives of the U.S. Department of Transportation – National Highway Traffic Safety Administration and the Federal Highway Administration, on a regular and recurring basis, regarding the development, implementation and evaluation of the projects and programs included in the annual LHSC Highway Safety Plan and the management of the Federal funding received from NHTSA and FHWA. Drafts technical and comprehensive program analysis reports and testimony for the governor’s staff, various legislative committees, state agency heads, judges, prosecutors, mayors, police chiefs and sheriffs, and national traffic safety advocacy groups.

11. Plans, develops, and revises the LHSC Highway Safety Program Annual Report outlining highway safety activities to the Governor, state legislators, NHTSA and various state and local agencies. Ensures the Annual Report contains identified problem areas, performance indicators, and comprehensive analysis of those countermeasures used to reduce traffic fatalities and injuries. This comprehensive report describes the financial and programmatic aspects of all LHSC funded highway safety activities within Louisiana.

12. Develops, implements, and evaluates programmatic and fiscal monitoring policies and procedures to ensure all contracted projects comply with Federal and state laws and requirements. Ensures that programmatic and fiscal monitoring controls are established and maintained on all LHSC funded programs and projects. Advises and directs contracted agencies and individuals on the fiscal administration requirements of their contracts to ensure compliance with Federal and state laws. Reviews over 270 monthly project reports and reimbursement claims to ensure accuracy and compliance with Federal and state laws.

13. Counsels contracted agency representatives and individual contractor on job performance. Provides technical assistance, guidance and consultation to contracted agencies and individuals for effective accomplishment of goals set forth in the HSPP and funded projects. Changes terms of contracts based on performance of contracted agencies and individual contractors. Provides technical assistance, guidance and consultation to lower level and less experienced LHSC incumbents for effective accomplishment of program goals.

14. Solicits and reviews projects from statewide agencies and individuals. Ensures that projects and programs accepted for LHSC funding meet established Federal and state expenditure laws and are eligible to receive NHTSA/FHWA funding. Ensures that specific contracts meet matching and/or in-kind funding requirements.

15. Attends national and statewide traffic safety conferences and meetings. Prepares and conducts briefings on statewide traffic safety issues to Federal officials, governor’s staff, agency heads, and other states’ traffic safety representatives.

**Project Budget/Source – \$49,950 Section 406**

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**Project Title – Louisiana State Police (LSP) Crash Reduction Grant****Project Number** – PT 2010-29-00-00

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

The LHSC will reimburse the LSP for DWI, Speed, and OP Overtime Enforcement and PIO Overtime activities. Troopers working the Speed/OP Enforcement Overtime Shifts may work any days and hours. High fatal and injury crash locations, days, and times should be a priority for enforcement under this subgrant. Low fatality and injury crash locations, days and times, i.e., school zones and residential areas, should not be the central focus of enforcement under this subgrant. LSP will provide information/data regarding speed enforcement activities on grant-funded and regular patrols related to the enforcement of statutes addressing driving in excess of posted speed limits.

Officers working the Public Information Officer (PIO) Overtime activities will conduct Public Information Presentations throughout the subgrant year. These presentations will be used to inform the public of traffic safety issues.

**Project Staff** – Lyrica Johnson**Project Budget/Source** – \$480,000 Section 402; \$56,575 SG; \$104,000 Section 406; \$97,000 Section 410; \$44,000 Section 410 FR; \$392,000 Section 410 HVE.

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**Project Title – Overtime Traffic Safety Enforcement – Wildlife and Fisheries****Project Number** – K8HV 2010-28-00-00

**Project Description** – The LHSC will reimburse the Wildlife and Fishier for DWI Overtime Enforcement and PIO Overtime activities on state highways. High fatal and injury crash locations, days, and times should be a priority for enforcement under this subgrant. Low fatality and injury crash locations, days and times should not be the central focus of enforcement under this subgrant. Wild Life and Fisheries will coordinate with state and local agencies.

**Project Staff** – Lyrica Johnson**Project Budget/Source** – \$100,000.00 Section 410 HVE.

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**Project Title – Overtime Traffic Safety Law Enforcement – Local Law Enforcement****Project Number** – PT 2010-10-00-00 *through* PT 2010-52-00-00 and T/AL 2010-01-00-00 *through* T/AL 2010-28-00-00

**Project Description** – These projects will provide subgrants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. The subgrant amount per agency, as well as funding amounts for equipment purchases in excess of \$5,000.00. The police departments and sheriff's offices will provide enforcement, for a number of hours to be specified in each agency's contract with LHSC, in support of occupant protection, impaired

driving, speed, and child passenger safety. This enforcement will be coordinated with the NHTSA/LHSC annual “Click It or Ticket” and “Drunk Driving. Over the Limit. Under Arrest.” campaigns. Law enforcement agencies to be involved in this program include:

- |                                       |   |
|---------------------------------------|---|
| 1. Abbeville Police Department        | 44. Leesville Police Department           |
| 2. Acadia Sheriff's Office            | 45. Lincoln Sheriff's Office              |
| 3. Alexandria Police Department       | 46. Livingston Sheriff's Office           |
| 4. Allen Sheriff's Office             | 47. Livingston Police Department          |
| 5. Amite Police Department            | 48. Mandeville Police Department          |
| 6. Ascension Sheriff's Office         | 49. Merryville Police Department          |
| 7. Avoyelles Sheriff's Office         | 50. Monroe Police Department              |
| 8. Baker Police Department            | 51. Napoleonville Police Department       |
| 9. Ball Police Department             | 52. Natchez Police Department             |
| 10. Baton Rouge Police Department     | 53. Natchitoches Police Department        |
| 11. Berwick Police Department         | 54. New Orleans Police Department         |
| 12. Bogalusa Police Department        | 55. New Roads Police Department           |
| 13. Bossier City Police Department    | 56. Opelousas Police Department           |
| 14. Broussard Police Department       | 57. Ouachita Sheriff's Office             |
| 15. Bunkie Police Department          | 58. Pineville Police Department           |
| 16. Caddo Sheriff's Office            | 59. Ponchatoula Police Department         |
| 17. Calcasieu Sheriff's Office        | 60. Rayne Police Department               |
| 18. City of Central                   | 61. Rapides Sheriff's Office              |
| 19. Covington Police Department       | 62. Rosepine Police Department            |
| 20. Denham Springs Police Department  | 63. Shreveport Police Department          |
| 21. Deridder Police Department        | 64. Sibley Police Department              |
| 22. East Baton Rouge Sheriff's Office | 65. Slidell Police Department             |
| 23. Evangeline Sheriff's Office       | 66. St. Bernard Sheriff's Office          |
| 24. Franklin Police Department        | 67. St. Charles Sheriff's Office          |
| 25. Franklinton Police Department     | 68. St. Helena Sheriff's Office           |
| 26. Greenwood Police Department       | 69. St. James Sheriff's Office            |
| 27. Gonzales Police Department        | 70. St. John the Baptist Sheriff's Office |
| 28. Hammond Police Department         | 71. St. Landry Sheriff's Office           |
| 29. Haughton Police Department        | 72. St. Martin Sheriff's Office           |
| 30. Houma Police Department           | 73. St. Tammany Sheriff's Office          |
| 31. Iowa Police Department            | 74. Sulphur Police Department             |
| 32. Iberia Sheriff's Office           | 75. Sunset Police Department              |
| 33. Jean Lafitte Police Department    | 76. Tangipahoa Sheriff's Office           |
| 34. Jefferson Davis Sheriff's Office  | 77. Terrebonne Sheriff's Office           |
| 35. Jefferson Sheriff's Office        | 78. Thibodaux Police Department           |
| 36. Jennings Police Department        | 79. Union Parish Sheriff's Office         |
| 37. Kenner Police Department          | 80. Varnado Police Department             |
| 38. Kinder Police Department          | 81. Walker Police Department              |
| 39. Krotz Springs Police Department   | 82. Washington Parish Sheriff's Office    |
| 40. Lafayette Police Department       | 83. Westwego Police Department            |
| 41. Lafayette Sheriff's Office        | 84. West Monroe Police Department         |
| 42. Lafourche Sheriff's Office        | 85. White Castle Police Department        |
| 43. Lake Charles Police Department    | 86. Zachary Police Department             |

**Project Staff** – Lyrica Johnson

**Project Budget/Source** – \$1,201,720.05 Section 402; \$71,693.00 Section 406; \$520,401 Section 410; \$526,463.88 Section 410 FR; \$600,012.61 Section 410 HVE, \$770.532.46 Section 154/164AL

**Police Traffic Services: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
K4PT 2010-12-00-00	Law Enforcement Liaison (LEL) – LSP Troop A	\$40,500.00 \$9,400.00	406 410
K4PT 2010-12-00-00	Law Enforcement Liaison (LEL) – LSP Troop B	\$40,500.00 \$9,400.00	406 410
K4PT 2010-15-00-00	Law Enforcement Liaison (LEL) – LSP Troop C	\$40,500.00 \$9,400.00	406 410
K4PT 2010-14-00-00	Law Enforcement Liaison (LEL) – LSP Troop D	\$40,500.00 \$9,400.00	406 410
K4PT 2010-11-00-00	Law Enforcement Liaison (LEL) – LSP Troop E	\$40,500.00 \$9,400.00	406 410
K4PT 2010-17-00-00	Law Enforcement Liaison (LEL) – LSP Troop F	\$40,500.00 \$9,400.00	406 410
K4PT 2010-13-00-00	Law Enforcement Liaison (LEL) – LSP Troop G	\$40,500.00 \$9,400.00	406 410
K4PT 2010-16-00-00	Law Enforcement Liaison (LEL) – LSP Troop I	\$40,500.00 \$9,400.00	406 410
K4PT 2010-10-00-00	Law Enforcement Liaison (LEL) – LSP Troop L	\$40,500.00 \$9,400.00	406 410
K4PT 2010 -18-00-00	Police Traffic Services Coordinator -Contract	\$49,450.00	406
K4PT 2010-18-00-00	Police Traffic Services Coordinator -Contract	\$49,450.00	406
PT 2010-29-00-00	Louisiana State Police (LSP) Crash Reduction Grant	\$480,000.00 \$56,575.00 \$104,000.00 \$97,000.00 \$44,000.00 \$392,000.00	402 SG 406 410 410 FR 410 HVE
K8HV 2010-28-00-00	Overtime Traffic Safety Enforcement – Wildlife and Fisheries	\$100,000.00	410 HVE
	Overtime Traffic Safety Laws Enforcement – Local Law Enforcement	\$1,201,720.05 \$71,693.00 \$520,401.00 \$526,463.88 \$600,012.61 \$770,532.46	402 406 410 410 FR 410 HVE Section 154/164AL
<b>402 Total</b>		\$1,681,720.05	402

Project Number	Project Title	Budget	Budget Source
406 Total		\$639,093.00	406
410 Total		\$1,272,464.88	410
410 HVE Total		\$1,092,012.61	410 HVE
154/164 AL Total		\$770,532.46	154/164 AL
SG Total		\$56,575.00	SG
<b>Total All Funds</b>		<b>\$5,357,582.00</b>	

## 3.6 Safe Communities

### Problem Identification and Analysis

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

### Goals

- To decrease speeding-related fatalities by 4.3% from a five year average of 232 (2004-2008) to 223 in 2010.
- To decrease fatalities involving a driver or motorcycle operator with .08+ BAC by 2.3% from a five year average of 347 (2004-2008) to 331 in 2010.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles two 2) percentage points from 74.5% in 2009 to 76.5% in 2010.
- To decrease fatal crashes involving young drivers by 6.7% from a five year average of 233 (2004-2008) to 222 in 2010.
- To decrease pedestrian fatalities by 4.7% from a five year of 105 (2004-2008) to 100 by 2010.
- To decrease number of fatal crashes involving young drivers by 6.7% from an average of 233 (2004-2008) to 222 in 2010.

### Performance Measures

- Number of motor vehicle-related fatalities.
- Number of motor vehicle-related serious injuries.
- Fatality rate per 100 M VMT.
- Number of speeding related fatalities.
- Number of alcohol impaired driving traffic fatalities.

- Number of fatalities involving a driver or motorcycle operator with .08+ BAC.
- Statewide seat belt use rate, front seat outboard occupants, as determined by the 2010 seat belt observation survey.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- Number of pedestrian fatalities.
- Number of drivers age 20 or younger involved in fatal crashes.

### Strategies

1. Support the three existing Safe Community programs through maintained funding.
2. Identify potential new safe community groups to further the Safe Communities growth.
3. Support the development of three new Safe Community programs.
4. Hire a Safe Communities Program Coordinator to support the existing and support the development of the new Safe Communities.

### Programs and Projects

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**Project Title** – South Central Safe Community

**Project Number** – SA 2010-03-00-00

**Project Description** - The South Central Planning and Development Commission (SCPDC) Safe Community Program will cover the parishes of Lafourche and Terrebonne and the municipalities located therein; and Golden Meadow, Gramercy, Lockport, Lutcher, Napoleonville, and Thibodaux. The parishes and municipalities are members of the SCPDC Board through each Mayor and Parish President Councilman and at-large members of the community. The SCPDC South Central Safe Community Program enacts the following seven specific objectives:

- Revise and maintain a Safe Community Action Plan to reduce fatal and injury traffic crashes;
- Continue the efforts of the South Central Safe Community Task Force to improve traffic safety in the SCPDC area;
- Continue public information and educational campaigns focusing on alcohol-related crashes, occupant protection use, railroad crossing, and pedestrian safety;
- Conduct a Traffic Summit to discuss the state of traffic safety projects in the SCPDC area;
- Conduct one session of the “Drinking and Driving: It Costs Too Much” course;
- Continue to maintain and administer the Safe Community Fund, in order to implement traffic safety projects in the SCPDC area; and
- Develop an Annual Evaluation Report that documents and evaluates the Safe Community Task Force activities.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** - \$92,000.00 Section 402



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**Project Title – St. Martin Safe Community****Project Number – SA 2010-04-00-00****Project Description** - Coordinate Safe Community membership to include a variety of community leaders, law enforcement, educators, medical professionals, and other traffic safety professionals.

- Revise annual action plan based on data driven traffic safety issues in the service area
- Meet, at least quarterly, to assess data, discuss strategies, and implement programs to address action plan.
- Coordinate a school based speaker to support existing traffic safety programs. Speakers should, at a minimum, speak for one hour on traffic safety issues.
- Support the NHTSA Campaigns for Occupant Protection and Impaired Driving through educational material distribution.
- Conduct one press event for each of the National Campaigns.
- Conduct one Traffic Safety Summit to incorporate Safe Community membership, potential new members, and the general public in raising awareness of traffic safety issues. The Summit should also assist the Safe Community with reassessing the developed action plan and planning for future action plan revisions.

**Project Staff – Jamie Barth Ainsworth****Project Budget/Source** -\$92,000.00 Section 402

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**Project Title – Lincoln Parish Safe Community****Project Number - SA 2010-02-00-00****Project Description** - The Lincoln Parish Sheriff's Department will participate in and support a Safe Community program to address traffic safety issues and work toward the following specific objectives in Lincoln Parish.

- Work with existing Coalition to coordinate the Safe Community membership to include local policy leaders, law enforcement, community advocates, educators, medical professionals, and other safety conscience citizens throughout Lincoln Parish and neighboring parishes that show need and/or interest.
- Work with existing Coalition to develop a Safe Community Action Plan, based on local data and identified needs, to reduce fatal and injury traffic crashes in Lincoln and other participating parishes.
- Implement programs, as identified by the Safe Community members and this contract, to address traffic safety issues.
- Hold monthly Coalition meetings to address traffic safety issues in Lincoln Parish.
- Ensure that there are heightened activities to support the National NHTSA Campaigns. Occupant Protection during "Click It Or Ticket" Campaign and Impaired Driving during "Drunk Driving. Over the Limit. Under Arrest."
- Conduct an annual youth conference in the spring in coordination with Louisiana Youth Prevention Services.

- Develop an Annual Evaluation Report that documents and evaluates the Safe Community Task Force activities and submit the Report to LHSC electronically.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** - \$49,000.00 Section 402

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**Project Title** – Safe Communities Program Coordinator

**Project Number** – SA 2010-01-00-00

**Project Description** - The Coordinator will specifically serve as the primary point on contact for all local Safe Communities programs and work to develop new programs. Coordinator will attend most community meetings, provide guidance on federal and state regulations, facilitate planning meetings as necessary, assist in the development of local Traffic Safety Summits, work with the coalitions to implement press events for National Campaigns, and assist with the required documentation for reimbursement.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** - \$49,000.00 Section 402

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**Project Title** – Shreveport Safety Council

**Project Number** - SA 2010-07-00-00

**Project Description** - **Project Description** - Coordinate Safe Community membership in the Shreveport area to include a variety of community leaders, law enforcement, educators, medical professionals, and other traffic safety professionals.

- Revise annual action plan based on data driven traffic safety issues in the service area
- Meet, at least quarterly, to assess data, discuss strategies, and implement programs to address action plan.
- Coordinate a school based speaker to support existing traffic safety programs. Speakers should, at a minimum, speak for one hour on traffic safety issues.
- Support the NHTSA Campaigns for Occupant Protection and Impaired Driving through educational material distribution.
- Conduct one press event for each of the National Campaigns.
- Conduct one Traffic Safety Summit to incorporate Safe Community membership, potential new members, and the general public in raising awareness of traffic safety issues. The Summit should also assist the Safe Community with reassessing the developed action plan and planning for future action plan revisions.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$35,000.00 Section 402

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**Project Title** – New Orleans Safety Council

**Project Number** – SA 2010-06-00-00

**Project Description** – **Project Description** - Coordinate Safe Community membership in the New Orleans area to include a variety of community leaders, law enforcement, educators, medical professionals, and other traffic safety professionals.

- Revise annual action plan based on data driven traffic safety issues in the service area

- Meet, at least quarterly, to assess data, discuss strategies, and implement programs to address action plan.
- Coordinate a school based speaker to support existing traffic safety programs. Speakers should, at a minimum, speak for one hour on traffic safety issues.
- Support the NHTSA Campaigns for Occupant Protection and Impaired Driving through educational material distribution.
- Conduct one press event for each of the National Campaigns.
- Conduct one Traffic Safety Summit to incorporate Safe Community membership, potential new members, and the general public in raising awareness of traffic safety issues. The Summit should also assist the Safe Community with reassessing the developed action plan and planning for future action plan revisions.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$35,000.00 Section 402

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**Project Title** – BR Safety Council

**Project Number** – SA 2010-05-00-00

**Project Description – Project Description** - Coordinate Safe Community membership in the Baton Rouge area to include a variety of community leaders, law enforcement, educators, medical professionals, and other traffic safety professionals.

- Revise annual action plan based on data driven traffic safety issues in the service area
- Meet, at least quarterly, to assess data, discuss strategies, and implement programs to address action plan.
- Coordinate a school based speaker to support existing traffic safety programs. Speakers should, at a minimum, speak for one hour on traffic safety issues.
- Support the NHTSA Campaigns for Occupant Protection and Impaired Driving through educational material distribution.
- Conduct one press event for each of the National Campaigns.
- Conduct one Traffic Safety Summit to incorporate Safe Community membership, potential new members, and the general public in raising awareness of traffic safety issues. The Summit should also assist the Safe Community with reassessing the developed action plan and planning for future action plan revisions.

**Project Staff** – Jamie Barth Ainsworth

**Project Budget/Source** – \$35,000.00 Section 402

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**Safe Communities: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
SA 2010-03-00-00	S. Central Safe Community	\$92,000.00	402
SA 2010-04-00-00	St. Martin Safe Community	\$92,000.00	402
SA 2010-02-00-00	Lincoln Parish Safe Community	\$49,000.00	402
SA 2010-01-00-00	Safe Communities Program Coordinator	\$49,000.00	402
SA 2010-07-00-00	Shreveport Safety Council	\$35,000.00	402
SA 2010-06-00-00	New Orleans Safe Council	\$35,000.00	402
SA 2010-05-00-00	BR Safety Council	\$35,000.00	402
<b>402 Total</b>		<b>\$387,000.00</b>	<b>402</b>
<b>Total All Funds</b>		<b>\$387,000.00</b>	

### 3.7 Railgrade/Highway Safety

#### Problem Identification and Analysis

There were 15 deaths reported involving a train in 2009, equal to the number reported for 2008.

#### Goal

- To decrease railgrade fatalities by 7% from a five year average of 16 (2004-2008) to 14 in 2010.

#### Performance Measures

- Number of highway-rail grade fatalities.

#### Strategies

1. Support Louisiana Operation Lifesaver.
2. Establish a legislative framework for the LHSC program throughout 2010
3. Conduct highway-rail grade crossing public education programs.
4. Conduct highway-rail grade crossing officer training programs.
5. Support the physical closure of railroad crossings.
6. Support Officer on a Train educational program.
7. Encourage strict enforcement of rail crossing violations.

8. Conduct a Traffic Safety Summit with one day focused on highway-rail grade safety and one day on traffic safety.

### Programs and Projects

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**Project Title** – Operation Lifesaver – Rail

**Project Number** – RH 2010-01-00-00

**Project Description** –

1. Act as the coordinator for Louisiana Operation Lifesaver.
2. Update the Operation Lifesaver Action Plan for FY 2010 based on problem identification, regarding motor vehicle / train crashes, trespass prevention, and Louisiana Operation Lifesaver, LOL, and the LHSC goals and objectives.
3. Update existing LOL plans in first quarter of FFY.
4. Plan, organize, and conduct meetings, workshops, and presentations to support rail grade safety.
5. Create, maintain, and utilize the LOL “presenters” database.
6. Coordinate the maintenance of the LOL website.
7. Train volunteers statewide.
8. Promote LOL and Operation Lifesaver programs in parishes with high railroad grade collision rates.
9. Participate in the State Highway Safety Strategic Plan and Highway Safety Commission meetings and provide discussions) regarding highway-rail grade crossing safety.

**Project Staff** – Jim Dickerson

**Project Budget/Source** – \$49,000.00 Section 402

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### Railgrade/Highway Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
RH 2010-01-00-00	Operation Lifesaver	\$49,000	402
<b>402 Total</b>		\$49,000	402
<b>Total All Funds</b>		\$49,000	

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## 3.8 Hazard Elimination

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

### Programs and Projects

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**Project Title** – Hazard Elimination Program FY10

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**Project Number – 154/164HE**

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

**Project Staff** – Angie Womack Jones

**Project Budget/Source** – \$8,255,250 Section 154HE and \$8,255,250 Section 164HE

**Hazard Elimination: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
008-01-0049	Barrier Rails	\$500,000.00	
014-04-0052	Turn Lanes US 165	\$300,000.00	
451-05-0119	Tree Removal I-20	\$250,000.00	
737-40-0104	Impact Attenuators-Rapides	\$610,000.00	
737-99-1036	Operation Lifesaver	\$60,000.00	
737-99-1029	RFP-Media	\$1,500,000.00	
712-99-0011	Data Analysis	\$1,600,000.00	
737-99-0959	Program Manager	\$50,000.00	
737-99-1007	Public Information Coord.	\$50,000.00	
	Local Roads	\$5,000,000.00	
737-99-0990	Local Circuit Rider	\$132,000.00	
737-99-0993	Local Road Safety	\$42,500.00	
737-99-0994	Local Road Implem.	\$132,600.00	
737-99-1030	SHSP Inters. Engr.	\$130,000.00	
737-99-1031	SHSP Inters. Plan. Assis.	\$93,400.00	
700-99-XXXX	Safety Studies	\$500,000.00	
737-99-1043	LOSS Project	\$560,000.00	
	Miscellaneous Projects	\$5,000,000.00	
<b>154 Total</b>			
<b>164 Total</b>			
<b>Total All Funds</b>		\$16,510,500.00	

## 3.9 Planning and Administration

Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of the LHSC Highway Safety Plan. Costs include salaries and related personnel benefits for the Governor's Representative and for other technical, administrative, and clerical staff in the LHSC, as shown in Tables 7 and 8. P&A costs also include office expenses such as travel, equipment, supplies, rent, and utilities necessary to carry out the functions of the LHSC.

A program cost summary for all program areas can be found in Table 9 at the end of this section. Proposed equipment purchases are described in Table 10.

### Goals

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

### Performance Measures

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

### Strategies

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

**Table 7. Planning and Administration Activities**

<b>Project No.</b>	<b>Funding Source</b>	<b>Project Name</b>	<b>Description</b>	<b>2010 Proposed Funding</b>
PA 2010-00-00-00	402	Planning and Administration	Program provides for the management of the LHSC programs, including employment of personnel to manage programs, associated travel, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.	\$338,862.80
PA 2010-02-00-00	402	LHSC Contract Planner	Provides for the LHSC Planner for the statewide traffic safety program.	\$49,700.00
<i>Program Management Projects</i>				
AL 2010-01-00-00	402	Program Management (Alcohol)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.	\$210,000.00
OP 2010-01-00-00	402	Program Management (Occupant Protection)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.	\$200,000.00
PT 2010-01-00-00	402	Program Management (Police Traffic Services)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.	\$275,000.00
TR 2010-00-00-00	402	Program Management (Traffic Records)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.	\$120,000.00
<i>Program Support Projects</i>				
AL 2010-02-00-00	402	Alcohol Commodities	Provides impaired driving public information and education materials for LHSC speakers and coordinators.	\$30,000
OP 2010-02-00-00	402	LHSC Commodities	Purchase commodities to promote occupant protection/traffic safety messages to the public at large via law enforcement and other traffic safety partners.	\$30,000
PT 2010-02-00-00	402	LHSC Commodities	Purchase commodities to promote traffic safety messages to the public at large via law enforcement and other traffic safety partners.	\$15,000
PT 2010-02-00-00	402	LHSC Sponsored Travel and Training	Program provides funding for in and out-of-state travel to conferences and training.	\$75,000



**Table 8. Positions and Funding Source**

Position	Current Staff		Federal	State	AL	OP	PT	TR
Executive Director	Col. John A. LeBlanc	Planning and Administration	50%	50%				
Accountant (LHSC Program Coordinator 2)	Linda Tillman	Planning and Administration	100%					
Assistant Director (LHSC Program Coordinator 3)	Jim Dickerson	Planning and Administration	100%					
LHSC Program Coordinator 2	Angie Womack Jones	Planning and Administration	100%		100%			
Program Coordinator 2	Vickie Sims	Program Management	100%			100%		
Program Coordinator 2	Lyrice Johnson	Program Management	100%				100%	
Program Coordinator 2	Nichole Davis	Program Management	100%		100%			
Public Information Coordinator (LHSC Program Coordinator 2)	Jamie Ainsworth	Program Management	100%		30%	30%	40%	
Grants/Reviewer 1	Juanita Crotwell	Program Management	100%		30%	30%	30%	10%
Administrative Secretary	Cynthia Wheeler	Program Management	100%		30%	30%	40%	
Administrative Coordinator 2	Ladricka Hill Minor	Planning and Administration	100%					
IT Applications Analyst 2	Kathy Johnson	Program Management	100%					100%
IT Liaison Officer 2	Chuck Miller	Program Management	100%					100%
Clerical Assistant	Chela Mitchell	Program Management	100%		30%	30%	30%	10%

**Table 9. Project Summary Table for FFY 2010**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Alcohol Impaired Driving</i>					
Jim Dickerson	AL	AL 2010-01-00-00	402	Program Management	\$210,000.00
Jamie Barth-Ainsworth	AL	AL 2010-02-00-00	402	LHSC Commodities Purchase (IN-HOUSE)	\$30,000.00
Angela Womack-Jones	AL	K8 2010-01-00-00	410	DWI Enforcement Award Program (Linda Hull)	\$28,000.00
Vickie Sims	AL	K2-2010-01-00-00	410	Dinnika Lawrence	\$2,750.00
Angela Womack-Jones	AL	K8 2010-02-00-00	410	DWI Prosecution Calcasieu DA	\$4,524.00
Chuck Miller	AL	K8 2010-03-00-00	410	LHSC Traffic Records Coordinating Committee: Electronic DWI Reporting System	\$350,000.00
Angela Womack-Jones	AL	K8 2010-04-00-00	410	EBR Alcohol Beverage Control	\$138,305.00
Chuck Miller	AL	K8 2010-05-00-00	410	Electronic DWI System Development Contractor	\$49,950.00
Angela Womack-Jones	AL	K8 2010-06-00-00	410	Industrial DWI Outreach	\$32,900.00
Angela Womack-Jones	AL	K8 2010-07-00-00	410	Judicial Resource Liaison	\$100,000.00
Angela Womack-Jones	AL	K8 2010-08-00-00	410	Louisiana Alcohol & Tobacco Control	\$170,040.00
Angela Womack-Jones	AL	K8 2010-09-00-00	410	Louisiana Alcohol Assessment Implementation Coordinator	\$55,000.00
	AL	None	410	New Impaired Driving Initiatives	\$493,571.61
Angela Womack-Jones	AL	K8 2010-10-00-00	410	Louisiana District Attorney's Assn Training Program	\$105,340.00
Angela Womack-Jones	AL	K8 2010-11-00-00	410	Louisiana MADD	\$150,000.00
Angela Womack-Jones	AL	K8 2010-12-00-00	410	LSU Baton Rouge Collegiate Alliance	\$100,118.00
Angela Womack-Jones	AL	K8 2010-13-00-00	410	Northwestern State University	\$18,900.00
Jamie Barth-Ainsworth	PMAL	PM 2010-01-00-00	410	Paid Media via RFP for Impaired Driving	\$355,446.39
Angela Womack-Jones	AL	K8 2010-14-00-00	410	Pretrial Diversion Study	\$58,127.00
Jamie Barth-Ainsworth	PMAL	K8 2010-15-00-00	410	Public Relations for Impaired Driving Program	\$24,500.00
Angela Womack-Jones	AL	K8 2010-16-00-00	410	Southeastern Louisiana University	\$68,000.00
Lyrice Johnson	AL	K4PT 2010-10-00-00	410	Aaron Chabaud	\$9,400.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Alcohol Impaired Driving (continued)</i>					
Lyrice Johnson	AL	K4PT 2010-11-00-00	410	Bobby G Potter	\$9,400.00
Lyrice Johnson	AL	K4PT 2010-12-00-00	410	Brad Stewart	\$9,400.00
Lyrice Johnson	AL	K4PT 2010-13-00-00	410	Donald Campbell	\$9,400.00
Lyrice Johnson	AL	K4PT 2010-14-00-00	410	Frank Vaughan	\$9,400.00
Lyrice Johnson	AL	K4PT 2010-15-00-00	410	Morris Beverly	\$9,400.00
Lyrice Johnson	AL	K4PT 2010-16-00-00	410	Pete Stout	\$9,400.00
Lyrice Johnson	AL	K4PT 2010-17-00-00	410	Ted Riser	\$9,400.00
Lyrice Johnson	AL	K8 2010-20-00-00	410	Acadia Parish Sheriff's Office	\$28,800.00
Lyrice Johnson	AL	K8 2010-21-00-00	410	Allen Parish Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	K8 2010-22-00-00	410	Beauregard Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	K8 2010-23-00-00	410	Bogalusa Police Department	\$25,000.00
Lyrice Johnson	AL	K8 2010-24-00-00	410	Caddo Parish Sheriff's Office	\$20,050.00
Lyrice Johnson	AL	K8 2010-25-00-00	410	Calcasieu Parish Sheriff's Office	\$18,000.00
Lyrice Johnson	AL	K8 2010-26-00-00	410	Iberia Parish Sheriff's Office	\$23,950.00
Lyrice Johnson	AL	K8 2010-27-00-00	410	Iberville Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	PT 2010-29-00-00	410	Louisiana State Police	\$0.00
Lyrice Johnson	AL	K8 2010-37-00-00	410	Lafourche Parish Sheriff's Office	\$20,250.00
Lyrice Johnson	AL	K8 2010-28-00-00	410	Lincoln Parish Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	K8 2010-29-00-00	410	St Charles Parish Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	K8 2010-30-00-00	410	St James Parish Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	K8 2010-31-00-00	410	St John the Baptist Sheriff's Office	\$19,200.00
Lyrice Johnson	AL	K8 2010-32-00-00	410	St. Tammany Sheriff's Office	\$52,751.00
Lyrice Johnson	AL	K8 2010-33-00-00	410	Terrebonne Parish Sheriff's Office	\$22,400.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Alcohol Impaired Driving (continued)</i>					
Lyrice Johnson	AL	K8 2010-34-00-00	410	Union Parish Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	K8 2010-35-00-00	410	Varnado Police Department	\$10,000.00
Lyrice Johnson	AL	K8 2010-36-00-00	410	Washington Parish Sheriff's Office	\$35,000.00
Angela Womack-Jones	AL	PT 2010-18-01-00	410	DWI Prosecution Calcasieu DA	\$4,524.00
Jamie Barth-Ainsworth	PMAL	K8PM 2010-01-00	410	Creative production for 3 new impaired driving commercials	\$180,000.00
Lyrice Johnson	AL	K8HV 2010-02-00-00	410hve	Ascension Parish Sheriff's Office	\$28,700.00
Lyrice Johnson	AL	K8HV 2010-03-00-00	410hve	Avoyelles SO	\$25,000.00
Lyrice Johnson	AL	K8HV 2010-04-00-00	410hve	Baton Rouge Police Department	\$120,000.00
Lyrice Johnson	AL	K8HV 2010-05-00-00	410hve	Bunkie Police Department	\$28,808.00
Lyrice Johnson	AL	K8HV 2010-06-00-00	410hve	Covington Police Department	\$9,030.00
Lyrice Johnson	AL	K8HV 2010-07-00-00	410hve	Denham Springs	\$14,476.00
Lyrice Johnson	AL	K8HV 2010-08-00-00	410hve	EBR Parish Sheriff's Office	\$19,270.00
Lyrice Johnson	AL	K8HV 2010-09-00-00	410hve	Gonzales Police Department	\$7,750.00
Lyrice Johnson	AL	K8HV 2010-10-00-00	410hve	Houma Police Department	\$12,210.00
Lyrice Johnson	AL	K8HV 2010-11-00-00	410hve	Jefferson Davis Sheriff's Office	\$6,250.00
Lyrice Johnson	AL	K8HV 2010-12-00-00	410hve	Jefferson Parish Sheriff's Office	\$4,896.00
Lyrice Johnson	AL	PT 2010-29-00-00	410hve	Louisiana State Police	\$391,845.00
Lyrice Johnson	AL	K8HV 2010-15-00-00	410hve	Lafayette Parish Sheriff's Office	\$10,200.00
Lyrice Johnson	AL	K8HV 2010-16-00-00	410hve	Livingston Parish Sheriff's Office	\$31,500.00
Lyrice Johnson	AL	K8HV 2010-17-00-00	410hve	Mandeville Police Department	\$6,400.00
Lyrice Johnson	AL	PT 2010-38-00-00	410hve	Monroe Police Department	\$19,440.00
Lyrice Johnson	AL	K8HV 2010-19-00-00	410hve	Natchitoches Police Department	\$21,571.61
Lyrice Johnson	AL	K8HV 2010-20-00-00	410hve	Opelousas Police Department	\$25,170.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Alcohol Impaired Driving (continued)</i>					
Lyrice Johnson	AL	K8HV 2010-21-00-00	410hve	Ouachita Parish Sheriff's Office	\$6,000.00
Lyrice Johnson	AL	K8HV 2010-22-00-00	410hve	Pineville Police Department	\$34,104.00
Lyrice Johnson	AL	K8HV 2010-23-00-00	410hve	Rapides Parish Sheriff's Office	\$15,360.00
Lyrice Johnson	AL	K8HV 2010-24-00-00	410hve	Slidell Police Department	\$15,513.00
Lyrice Johnson	AL	K8HV 2010-25-00-00	410hve	St Landry Parish Sheriff's Office	\$16,170.00
Lyrice Johnson	AL	K8HV 2010-26-00-00	410hve	Tangipahoa Parish Sheriff's Office	\$22,430.00
Lyrice Johnson	AL	K8HV 2010-27-00-00	410hve	West Monroe Police Department	\$25,920.00
Lyrice Johnson	AL	K8HV 2010-28-00-00	410hve	Wildlife and Fisheries	\$100,000.00
Lyrice Johnson	AL	K8HV 2010-29-00-00	410hve	Zachary Police Department	\$31,624.00
Lyrice Johnson	AL	K8HV 2010-30-00-00	410hve	Rosepine Police Department	\$23,000.00
Jamie Barth-Ainsworth	PMAL	PM 2010-01-00-00	410hve	Paid Media via RFP to support High Visibility Enforcement for Impaired Driving	\$273,090.02
Unassigned	AL	Unassigned	410hve	New Impaired Driving Initiatives	\$388,934.37
Angela Womack-Jones	AL	K8FR 2010-01-00-00	410FR	Terrebonne Parish DWI Court	\$124,950.00
Nichole Davis	AL	K8FR 2010-02-00-00	410FR	Medical Center of New Orleans Trauma Center//Sudden Impact Program	\$17,100.00
Lyrice Johnson	AL	PT 2010-29-00-00	410FR	Louisiana State Police	\$140,900.00
Nichole Davis	AL	K8FR 2010-03-00-00	410FR	Hip Hop Doc/Rani Whitfield	\$49,999.00
Nichole Davis	AL	K8FR 2010-04-00-00	410FR	College Speaker for Impaired Driving Prevention	\$36,000.00
Nichole Davis	AL	K8FR 2010-05-00-00	410FR	Think First	\$53,040.00
Nichole Davis	AL	K8FR 2010-06-00-00	410FR	La. Youth Prevention Services	\$200,000.00
Nichole Davis	AL	K8FR 2010-07-00-00	410FR	La Department of Justice	\$127,300.00
Angela Womack-Jones	AL	K8FR 2010-08-00-00	410FR	DWI Court Coordinator/Cathy Childers	\$49,000.00
Angela Womack-Jones	AL	K8FR 2010-20-00-00	410FR	St Mary Parish DWI Court	\$134,000.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Alcohol Impaired Driving (continued)</i>					
Angela Womack-Jones	AL	K8FR 2010-21-00-00	410FR	Iberia Parish DWI Court	\$134,000.00
Angela Womack-Jones	AL	K8FR 2010-22-00-00	410FR	4 <sup>th</sup> Judicial DWI Court (Ouachita/Morehouse)	\$150,000.00
Angela Womack-Jones	AL	K8FR 2010-23-00-00	410FR	22 <sup>nd</sup> JDC DWI Court (St. Tammany)	\$121,530.00
Angela Womack-Jones	AL	K8FR 2010-24-00-00	410FR	3 <sup>rd</sup> JDC DWI Court (Lincoln/Union)	\$150,000.00
Jamie Barth-Ainsworth	AL	PM 2010-01-00-00	410FR	Paid Media via RFP for High Fatality Rate Impaired Driving	\$406,984.12
Nichole Davis	AL	K8FR 2010-25-00-00	410FR	Central Louisiana DWI Diversity Coordinator	\$32,900.00
Nichole Davis	AL	K8FR 2010-26-00-00	410FR	North Louisiana DWI Diversity Coordinator	\$32,900.00
Nichole Davis	AL	K8FR 2010-27-00-00	410FR	Hispanic DWI Diversity Coordinator	\$32,900.00
Nichole Davis	AL	K8FR 2010-28-00-00	410FR	Troop A Area DWI Diversity Coordinator	\$32,900.00
Nichole Davis	AL	K8FR 2010-29-00-00	410FR	Troop B Area DWI Diversity Coordinator	\$32,900.00
Nichole Davis	AL	K8FR 2010-30-00-00	410FR	The Early Drive Program/Robyn Merrick	\$36,000.00
Nichole Davis	AL	K8FR 2010-31-00-00	410FR	Beta Iota Lambda Foundation, Inc.	\$20,000.00
Nichole Davis	AL	K8FR 2010-32-00-00	410FR	McNeese State University	\$6,515.00
Nichole Davis	AL	K8FR 2010-33-00-00	410FR	University of Louisiana at Monroe	\$14,190.00
Nichole Davis	AL	K8FR 2010-34-00-00	410FR	Southern University Police Department	\$3,550.00
Angela Womack-Jones	AL	K8FR 2010-35-00-00	410FR	DWI Court Training for Existing DWI Courts: National Center for DWI Courts	\$20,000.00
Angela Womack-Jones	AL	K8FR 2010-36-00-00	410FR	DWI Court Training for New DWI Courts	\$69,452.00
Nichole Davis	AL	K8FR 2010-37-00-00	410FR	Acadiana Transportation Safety Coalition/Lafayette Consolidated Government	\$31,811.00
Nichole Davis	AL	K8FR 2010-38-00-00	410FR	Council on Alcohol and Drug Abuse (CADA)	\$40,000.00
Lyrice Johnson	AL	PT 2010-38-00-00	410FR	Monroe Police Department	\$225,000.00
Lyrice Johnson	AL	K8FR 2010-39-00-00	410FR	La Transportation Assistance LTAP	\$57,500.00
Lyrice Johnson	AL	K8HV 2010-01-00-00	410FR	Alexandria Police Department (JUDE)	\$11,300.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Alcohol Impaired Driving (continued)</i>					
Lyrice Johnson	AL	K8HV 2010-04-00-00	410FR	Baton Rouge Police Department (JUDE)	\$100,915.88
Lyrice Johnson	AL	K8HV 2010-05-00-00	410FR	Bunkie Police Department (JUDE)	\$6,192.00
Lyrice Johnson	AL	K8HV 2010-08-00-00	410FR	EBR Parish Sheriff's Office (JUDE)	\$60,000.00
Lyrice Johnson	AL	K8HV 2010-17-00-00	410FR	Mandeville Police Department (JUDE)	\$6,400.00
Lyrice Johnson	AL	K8HV 2010-24-00-00	410FR	Slidell Police Department (JUDE)	\$47,820.00
Lyrice Johnson	AL	K8HV 2010-26-00-00	410FR	Tangipahoa Parish Sheriff's Office (JUDE)	\$9,600.00
Lyrice Johnson	AL	K8HV 2010-29-00-00	410FR	Zachary Police Department (JUDE)	\$1,736.00
	AL	K8FR 2010-50-00-00	410FR	New Impaired Driving Initiatives	
Nichole Davis	AL	K8FR 2010-39-00-00	410FR	Tangipahoa Parish DUI/Impaired Driver Youth Awareness Program	\$32,262.00
Lyrice Johnson	AL	T/AL 2010-01-00-00	154/164AL	Abbeville Police Department	\$25,000.00
Lyrice Johnson	AL	T/AL 2010-02-00-00	154/164AL	Amite City Police Department	\$10,000.00
Lyrice Johnson	AL	T/AL 2010-03-00-00	154/164AL	Ball Police Department	\$10,000.00
Lyrice Johnson	AL	T/AL 2010-04-00-00	154/164AL	Berwick Police Department	\$10,000.00
Lyrice Johnson	AL	T/AL 2010-05-00-00	154/164AL	Bossier City Police Department	\$15,855.26
Lyrice Johnson	AL	T/AL 2010-06-00-00	154/164AL	City of Central	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-07-00-00	154/164AL	Deridder Police Department	\$25,000.00
Lyrice Johnson	AL	T/AL 2010-08-00-00	154/164AL	Franklin Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-09-00-00	154/164AL	Franklinton Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-10-00-00	154/164AL	Haughton Police Department	\$10,000.00
Lyrice Johnson	AL	T/AL 2010-11-00-00	154/164AL	Iowa Police Department	\$10,000.00
Lyrice Johnson	AL	T/AL 2010-12-00-00	154/164AL	Jean Lafitte Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-13-00-00	154/164AL	Krotz Springs Police Department	\$15,000.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Alcohol Impaired Driving (continued)</i>					
Lyrice Johnson	AL	T/AL 2010-14-00-00	154/164AL	Lafayette Police Department	\$40,291.20
Lyrice Johnson	AL	T/AL 2010-15-00-00	154/164AL	Lake Charles Police Department	\$18,250.00
Lyrice Johnson	AL	T/AL 2010-16-00-00	154/164AL	Leesville Police Department	\$21,600.00
Lyrice Johnson	AL	T/AL 2010-17-00-00	154/164AL	Merryville Police Department	\$10,000.00
Lyrice Johnson	AL	T/AL 2010-18-00-00	154/164AL	Napoleonville Police Department	\$25,000.00
Lyrice Johnson	AL	T/AL 2010-19-00-00	154/164AL	Natchez Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-20-00-00	154/164AL	New Orleans Police Department	\$87,500.00
Lyrice Johnson	AL	T/AL 2010-21-00-00	154/164AL	New Roads Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-22-00-00	154/164AL	Rayne Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-23-00-00	154/164AL	Shreveport Police Department	\$72,220.00
Lyrice Johnson	AL	T/AL 2010-24-00-00	154/164AL	Sibley Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-25-00-00	154/164AL	Sulphur Police Department	\$15,000.00
Lyrice Johnson	AL	T/AL 2010-26-00-00	154/164AL	Thibodaux Police Department	\$25,000.00
Lyrice Johnson	AL	T/AL 2010-27-00-00	154/164AL	Westwego Police Department	\$25,000.00
Lyrice Johnson	AL	T/AL 2010-28-00-00	154/164AL	White Castle Police Department	\$25,000.00
Lyrice Johnson	AL	T/AL 2010-29-00-00	154/164AL	St. Martin Sheriff's Office	\$20,000.00
Lyrice Johnson	AL	T/AL 2010-30-00-00	154/164AL	Sunset Police Department	\$25,000.00
Lyrice Johnson	AL	T/AL 2010-31-00-00	154/164AL	Evangeline Sheriff's Office	\$35,000.00
Lyrice Johnson	AL	T/AL 2010-32-00-00	154/164AL	St. Bernard Sheriff's Office	\$30,000.00
Lyrice Johnson	AL	T/AL 2010-33-00-00	154/164AL	St. Helena Sheriff's Office	\$8,000.00
Lyrice Johnson	AL	T/AL 2010-35-00-00	154/164AL	Ponchatoula Police Department	\$16,616.00
Lyrice Johnson	AL	T/AL 2010-36-00-00	154/164AL	Greenwood Police Department	\$5,200.00



**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
Lyrice Johnson	AL	T/AL 2010-37-00-00	154/164/AL	Kinder Police Department	\$15,000.00
Unassigned	AL	Unassigned	154/164AL	New Impaired Driving Initiatives	\$1,519,525.54
<i>Occupant Protection</i>					
Jim Dickerson	OP	OP 2010-01-00-00	402	Program Management	\$200,000.00
Jamie Barth-Ainsworth	OP	OP 2010-02-00-00	402	LHSC Commodities Purchase (IN-HOUSE)	\$30,000.00
Jamie Barth-Ainsworth	PMOP	PM 2010-01-00-00	402	Paid Media via RFP for Occupant Protection	\$227,500.00
Vickie Sims	OP	K2-2010-01-00-00	405	Dinnika Lawrence	\$33,250.00
Vickie Sims	OP	K2-2010-02-00-00	405	Research and Assessment Surveys (Applied Tech)	\$80,263.50
Vickie Sims	OP	K2-2010-03-00-00	405	Quick Click/Rock the Belt Program/ DC Sills, Creative Prevention Resources	\$59,000.00
Vickie Sims	OP	K2-2010-04-00-00	405	Lake Charles Occupant Protection Coalition	\$49,900.00
Vickie Sims	OP	K2-2010-05-00-00	405	Charity Hospital/Louisiana Child Passenger Safety Task Force	\$121,375.00
Vickie Sims	OP	K2-2010-06-00-00	405	New Orleans Hispanic Outreach Highway Safety Program	\$43,000.00
Vickie Sims	OP	K2-2010-07-00-00	405	Hispanic Committee of the South (Rapides Parish)	\$43,000.00
Jamie Barth-Ainsworth	PMOP	K2PM-2010-01-00	405	Creative production for 2 new occupant protection commercials	\$120,000.00
Jamie Barth-Ainsworth	PMOP	PM 2010-01-00-00	405	Paid Media via RFP for Occupant Protection	\$207,062.50
Jamie Barth-Ainsworth	PM	K8PM 2010-01-00	410	Creative production for 3 new impaired driving commercials	\$180,000.00
Vickie Sims	OP	K4OP 2010-02-00-00	406	Monroe Occupant Protection Coalition	\$49,900.00
Vickie Sims	OP	K4OP 2010-01-00-00	406	Friends of Safety Town (Caddo)	\$30,000.00
Vickie Sims	OP	K4OP 2010-02-00-00	406	Monroe Occupant Protection Coalition	\$49,900.00
Vickie Sims	OP	K4OP 2010-03-00-00	406	Linden Claybrook/Drive Safe Louisiana	\$27,300.00
Jamie Barth-Ainsworth	PMOP	K4PM 2010-01-00-00	406	Public Relations for Occupant Protection Program	\$24,500.00
<i>Traffic Records Program Area</i>					
Jim Dickerson	TR	TR 2010-01-00-00	402	Program Management	\$120,000.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Traffic Records Program Area (continued)</i>					
Jim Dickerson	TR	TR 2010-02-00-00	402	DPS/LHSC Memorandum of Understanding	\$52,849.65
Chuck Miller	TR	K9 2010-02-00-00	408	LHSC Traffic Records Coordinating Committee: Traffic Records Assessment	\$50,000.00
Chuck Miller	TR	K9 2010-20-01-00	408	Louisiana Highway Research Group: Crash Report MMUCC Compliance	\$80,000.00
Chuck Miller	TR	K9 2010-20-02-00	408	Louisiana Highway Research Group: Traffic Records Training Course Development	\$55,000.00
Chuck Miller	TR	K9 2010-03-00-00	408	LHSC Traffic Records Coordinating Committee: Improved Timeliness and Accuracy of Crash Data Submittal through Wireless Broadband	\$150,000.00
Chuck Miller	TR	K9 2010-04-00-00	408	LHSC Traffic Records Coordinating Committee: Electronic Traffic Citations	\$150,000.00
Chuck Miller	TR	K9 2010-05-00-00	408	LHSC Traffic Records Coordinating Committee: EMS Data Needs and System Integration	\$100,000.00
Chuck Miller	TR	K9 2010-20-03-00	408	Louisiana Highway Research Group: Comprehensive Data Integration: Linkage Building	\$150,000.00
Chuck Miller	TR	K9 2010-06-00-00	408	LHSC Traffic Records Coordinating Committee: Court Management Information System	\$150,000.00
Chuck Miller	TR	K9 2010-20-04-00	408	Louisiana Highway Research Group: Automated System for Crash Data Location Referencing: System Design	\$125,000.00
Chuck Miller	TR	K9 2010-20-05-00	408	Louisiana Highway Research Group: Public Relations/Public Outreach	\$45,000.00
Chuck Miller	TR	K9 2010-20-06-00	408	Louisiana Highway Research Group: Support for Executive and Working Traffic Records Coordinating Committee Meetings	\$30,000.00
Chuck Miller	TR	K9 2010-07-00-00	408	LHSC Traffic Records Coordinating Committee: Local Assistance Program for Equipment and Software	\$219,900.00
<i>Motorcycle Safety</i>					

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
Jamie Barth-Ainsworth	MC	K6 2010-01-00-00	2010	Motorcycle Awareness Campaign	\$40,000.00
Jamie Barth-Ainsworth	MC	K6 2010-02-00-00	2010	Motorcycle Safety Foundation Training Program	\$134,000.00
Vickie Sims	MC	K2-2010-02-00-00	406	Research and Assessment Surveys (Applied Tech)	\$24,736.50
<i>Police Traffic Services</i>					
Jim Dickerson	PT	PT 2010-01-00-00	402	Program Management	\$275,000.00
Jamie Barth-Ainsworth	PT	PT 2010-02-00-00	402	LHSC Commodities Purchase (IN-HOUSE)	\$15,000.00
Vickie Sims	PT	PT 2010-02-00-00	402	Travel/Training Funds	\$75,000.00
Jim Dickerson	PT	PT 2010-03-00-00	402	Traffic Safety Programs Contractor	\$41,000.00
Lyrice Johnson	PT	PT 2010-10-00-00	402	Acadia Parish Sheriff's Office	\$25,769.96
Lyrice Johnson	PT	PT 2010-11-00-00	402	Alexandria Police Department	\$38,536.00
Lyrice Johnson	PT	PT 2010-12-00-00	402	Ascension Parish Sheriff's Office	\$28,900.00
Lyrice Johnson	PT	PT 2010-13-00-00	402	Baker Police Department	\$11,304.00
Lyrice Johnson	PT	PT 2010-14-00-00	402	Baton Rouge Police Department	\$144,479.92
Lyrice Johnson	PT	PT 2010-15-00-00	402	Bossier City Police Department	\$15,194.62
Lyrice Johnson	PT	PT 2010-16-00-00	402	Broussard Police Department	\$9,450.00
Lyrice Johnson	PT	PT 2010-17-00-00	402	Caddo Parish Sheriff's Office	\$25,370.00
Lyrice Johnson	PT	PT 2010-18-00-00	402	Calcasieu Parish Sheriff's Office	\$33,130.00
Lyrice Johnson	PT	PT 2010-19-00-00	402	Covington Police Department	\$17,335.00
Lyrice Johnson	PT	PT 2010-20-00-00	402	Denham Springs	\$14,716.00
Lyrice Johnson	PT	PT 2010-21-00-00	402	EBR Parish Sheriff's Office	\$33,516.00
Lyrice Johnson	PT	PT 2010-22-00-00	402	Gonzales Police Department	\$14,590.00
Lyrice Johnson	PT	PT 2010-23-00-00	402	Hammond Police Department	\$30,420.00
Lyrice Johnson	PT	PT 2010-24-00-00	402	Houma Police Department	\$16,385.00
Lyrice Johnson	PT	PT 2010-25-00-00	402	Iberia Parish Sheriff's Office	\$17,850.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Police Traffic Services (continued)</i>					
Lyrice Johnson	PT	PT 2010-26-00-00	402	Jefferson Davis Sheriff's Office	\$8,750.00
Lyrice Johnson	PT	PT 2010-27-00-00	402	Jefferson Parish Sheriff's Office	\$9,520.00
Lyrice Johnson	PT	PT 2010-28-00-00	402	Kenner Police Department	\$42,145.00
Lyrice Johnson	PT	PT 2010-29-00-00	402	Louisiana State Police	\$582,975.00
Lyrice Johnson	PT	PT 2010-30-00-00	402	Lafayette Parish Sheriff's Office	\$16,500.00
Lyrice Johnson	PT	PT 2010-31-00-00	402	Lafayette Police Department	\$73,758.00
Lyrice Johnson	PT	PT 2010-32-00-00	402	Lafourche Parish Sheriff's Office	\$53,000.00
Lyrice Johnson	PT	PT 2010-33-00-00	402	Lake Charles Police Department	\$28,470.00
Lyrice Johnson	PT	PT 2010-34-00-00	402	Leesville Police Department	\$17,150.00
Lyrice Johnson	PT	PT 2010-35-00-00	402	Livingston Parish Sheriff's Office	\$38,964.50
Lyrice Johnson	PT	PT 2010-36-00-00	402	Livingston Police Department	\$17,156.16
Lyrice Johnson	PT	PT 2010-37-00-00	402	Mandeville Police Department	\$8,000.00
Lyrice Johnson	PT	PT 2010-38-00-00	402	Monroe Police Department	\$24,300.00
Lyrice Johnson	PT	PT 2010-39-00-00	402	New Orleans Police Department	\$84,402.00
Lyrice Johnson	PT	PT 2010-40-00-00	402	Ouachita Parish Sheriff's Office	\$11,000.00
Lyrice Johnson	PT	PT 2010-41-00-00	402	Pineville Police Department	\$33,580.00
Lyrice Johnson	PT	PT 2010-42-00-00	402	Rapides Parish Sheriff's Office	\$23,560.00
Lyrice Johnson	PT	PT 2010-43-00-00	402	Rosepine Police Department	\$9,441.39
Lyrice Johnson	PT	PT 2010-44-00-00	402	Shreveport Police Department	\$57,764.00
Lyrice Johnson	PT	PT 2010-45-00-00	402	Slidell Police Department	\$16,833.00
Lyrice Johnson	PT	PT 2010-46-00-00	402	St John the Baptist Sheriff's Office	\$44,800.00
Lyrice Johnson	PT	PT 2010-47-00-00	402	St. Tammany Sheriff's Office	\$20,770.00
Lyrice Johnson	PT	PT 2010-48-00-00	402	Tangipahoa Parish Sheriff's Office	\$9,180.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Police Traffic Services (continued)</i>					
Lyrice Johnson	PT	PT 2010-49-00-00	402	Terrebonne Parish Sheriff's Office	\$19,090.00
Lyrice Johnson	PT	PT 2010-50-00-00	402	Walker Police Department	\$9,600.00
Lyrice Johnson	PT	PT 2010-51-00-00	402	West Monroe Police Department	\$25,920.00
Lyrice Johnson	PT	PT 2010-52-00-00	402	Zachary Police Department	\$16,616.00
Lyrice Johnson	PT	K4PT 2010-10-00-00	406	Aaron Chabaud	\$40,570.00
Lyrice Johnson	PT	K4PT 2010-11-00-00	406	Bobby G Potter	\$40,570.00
Lyrice Johnson	PT	K4PT 2010-12-00-00	406	Brad Stewart	\$40,570.00
Lyrice Johnson	PT	K4PT 2010-13-00-00	406	Donald Campbell	\$40,570.00
Lyrice Johnson	PT	K4PT 2010-14-00-00	406	Frank Vaughan	\$40,570.00
Lyrice Johnson	PT	K4PT 2010-15-00-00	406	Morris Beverly	\$40,570.00
Lyrice Johnson	PT	K4PT 2010-16-00-00	406	Pete Stout	\$40,570.00
Lyrice Johnson	PT	K4PT 2010-17-00-00	406	Ted Riser	\$40,570.00
Jim Dickerson	PT	K4PT 2010-18-00-00	406	PTS Program Coordinator - Kenny Williams	\$49,950.00
Jim Dickerson	PT	K4PT 2010-18-00-00	406	PTS Program Coordinator - Darryl Hebert	\$49,950.00
Lyrice Johnson	PT	K4PT 2010-20-00-00	406	Jennings Police Department	\$5,468.00
Lyrice Johnson	PT	K4PT 2010-21-00-03	406	Natchitoches Police Department	\$8,430.00
Lyrice Johnson	PT	K4PT 2010-22-00-04	406	Opelousas Police Department	\$33,955.00
Lyrice Johnson	PT	K4PT 2010-23-00-05	406	St Landry Parish Sheriff's Office	\$23,840.00
Lyrice Johnson	PT	None	406	FY 2011 Continuation projects	\$829,605.20
<i>Safe Communities</i>					
Jamie Barth-Ainsworth	SA	SA-2010-01-00-00	402	Safe Communities Program Coordinator	\$49,000.00
Jamie Barth-Ainsworth	SA	SA-2010-02-00-00	402	Lincoln PD Safe Community	\$49,000.00
Jamie Barth-Ainsworth	SA	SA-2010-03-00-00	402	South Central Planning	\$92,000.00
Jamie Barth-Ainsworth	SA	SA-2010-04-00-00	402	St Martin Parish Safe Community	\$92,000.00

**Table 9. Project Summary Table for FFY 2010 (continued)**

LHSC Coordinator	Program Area	Project Number	Funding Source	Project Title/Agency	Proposed Award
<i>Safe Communities (continued)</i>					
Jamie Barth-Ainsworth	SA	SA-2010-05-00-00	402	BR Safety Council	\$35,000.00
Jamie Barth-Ainsworth	SA	SA-2010-06-00-00	402	New Orleans Safety Council	\$35,000.00
Jamie Barth-Ainsworth	SA	SA-2010-07-00-00	402	Shreveport Safety Council	\$35,000.00
<i>Railgrade/Highway</i>					
Jamie Barth-Ainsworth	RH	RH 2010-01-00-00	402	La Operation Lifesaver	\$49,000.00
<i>Planning and Administration</i>					
Jim Dickerson	PA	PA 2010-02-00-00	402	LHSC Contract Planner	\$49,700.00
Jim Dickerson	PA	PA 2010-00-00-00	402	Planning and Administration	\$338,862.80
Jim Dickerson	PA	PA 2010-03-00-00	406	Statistical Analysis	\$25,000.00
Jim Dickerson	PA	PA 2010-04-00-00	406	Cambridge Systematics	\$47,500.00
Jim Dickerson	PA	K4PA 2010-00-00-00	406	Planning and Administration	\$22,188.30

**Table 10. FFY 2010 Proposed Equipment Purchases**

Law Enforcement Department/Office	Proposed Equipment Purchase Description
Ascension Sheriff's Office K8HV 2010-02-00-00 (410 HVE)	One tower light at an estimated per unit cost of \$7000.00. The tower light will assist Ascension Sheriff's Office in conducting DWI checkpoints by providing adequate lighting within DWI checkpoints, and increasing public visibility of DWI checkpoints. Ascension Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Baton Rouge Police Department PT 2010-14-00-00 (402)	Two accident reconstruction vericoms \$6,761.00 each for a total of \$13,522.00. The accident reconstruction vericoms will help the Baton Rouge Police Department accurately investigate and reconstruct traffic crashes within the city of Baton Rouge. The Baton Rouge Police Department currently has a high incidence of fatal and injury crashes, and we believe this important tool is an essential resource in the success of the project. Baton Rouge Police Department has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Bunkie Police Department K8HV 2010-15-00-00 (410 HVE)	One light tower at an estimated per unit cost of \$5,000.00. The tower light will assist Bunkie Police Department in conducting DWI checkpoints by providing adequate lighting and increasing public visibility of DWI checkpoints. Bunkie is located in Avoyelles Parish which is an alcohol problem ID parish. Bunkie Police Department has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Caddo Parish Sheriff's Safety Town K4OP 2010-01-00-00 (406)	Two (2) two-seater electric cars at an estimated cost of \$6,250.00 each for a total of \$12,500.00. The two-seater electric cars will allow physically challenged children who are unable to safely operate a single occupant electric car an opportunity to participate in the motor vehicle and seat belt component of this program while being a non-driver/passenger with an adult driver. This equipment keeps with the "No Child Left Behind" approach to educational opportunities. Caddo Parish Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Deridder Police Department T/AL 2010-07-00-00 (154/164)	One In Car Camera System at an estimated cost of \$7112.50. The In Car Camera System will be used at Impaired driving overtime enforcement hours. Deridder Police Department, located in Beauregard Parish, which is an alcohol problem ID parish would greatly benefit from this tool and it is essential to the success of their project. Deridder Police Department has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Evangeline Parish Sheriff's Office T/AL 2010-31-00-00 (154/164)	One light tower at an estimated per unit cost of \$6,000.00. The tower light will assist Evangeline Parish Sheriff's Office in conducting DWI checkpoints by providing adequate lighting and increasing public visibility of DWI checkpoints. Evangeline Parish is an alcohol problem ID parish. Evangeline Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Lafourche Sheriff's Office PT 2010-32-00-00 (402)	Two In Car Camera Systems at an estimated cost of \$5,000.00 each for a total cost of \$10,000.00. The two In Car Camera Systems will be used at occupant protection (DDACTS) and speed overtime enforcement hours. We believe Lafourche Parish will greatly benefit from this these tools as it is a top problem ID parish. Lafourche Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Leesville Police Department PT 2010-34-00-00 (402)	One In Car Camera System at an estimated cost of \$5,000.00 The In Car Camera System will be used at Impaired driving overtime enforcement hours. Leesville Police Department, located in Vernon Parish, which is an alcohol problem ID parish would greatly benefit from this tool and it is essential to the success of their project. Leesville Police Department has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.

**Table 10. FFY 2010 Proposed Equipment Purchases (continued)**

Law Enforcement Department/Office	Proposed Equipment Purchase Description
Livingston Sheriff's Office PT 2010-35-00-00 (402)	One Total Station diagramming instrument, including associated hardware and software, at a per unit estimated cost of \$6,869.50. The Total Station will help the Livingston Sheriff's Office accurately investigate and reconstruct traffic crashes. Livingston Parish would benefit greatly from this tool as Livingston Parish is consistently among the top five parishes with the highest instance of fatal and injury crashes from 2002 to 2007. We believe this important tool is an essential resource in the success of the project. Livingston Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Louisiana State Police PT 2010-29-00-00 (402)	One DWI Checkpoint Light at an estimated cost of \$ 7,850.00. Checkpoint light will assist Louisiana State Police in conducting DWI checkpoints by providing adequate lighting within DWI checkpoints, and increasing public visibility of DWI checkpoints. Louisiana State Police has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Louisiana State Police PT 2010-29-00-00 (402)	One Radar Trailer at an estimated cost of \$6,300.00; to be used in speed enforcement. Louisiana State Police has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Louisiana State Police PT 2010-29-00-00 (402)	One Speed Alert Radar Speed & Message System at an estimated cost of \$ 18,500.00 to be used in speed enforcement. Louisiana State Police has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Opelousas Police Department K4PT 2010-22-00-05 (406)	One Total Station diagramming instrument, including associated hardware and software, at a per unit estimated cost of \$8,965.00. The Total Station will help the Opelousas Police Department accurately investigate and reconstruct traffic crashes. Opelousas, located in St. Landry Parish, would benefit greatly from this tool. We believe this important tool is an essential resource in the success of the project. Opelousas Police Department has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
St. Martin Parish Sheriff's Office T/AL 2010-29-00-00 (154/164)	One In Car Camera System at an estimated cost of \$5,385.00 The In Car Camera System will be used at Impaired driving overtime enforcement hours. St. Martin Parish is an alcohol problem ID parish and would greatly benefit from this tool and it is essential to the success of their project. St. Martin Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Tangipahoa Sheriff's Office K8HV 2010-26-00-00 (410 HVE)	One tower light at an estimated per unit cost of \$5,000.00. The tower light will assist Tangipahoa Sheriff's Office in conducting DWI checkpoints by providing adequate lighting within DWI checkpoints, and increasing public visibility of DWI checkpoints. Tangipahoa Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Terrebonne Sheriff's Office PT 2010-49-00-00 (402 )	One tower light at an estimated per unit cost of \$5,090.00. The tower light will assist Terrebonne Sheriff's Office in conducting DWI checkpoints by providing adequate lighting within DWI checkpoints, and increasing public visibility of DWI checkpoints. Terrebonne Sheriff's Office has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Zachary Police Department K8HV 2010-29-00-00 (410 HVE, 410 FR)	One tower light at an estimated per unit cost of \$7,430.00. The tower light will assist Zachary Police Department in conducting DWI checkpoints by providing adequate lighting within DWI checkpoints, and increasing public visibility of DWI checkpoints. Zachary Police Department has executed a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.



## 4.0 Certifications and Assurances

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

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 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, and 1252) Regulations governing highway safety programs;
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs; and
- 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; and
- 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 currently are 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 Subpart 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; and
  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; and
  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 10 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; and
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### Buy America Act

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

Only steel, iron and manufactured products produced in the U.S. 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 nondomestic 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 subaward 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 Nonprocurement 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 six 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 whom 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.

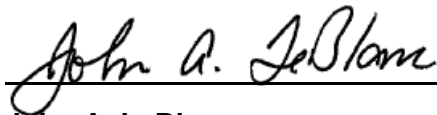
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, 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 Nonprocurement 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 five 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 Federal Fiscal Year 2010 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).



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John A. LeBlanc

**Governor's Representative for Highway Safety**

**August 31, 2009**

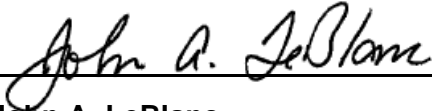


## 2009 State Certification for Louisiana Safety Belt Use

### **Seat Belt Use Rate for Calendar Year 2009: 74.5 percent**

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

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



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**John A. LeBlanc**

**Governor's Representative for Highway Safety**

**August 31, 2009**

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

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

Section 406 is the primary funding source for occupant protection projects and funds youth, PTS, and paid media projects. 100 percent of the Section 406 funds remain at the LHSC and exceeds the requirement that at least \$1 million remain in behavioral programs.

The projects listed in the alcohol program are primarily funded from Section 410, including 410 High Visibility and High Fatality Rate. Section 410 also provides support to Louisiana's youth programs and paid media outreach. As a high fatality rate state, Louisiana provides at least half of the allocated funding for high visibility enforcement conducted quarterly via saturation patrols and checkpoints and provides a paid media program to support the high visibility enforcement. Funds are planned based upon allowable activities found in 23 CFR 1313.6. The high fatality funds and high visibility funds are not fully planned at initial submission of the FY 2010 HSP.

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	<b>Enforcement</b>	<b>Research/ Judicial</b>	<b>Paid/Earned Media</b>	<b>Public Information and Education</b>	<b>Underage Impaired Driving Projects</b>	<b>Total</b>
410	\$1,108,946	\$667,941	\$559,946	\$63,650	\$187,018	\$2,587,501.00
410 High Fatality	\$711,618	\$952,932	\$406,984	\$409,251	\$395,562	\$2,876,347.00
410 High Visibility	\$1,072,637		\$273,090			\$1,345,727.00

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

2010 Indirect Cost Rate Calculation

**LOUISIANA HIGHWAY SAFETY COMMISSION  
SECTION 402 CALCULATION**

A. FY 2010 Indirect Cost	\$257,838.80
B. Carry Forward	0
C. Total Indirect Cost Pool (A + B)	\$257,838.80
D. FY 2008 Direct Salary Expenditure	\$706,798
E. FY 2010 Proposed Indirect Cost Rate (C/D)	36.40%

Note: Direct Salary Expenditures = Regular Salaries + Other Compensation. This amount does not include Related Benefits. The Direct Salary Expenditures are those paid with 402 funds, 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 percent. Documentation of this rate may be obtained from the LHSC and is provided following Section 5.0.

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NHTSA Planning and Administration	Federal	State	Total
Cash	\$388,562.80	\$130,724.00	\$519,286.80
In-Kind		\$257,838.80	\$257,838.80
<b>NHTSA Total</b>	<b>\$388,562.80</b>	<b>\$388,562.80</b>	<b>\$777,125.60</b>

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## FFY 2010 Available Funding

Section	FY 2009 Under run Funds Total	FY 2009 Anticipated New Funds	FY 2010 New Funds	Total FY 2010 Projected Funds
Section 402 State and Community Highway Safety Funds	\$525,000.00		\$3,360,628.00	\$3,885,628.00
Section 405a (K2) Occupant Protection SAFETEA-LU	\$756,851.00			\$756,851.00
Section 410 (K8) Alcohol SAFETEA-LU Programmatic	\$1,058,331.00	\$2,022,742.00		\$3,081,073.00
Section 410 Alcohol SAFETEA-LU High Visibility Enforcement	\$387,262.00	\$1,366,650.00		\$1,753,912.00
Section 410 Alcohol SAFETEA-LU High Fatality Rate	\$1,509,698.00	\$1,366,650.00		\$2,876,348.00
Section 408 Traffic Records	\$1,304,900.00			\$1,304,900.00
Section 2010 Motorcycle	\$174,000.00			\$174,000.00
Section 406 Seatbelt Incentive	\$1,576,883.00			\$1,576,883.00
Section 154 Hazard Elimination Funds to DOTD	\$34,284,194.00			\$34,284,194.00
Section 164 Hazard Elimination Funds to DOTD	\$34,284,194.00			\$34,284,194.00
Section 154/164 Impaired Driving	\$2,135,242.00			\$2,135,242.00
<b>Totals</b>	<b>\$77,996,555.00</b>	<b>\$4,756,042.00</b>	<b>\$3,360,628.00</b>	<b>\$86,113,225.00</b>

## 5.0 Program Cost Summary

The Highway Safety Plan Cost Summary for FFY 2010 is provided in the following pages:

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2010-00-00-00	Planning and Administration	\$ .00	\$388,562.80	\$ .00	\$388,562.80	\$388,562.80	\$ .00
<b>Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$388,562.80</b>	<b>\$ .00</b>	<b>\$388,562.80</b>	<b>\$388,562.80</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2010-00-00-00	Program Management – Alcohol	\$ .00	\$ .00	\$ .00	\$210,000.00	\$210,000.00	\$ .00
	AL-2010-01-00-00	Alcohol Commodities	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
<b>Alcohol Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$240,000.00</b>	<b>\$240,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2010-00-00-00	Program Management – Occupant Protection	\$ .00	\$ .00	\$ .00	\$200,000.00	\$200,000.00	\$ .00
	OP-2010-01-00-00	Occupant Protection – Commodities	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
<b>Occupant Protection Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$230,000.00</b>	<b>\$230,000.00</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2010-00-00-00	Program Management – Police Traffic Serv	\$ .00	\$ .00	\$ .00	\$275,000.00	\$275,000.00	\$ .00
	PT-2010-01-00-00	Police Traffic Services Contracts	\$ .00	\$ .00	\$ .00	\$1,915,715.55	\$1,915,715.55	\$1,201,740.55
	PT-2010-99-00-00	LSP Match of 402 Funded Projects	\$ .00	\$971,407.00	\$ .00	\$ .00	\$ .00	\$ .00
<b>Police Traffic Services Total</b>			<b>\$ .00</b>	<b>\$971,407.00</b>	<b>\$ .00</b>	<b>\$2,190,715.55</b>	<b>\$2,190,715.55</b>	<b>\$1,201,740.55</b>
<b>Traffic Records</b>								
	TR-2010-00-00-00	Program Management – Traffic Records	\$ .00	\$ .00	\$ .00	\$120,000.00	\$120,000.00	\$ .00
	TR-2010-01-00-00	Traffic Records Data Project	\$ .00	\$ .00	\$ .00	\$52,849.65	\$52,849.65	\$ .00
<b>Traffic Records Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$172,849.65</b>	<b>\$172,849.65</b>	<b>\$ .00</b>
<b>Railroad/Highway Crossings</b>								
	RH-2010-00-00-00	Operation Lifesaver	\$ .00	\$ .00	\$ .00	\$49,000.00	\$49,000.00	\$ .00
<b>Railroad/Highway Crossings Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$49,000.00</b>	<b>\$49,000.00</b>	<b>\$ .00</b>

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>Safe Communities</b>								
	SA-2010-00-00-00	Safe Community Contracts	\$ .00	\$ .00	\$ .00	\$387,000.00	\$387,000.00	\$387,000.00
<b>Safe Communities Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$387,000.00</b>	<b>\$387,000.00</b>	<b>\$387,000.00</b>
<b>Paid Advertising</b>								
	PM-2010-00-00-00	Paid Media – Occupant Protection	\$ .00	\$ .00	\$ .00	\$227,500.00	\$227,500.00	\$ .00
<b>Paid Advertising Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$227,500.00</b>	<b>\$227,500.00</b>	<b>\$ .00</b>
<b>NHTSA 402 Total</b>			<b>\$ .00</b>	<b>\$1,359,969.80</b>	<b>\$ .00</b>	<b>\$3,885,628.00</b>	<b>\$3,885,628.00</b>	<b>\$1,588,740.55</b>
<b>405 OP SAFETEA-LU</b>								
	K2-2010-00-00-00	Section 405 Occupant Protection Contract	\$ .00	\$ .00	\$ .00	\$549,788.50	\$549,788.50	\$ .00
	K2-2010-99-00-00	State Police Match of Section 405 Funded	\$ .00	\$2,270,553.00	\$ .00	\$ .00	\$ .00	\$ .00
<b>405 Occupant Protection Total</b>			<b>\$ .00</b>	<b>\$2,270,553.00</b>	<b>\$ .00</b>	<b>\$549,788.50</b>	<b>\$549,788.50</b>	<b>\$ .00</b>
<b>405 Paid Media</b>								
	K2PM-2010-00-00-00	Paid Media – Occupant Protection	\$ .00	\$ .00	\$ .00	\$207,062.50	\$207,062.50	\$ .00
<b>405 Paid Media Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$207,062.50</b>	<b>\$207,062.50</b>	<b>\$ .00</b>
<b>405 OP SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$2,270,553.00</b>	<b>\$ .00</b>	<b>\$756,851.00</b>	<b>\$756,851.00</b>	<b>\$ .00</b>
<b>NHTSA 406</b>								
	K4PA-2010-00-00-00	Planning and Administration Section 406	\$ .00	\$ .00	\$ .00	\$94,688.30	\$94,688.30	\$ .00
<b>406 Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$94,688.30</b>	<b>\$94,688.30</b>	<b>\$ .00</b>
<b>406 Safety Belts Paid Media</b>								
	K4PM-2010-00-00-00	Occupant Protection Paid Media – Section	\$ .00	\$ .00	\$ .00	\$24,500.00	\$24,500.00	\$ .00
<b>406 Safety Belts Paid Media Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$24,500.00</b>	<b>\$24,500.00</b>	<b>\$ .00</b>
<b>406 Occupant Protection</b>								
	K4OP-2010-00-00-00	Occupant Protection Projects – Section 4	\$ .00	\$ .00	\$ .00	\$131,936.50	\$131,936.50	\$ .00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>406 Occupant Protection Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$131,936.50</b>	<b>\$131,936.50</b>	<b>\$0.00</b>
<b>406 Police Traffic Services</b>								
	K4PT-2010-00-00-00	Police Traffic Services – Section 406	\$0.00	\$0.00	\$0.00	\$1,325,758.20	\$1,325,758.20	\$0.00
<b>406 Police Traffic Services Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,325,758.20</b>	<b>\$1,325,758.20</b>	<b>\$0.00</b>
<b>NHTSA 406 Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,576,883.00</b>	<b>\$1,576,883.00</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2010-00-00-00	Traffic Records Committee Projects	\$0.00	\$0.00	\$0.00	\$1,304,900.00	\$1,304,900.00	\$0.00
	K9-2010-99-00-00	LSP Match of Section 408 Funded Projects	\$0.00	\$326,225.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>408 Data Program Incentive Total</b>			<b>\$0.00</b>	<b>\$326,225.00</b>	<b>\$0.00</b>	<b>\$1,304,900.00</b>	<b>\$1,304,900.00</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU Total</b>			<b>\$0.00</b>	<b>\$326,225.00</b>	<b>\$0.00</b>	<b>\$1,304,900.00</b>	<b>\$1,304,900.00</b>	<b>\$0.00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2010-00-00-00	410 Alcohol Programmatic Projects	\$0.00	\$0.00	\$0.00	\$2,725,626.60	\$2,725,626.60	\$0.00
	K8-2010-99-00-00	LSP Match of Section 410 Programmatic Fu	\$0.00	\$3,081,073.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$0.00</b>	<b>\$3,081,073.00</b>	<b>\$0.00</b>	<b>\$2,725,626.60</b>	<b>\$2,725,626.60</b>	<b>\$0.00</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2010-00-00-00	Paid Media – Section 410 Programmatic	\$0.00	\$0.00	\$0.00	\$355,446.40	\$355,446.40	\$0.00
<b>410 Alcohol SAFETEA-LU Paid Media Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$355,446.40</b>	<b>\$355,446.40</b>	<b>\$0.00</b>
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$0.00</b>	<b>\$3,081,073.00</b>	<b>\$0.00</b>	<b>\$3,081,073.00</b>	<b>\$3,081,073.00</b>	<b>\$0.00</b>
<b>410 High Fatality Rate</b>								
	K8FR-2010-00-00-00	High Fatality Rate Projects	\$0.00	\$0.00	\$0.00	\$2,469,363.88	\$2,469,363.88	\$0.00
	K8FR-2010-01-00-00	Paid Media from FR funds	\$0.00	\$0.00	\$0.00	\$406,984.12	\$406,984.12	\$0.00
	K8FR-2010-99-00-00	LSP Match of Section K8FR Funds	\$0.00	\$2,876,348.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>410 High Fatality Rate Total</b>			<b>\$0.00</b>	<b>\$2,876,348.00</b>	<b>\$0.00</b>	<b>\$2,876,348.00</b>	<b>\$2,876,348.00</b>	<b>\$0.00</b>
<b>410 High Visibility</b>								
	K8HV-2010-00-00-00	High Visibility Enforcement Projects	\$0.00	\$0.00	\$0.00	\$1,480,821.98	\$1,480,821.98	\$0.00
	K8HV-2010-01-00-00	Paid Media for High Visibility Enforcement	\$0.00	\$0.00	\$0.00	\$273,090.02	\$273,090.02	\$0.00
	K8HV-2010-99-00-00	LSP Match of Section 410 HV Funds	\$0.00	\$1,753,912.00	\$0.00	\$0.00	\$0.00	\$0.00



LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>410 High Visibility Total</b>			<b>\$0.00</b>	<b>\$1,753,912.00</b>	<b>\$0.00</b>	<b>\$1,753,912.00</b>	<b>\$1,753,912.00</b>	<b>\$0.00</b>
<b>2010 Motorcycle Safety</b>								
	K6-2010-00-00-00	Section 2010 Motorcycle Projects	\$0.00	\$0.00	\$0.00	\$174,000.00	\$174,000.00	\$0.00
<b>2010 Motorcycle Safety Incentive Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$174,000.00</b>	<b>\$174,000.00</b>	<b>\$0.00</b>
<b>2010 Motorcycle Safety Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$174,000.00</b>	<b>\$174,000.00</b>	<b>\$0.00</b>
<b>154 Transfer Funds</b>								
	154AL-2010-00-00-00	Section 154 Alcohol Projects	\$0.00	\$0.00	\$0.00	\$1,067,621.00	\$1,067,621.00	\$427,048.40
<b>154 Alcohol Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,067,621.00</b>	<b>\$1,067,621.00</b>	<b>\$427,048.40</b>
<b>154 Hazard Elimination</b>								
	154HE-2010-00-00-00	Section 154 Hazard Elimination Projects	\$0.00	\$0.00	\$0.00	\$34,284,194.00	\$34,284,194.00	\$0.00
<b>154 Hazard Elimination Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$34,284,194.00</b>	<b>\$34,284,194.00</b>	<b>\$0.00</b>
	154 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$35,351,815.00	\$35,351,815.00	\$427,048.40
<b>164 Transfer Funds</b>								
	164AL-2010-00-00-00	Section 164AL Projects	\$0.00	\$0.00	\$0.00	\$1,067,621.00	\$1,067,621.00	\$427,048.40
<b>164 Alcohol Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,067,621.00</b>	<b>\$1,067,621.00</b>	<b>\$427,048.40</b>
<b>164 Hazard Elimination</b>								
	164HE-2010-00-00-00	Section 164 Hazard Elimination Projects	\$0.00	\$0.00	\$0.00	\$34,284,194.00	\$34,284,194.00	\$0.00
<b>164 Hazard Elimination Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$34,284,194.00</b>	<b>\$34,284,194.00</b>	<b>\$0.00</b>
<b>164 Transfer Funds Total</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$35,351,815.00</b>	<b>\$35,351,815.00</b>	<b>\$427,048.40</b>
<b>NHTSA Total</b>			<b>\$0.00</b>	<b>\$11,668,080.80</b>	<b>\$0.00</b>	<b>\$86,113,225.00</b>	<b>\$86,113,225.00</b>	<b>\$2,442,837.35</b>
<b>Total</b>			<b>\$0.00</b>	<b>\$11,668,080.80</b>	<b>\$0.00</b>	<b>\$86,113,225.00</b>	<b>\$86,113,225.00</b>	<b>\$2,442,837.35</b>

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

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)
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2010-00-00-00	\$388,562.80	\$388,562.80 50%	\$289,624.80	\$98,938.00	\$0.00 0%	\$388,562.80 50%	\$388,562.80 100%
<b>Planning and Administration Total</b>		<b>\$388,562.80</b>	<b>\$388,562.80</b> <b>50%</b>	<b>\$289,624.80</b>	<b>\$98,938.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$388,562.80</b> <b>50%</b>	<b>\$388,562.80</b> <b>100%</b>
<b>Alcohol</b>								
	AL-2010-01-00-00	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$0.00 0%		
	AL-2010-00-00-00	\$210,000.00	\$0.00 0%	\$186,000.00	\$24,000.00	\$0.00 0%		
<b>Alcohol Total</b>		<b>\$240,000.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$216,000.00</b>	<b>\$24,000.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>Occupant Protection</b>								
	OP-2010-00-00-00	\$200,000.00	\$0.00 0%	\$140,000.00	\$60,000.00	\$0.00 0%		
	OP-2010-01-00-00	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$0.00 0%		
<b>Occupant Protection Total</b>		<b>\$230,000.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$170,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>Police Traffic Services</b>								
	PT-2010-99-00-00	\$0.00	\$971,407.00 100%	\$0.00	\$0.00	\$0.00 0%		
	PT-2010-00-00-00	\$275,000.00	\$0.00 0%	\$158,000.00	\$117,000.00	\$0.00 0%		
	PT-2010-01-00-00	\$1,915,715.55	\$0.00 0%	\$195,062.00	\$1,720,653.55	\$1,201,740.55 63%		
<b>Police Traffic Services Total</b>		<b>\$2,190,715.55</b>	<b>\$971,407.00</b> <b>31%</b>	<b>\$353,062.00</b>	<b>\$1,837,653.55</b>	<b>\$1,201,740.55</b> <b>55%</b>		

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

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)
<b>Traffic Records</b>								
	TR-2010-01-00-00	\$52,849.65	\$0.00 0%	\$52,849.65	\$0.00	\$0.00 0%		
	TR-2010-00-00-00	\$120,000.00	\$0.00 0%	\$90,000.00	\$30,000.00	\$0.00 0%		
<b>Traffic Records Total</b>		<b>\$172,849.65</b>	<b>\$0.00 0%</b>	<b>\$142,849.65</b>	<b>\$30,000.00</b>	<b>\$0.00 0%</b>		
<b>Railroad/Highway Crossings</b>								
	RH-2010-00-00-00	\$49,000.00	\$0.00 0%	\$49,000.00	\$0.00	\$0.00 0%		
<b>Railroad/Highway Crossings Total</b>		<b>\$49,000.00</b>	<b>\$0.00 0%</b>	<b>\$49,000.00</b>	<b>\$0.00</b>	<b>\$0.00 0%</b>		
<b>Safe Communities</b>								
	SA-2010-00-00-00	\$387,000.00	\$0.00 0%	\$387,000.00	\$0.00	\$387,000.00 100%		
<b>Safe Communities Total</b>		<b>\$387,000.00</b>	<b>\$0.00 0%</b>	<b>\$387,000.00</b>	<b>\$0.00</b>	<b>\$387,000.00 100%</b>		
<b>Paid Advertising</b>								
	PM-2010-00-00-00	\$227,500.00	\$0.00 0%	\$227,500.00	\$0.00	\$0.00 0%		
<b>Paid Advertising Total</b>		<b>\$227,500.00</b>	<b>\$0.00 0%</b>	<b>\$227,500.00</b>	<b>\$0.00</b>	<b>\$0.00 0%</b>		
<b>NHTSA 402 Total</b>		<b>\$3,885,628.00</b>	<b>\$1,359,969.80 26%</b>	<b>\$1,835,036.45</b>	<b>\$2,050,591.55</b>	<b>\$1,588,740.55 41%</b>	<b>\$388,562.80 50%</b>	<b>\$388,562.80 10%</b>
<b>405 OP SAFETEA-LU</b>								
	K2-2010-00-00-00	\$549,788.50	\$0.00 0%	\$0.00	\$549,788.50	\$0.00 0%		

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

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)
	K2-2010-99-00-00	\$ .00	\$2,270,553.00 100%	\$ .00	\$ .00	\$ .00 0%		
<b>405 Occupant Protection Total</b>		<b>\$549,788.50</b>	<b>\$2,270,553.00</b> <b>81%</b>	<b>\$ .00</b>	<b>\$549,788.50</b>	<b>\$ .00</b> <b>0%</b>		
<b>405 Paid Media</b>								
	K2PM-2010-00-00-00	\$207,062.50	\$ .00 0%	\$ .00	\$207,062.50	\$ .00 0%		
<b>405 Paid Media Total</b>		<b>\$207,062.50</b>	<b>\$ .00</b> <b>0%</b>	<b>\$ .00</b>	<b>\$207,062.50</b>	<b>\$ .00</b> <b>0%</b>		
<b>405 OP SAFETEA-LU Total</b>		<b>\$756,851.00</b>	<b>\$2,270,553.00</b> <b>75%</b>	<b>\$ .00</b>	<b>\$756,851.00</b>	<b>\$ .00</b> <b>0%</b>		
<b>NHTSA 406</b>								
	K4PA-2010-00-00-00	\$94,688.30	\$ .00 0%	\$ .00	\$94,688.30	\$ .00 0%	\$ .00 0%	\$94,688.30 100%
<b>406 Planning and Administration Total</b>		<b>\$94,688.30</b>	<b>\$ .00</b> <b>0%</b>	<b>\$ .00</b>	<b>\$94,688.30</b>	<b>\$ .00</b> <b>0%</b>	<b>\$ .00</b> <b>0%</b>	<b>\$94,688.30</b> <b>100%</b>
<b>406 Safety Belts Paid Media</b>								
	K4PM-2010-00-00-00	\$24,500.00	\$ .00 0%	\$ .00	\$24,500.00	\$ .00 0%		
<b>406 Safety Belts Paid Media Total</b>		<b>\$24,500.00</b>	<b>\$ .00</b> <b>0%</b>	<b>\$ .00</b>	<b>\$24,500.00</b>	<b>\$ .00</b> <b>0%</b>		
<b>406 Occupant Protection</b>								
	K4OP-2010-00-00-00	\$131,936.50	\$ .00 0%	\$ .00	\$131,936.50	\$ .00 0%		
<b>406 Occupant Protection Total</b>		<b>\$131,936.50</b>	<b>\$ .00</b> <b>0%</b>	<b>\$ .00</b>	<b>\$131,936.50</b>	<b>\$ .00</b> <b>0%</b>		

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

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)
<b>406 Police Traffic Services</b>								
	K4PT-2010-00-00-00	\$1,325,758.20	\$0.00 0%	\$0.00	\$1,325,758.20	\$0.00 0%		
<b>406 Police Traffic Services Total</b>		<b>\$1,325,758.20</b>	<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$1,325,758.20</b>	<b>\$0.00 0%</b>		
<b>NHTSA 406 Total</b>		<b>\$1,576,883.00</b>	<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$1,576,883.00</b>	<b>\$0.00 0%</b>	<b>\$0.00 0%</b>	<b>\$94,688.30 6%</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2010-00-00-00	\$1,304,900.00	\$0.00 0%	\$0.00	\$1,304,900.00	\$0.00 0%		
	K9-2010-99-00-00	\$0.00	\$326,225.00 100%	\$0.00	\$0.00	\$0.00 0%		
<b>408 Data Program Incentive Total</b>		<b>\$1,304,900.00</b>	<b>\$326,225.00 20%</b>	<b>\$0.00</b>	<b>\$1,304,900.00</b>	<b>\$0.00 0%</b>		
<b>408 Data Program SAFETEA-LU Total</b>		<b>\$1,304,900.00</b>	<b>\$326,225.00 20%</b>	<b>\$0.00</b>	<b>\$1,304,900.00</b>	<b>\$0.00 0%</b>		
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2010-00-00-00	\$2,725,626.60	\$0.00 0%	\$0.00	\$2,725,626.60	\$0.00 0%		
	K8-2010-99-00-00	\$0.00	\$3,081,073.00 100%	\$0.00	\$0.00	\$0.00 0%		
<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$2,725,626.60</b>	<b>\$3,081,073.00 53%</b>	<b>\$0.00</b>	<b>\$2,725,626.60</b>	<b>\$0.00 0%</b>		
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2010-00-00-00	\$355,446.40	\$0.00 0%	\$0.00	\$355,446.40	\$0.00 0%		
<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$355,446.40</b>	<b>\$0.00 0%</b>	<b>\$0.00</b>	<b>\$355,446.40</b>	<b>\$0.00 0%</b>		

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

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)
<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$3,081,073.00</b>	<b>\$3,081,073.00</b> <b>50%</b>	<b>\$0.00</b>	<b>\$3,081,073.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>410 High Fatality Rate</b>								
	K8FR-2010-00-00-00	\$2,469,363.88	\$0.00 0%	\$0.00	\$2,469,363.88	\$0.00 0%		
	K8FR-2010-01-00-00	\$406,984.12	\$0.00 0%	\$0.00	\$406,984.12	\$0.00 0%		
	K8FR-2010-99-00-00	\$0.00	\$2,876,348.00 100%	\$0.00	\$0.00	\$0.00 0%		
<b>410 High Fatality Rate Total</b>		<b>\$2,876,348.00</b>	<b>\$2,876,348.00</b> <b>50%</b>	<b>\$0.00</b>	<b>\$2,876,348.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>410 High Visibility</b>								
	K8HV-2010-00-00-00	\$1,480,821.98	\$0.00 0%	\$0.00	\$1,480,821.98	\$0.00 0%		
	K8HV-2010-99-00-00	\$0.00	\$1,753,912.00 100%	\$0.00	\$0.00	\$0.00 0%		
	K8HV-2010-01-00-00	\$273,090.02	\$0.00 0%	\$0.00	\$273,090.02	\$0.00 0%		
<b>410 High Visibility Total</b>		<b>\$1,753,912.00</b>	<b>\$1,753,912.00</b> <b>50%</b>	<b>\$0.00</b>	<b>\$1,753,912.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>2010 Motorcycle Safety</b>								
	K6-2010-00-00-00	\$174,000.00	\$0.00 0%	\$0.00	\$174,000.00	\$0.00 0%		
<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$174,000.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$174,000.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>2010 Motorcycle Safety Total</b>		<b>\$174,000.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$174,000.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>154 Transfer Funds</b>								
	154AL-2010-00-00-00	\$1,067,621.00	\$0.00 0%	\$0.00	\$1,067,621.00	\$427,048.40 40%		

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2010

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)
<b>154 Alcohol Total</b>		<b>\$1,067,621.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$1,067,621.00</b>	<b>\$427,048.40</b> <b>40%</b>		
<b>154 Hazard Elimination</b>								
	154HE-2010-00-00-00	\$34,284,194.00	\$0.00 0%	\$0.00	\$34,284,194.00	\$0.00 0%		
<b>154 Hazard Elimination Total</b>		<b>\$34,284,194.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$34,284,194.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>154 Transfer Funds Total</b>		<b>\$35,351,815.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$35,351,815.00</b>	<b>\$427,048.40</b> <b>1%</b>		
<b>164 Transfer Funds</b>								
	164AL-2010-00-00-00	\$1,067,621.00	\$0.00 0%	\$0.00	\$1,067,621.00	\$427,048.40 40%		
<b>164 Alcohol Total</b>		<b>\$1,067,621.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$1,067,621.00</b>	<b>\$427,048.40</b> <b>40%</b>		
<b>164 Hazard Elimination</b>								
	164HE-2010-00-00-00	\$34,284,194.00	\$0.00 0%	\$0.00	\$34,284,194.00	\$0.00 0%		
<b>164 Hazard Elimination Total</b>		<b>\$34,284,194.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$34,284,194.00</b>	<b>\$0.00</b> <b>0%</b>		
<b>164 Transfer Funds Total</b>		<b>\$35,351,815.00</b>	<b>\$0.00</b> <b>0%</b>	<b>\$0.00</b>	<b>\$35,351,815.00</b>	<b>\$427,048.40</b> <b>1%</b>		
<b>NHTSA Total</b>		<b>\$86,113,225.00</b>	<b>\$11,668,080.80</b> <b>12%</b>	<b>\$1,835,036.45</b>	<b>\$84,278,188.55</b>	<b>\$2,442,837.35</b> <b>3%</b>	<b>\$388,562.80</b> <b>45%</b>	<b>\$483,251.10</b> <b>1%</b>
<b>Total</b>		<b>\$86,113,225.00</b>	<b>\$11,668,080.80</b> <b>12%</b>	<b>\$1,835,036.45</b>	<b>\$84,278,188.55</b>	<b>\$2,442,837.35</b> <b>3%</b>	<b>\$388,562.80</b> <b>45%</b>	<b>\$483,251.10</b> <b>1%</b>