



**LOUISIANA  
HIGHWAY SAFETY  
PLAN  
for  
Federal Fiscal Year 2015**



PREPARED BY  
LOUISIANA HIGHWAY SAFETY COMMISSION  
7919 Independence Blvd, Suite 2100  
BATON ROUGE, LOUISIANA 70806  
[www.lahighwaysafety.org](http://www.lahighwaysafety.org)  
225-925-6991



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*report*

# Louisiana Highway Safety Plan

*Federal Fiscal Year 2015*

*prepared for*

National Highway Traffic Safety Administration

*prepared by*

Louisiana Highway Safety Commission  
7919 Independence Boulevard, Suite 2100  
Baton Rouge, LA 70806

*date*

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# List of Acronyms

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

NPSP	National Priority Safety Programs
OP	Occupant Protection
P&A	Planning and Administration
PDO	Property Damage Only
PI&E	Public Information and Education
PIO	Public Information Officer
PTS	Police Traffic Services
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users
SCPDC	South Central Planning and Development Commission
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TRCC	Traffic Records Coordinating Committee
VIP	Victim Impact Panels
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled

# 1.0 Introduction to the Louisiana Highway Safety Planning Process

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

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

## 1.1 EXECUTIVE SUMMARY

The Louisiana HSP for Federal Fiscal Year (FFY) 2015 serves as the State of Louisiana's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Sections 402 and 405 of the Moving Ahead for Progress in the 21<sup>st</sup> Century Transportation Act (MAP-21). The LHSC's goals, strategies, and performance measures are described in this plan.

Louisiana continues to face a roadway safety crisis, seeing improvements in some areas increasing trends in other areas during 2014. A total of 722 lives were lost on Louisiana roadways in 2012, an increase of 6.2 percent from 2011. Motorcyclist fatalities decreased from 80 in 2011 to 78 in 2012; a decrease of 2.5 percent. Drivers age 15 through 20 in fatal crashes decreased 3.4 percentage points from 2012. While, in 2012 the motor vehicle crash fatality rate per 100 million vehicle miles traveled (MVMT) was 1.54 as compared to 1.46 in 2011. Alcohol-related fatal crashes remained at 40 percent of all fatal crashes in 2012 and alcohol-impaired fatalities increased from 219 in 2011 to 241 in 2012; a 10 percent increase. Nearly 75 percent of passengers killed under the age of five in crashes were not properly restrained, and 57 percent of all passengers killed were not properly restrained. Safety belt use in Louisiana tends to be lower than any other state with a primary enforcement law. The Louisiana safety belt use rate was 82.5 percent in 2013 based on observational survey data versus 79 percent in 2012. Railroad fatalities decreased from 7 in 2011 to 4 in 2012.

Based on these facts, and the data presented in Sections 2.0 and 3.0, the LHSC identified the following program areas to be addressed through this plan in FFY 2015: impaired driving (including alcohol-impaired young drivers), occupant protection, traffic records, motorcycle safety, police traffic services (including speeding), pedestrian and bicycle safety, paid media, additional programs (rail-highway safety), and planning and administration. In addition, the LHSC has programmed strategies that will potentially impact multiple problem areas, including law enforcement activities, public education and outreach, and traffic records strategies.

## **1.2 HIGHWAY SAFETY PLANNING**

### **Mission Statement**

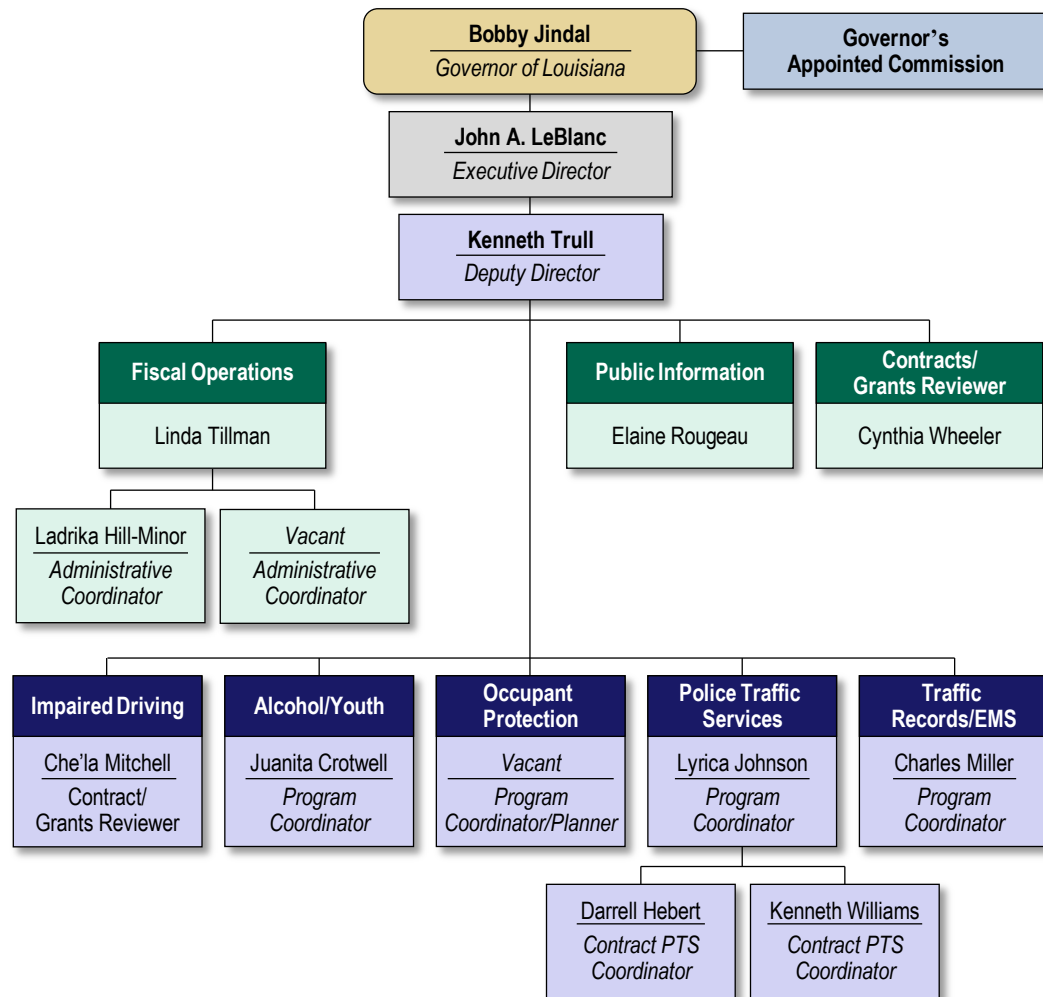
The LHSC administers the State's highway safety grant program. Louisiana's highway safety program is designed to reduce traffic crashes and the resulting deaths, injuries and property damage. Programs and projects are administered in accordance with uniform guidelines promulgated by the NHTSA and FHWA.

### **Organization**

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



Figure 1.1 Organizational Chart



Note: The hiring process is underway to fill vacancies.

## LHSC Planning Process

This HSP contains the goals, performance measures, and strategies Louisiana has set for FFY 2015 and is provided as part of the Louisiana application for FFY 2015 Federal highway safety funds.

Louisiana's program is based on a complete and detailed problem analysis that precedes the selection of projects. The LHSC's problem identification method is based on the most current data (currently 2012) that recognizes State, parish, and municipality needs. Motor vehicle crash data, survey data, and other data on traffic safety problems are analyzed. Analysis of problem identification is conducted to determine the priority problem areas. Projected funding allocations are planned to address identified problem areas.

LHSC staff is integrally involved in Louisiana's Strategic Highway Safety Plan (SHSP) planning and implementation process. Staff serves on the Executive

Committee, Implementation Team, Impaired Driving Emphasis Area Team, Young Driver Emphasis Area Team, and co-chairs the Occupant Protection Emphasis Area Team. The LHSC utilizes the various SHSP meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions.

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

Project selection begins with a request for proposals process inviting eligible State, parish, and local public and nonprofit agencies and organizations involved in traffic safety to submit project and funding proposals to address the identified problems. The problem identification process is posted on the LHSC website with the call for proposals and each grant proposal must reference the appropriate problem identification data to support the proposed project. The LHSC program coordinators review the proposals and provide recommendations for funding to a review panel consisting of the Executive Director, Deputy Director, Accountant, Planner and other program coordinators. All proposals for highway safety grants must be data driven, address critical safety needs, and utilize proven safety countermeasures to address the identified problems. NHTSA's *Countermeasures that Work*, DOT HS 811 444 is utilized by LHSC program coordinators to select projects. Projects are identified, approved by the Commission, and will be awarded for FFY 2015 project activity following NHTSA's approval of the HSP.

The LHSC utilizes a cyclical planning process that is in constant review, assessment, and modification. The process is reflected in the annual planning calendar in Table 1.

**Table 1.1 Annual HSP Planning Calendar**

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

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

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

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The LHSC administers projects in accordance with the Highway Safety Act of 1966 (Public Law 89-564) and guidelines promulgated by the NHTSA and the Federal Highway Administration (FHWA). Louisiana projects support the nine National Priority Safety Programs identified by NHTSA, Safe Communities, and Railroad Safety.

The 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.

## **Planning Partners**

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

These include, but are not limited to the following:

- Baton Rouge Alcohol and Drug Abuse Council;
- Baton Rouge Collegiate Alliance;
- Baton Rouge Mayor's Office;
- Baton Rouge Safety Council;
- Capitol Regional Planning Commission;
- Department of Health and Hospitals, Office of Behavioral Health;
- Department of Insurance;
- East Baton Rouge Alcohol Beverage Control;
- East Baton Rouge Parish I CARE;
- Faith-Based Communities;
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration;
- Federal Railroad Administration;
- Governor's DWI Taskforce;
- Governor's Office of Safe and Drug-Free Schools;
- Legislators;
- Louisiana Association of Chiefs of Police;
- Louisiana Bayou Classic;
- Louisiana Department of Transportation and Development;
- Louisiana District Attorneys Association;
- Louisiana Highway Safety Research Group;
- Louisiana Mothers Against Drunk Driving;
- Louisiana Motor Transport Association;
- Louisiana Municipal Association;
- Louisiana Office of Alcohol Tobacco Control;
- Louisiana Office of Motor Vehicles;
- Louisiana Police Jury Association;

- Louisiana Sheriffs Association;
- Louisiana State Police;
- Louisiana State University;
- Louisiana Supreme Court;
- Louisiana Traffic Records Coordinating Committee;
- Louisiana Transportation Assistance Program;
- Louisiana Transportation Research Center;
- New Orleans Planning Commission;
- New Orleans Safety Council;
- Nicholls State University;
- Northwestern University;
- Office of Risk Management;
- South Central Planning and Development Commission;
- South East Louisiana DWI Task Force;
- Southeastern Louisiana University;
- University of Louisiana – Lafayette; and
- University of Louisiana – Monroe.

## 1.3 LEGISLATIVE SUMMARY

Several bills passed by the 2014 Legislature sought to increase public safety on Louisiana’s streets and highways. Some created entirely new statutes, while others strengthened and improved existing traffic safety laws. Most addressed the crime of driving while impaired.

Some of the more notable actions by the 2014 Legislature are as follows:

### **Measures That Passed**

Three bills addressed the period by which previous DWI convictions can be used to enhance future DWI charges, known as the “cleansing period.” House Bill 364 (Act 58) by Representative Sherman Mack extends the cleansing period in administrative law from five years to 10 years, thus bringing it in line with the cleansing period in criminal law. Senate Bill 293 (Act 386) by Senator Danny Martiny exempts from the 10-year cleansing period in criminal law time spent in incarceration for any offense or under attachment for failure to appear for a DWI offense. House Bill 511 (Act 175) by Representative Mickey Guillory repeals the cleansing period for previous convictions of vehicular homicide, vehicular

negligent injuring, and first degree vehicular negligent injuring, thus allowing convictions of these crimes to be used indefinitely to enhance future DWI charges.

Two bills specifically deal with cases involving deaths caused by impaired driving. Senate Bill 55 (Act 280) by Senator Bob Kostelka classifies vehicular homicide as a violent crime in cases where the blood alcohol content is greater than 0.20 g%. Classification as a violent crime affects such issues as bond and sentencing; most notably, the calculation of diminution of sentence (“good time”). Senate Bill 148 (Act 372) by Senator Yvonne Dorsey-Colomb requires separate sentences to be served consecutively for multiple victims of vehicular homicide and third-degree feticide.

Two bills address compulsory liability insurance. House Bill 872 (Act 641) by Representative Cliff Ivey increases penalties for operating a vehicle without liability insurance, and House Bill 126 (Act 649) by Representative Henry Burns requires law enforcement, during traffic stops, to verify electronically that liability insurance is current.

Two of Louisiana’s eight DWI Courts will benefit from bills passed this session. House Bill 54 (Act 810) by Representative Ted James allows city courts to assess an additional fine upon conviction of an alcohol-related offense to fund DWI Courts, but prohibits any additional charges to DWI Court participants. House Bill 1107 (Act 669) by Representative Patrick Connick adds additional court costs to fund DWI Courts in the 24<sup>th</sup> judicial district and parish courts, but includes no prohibition against additional charges to DWI Court participants.

Senate Bill 276 (Act 299) by Senator Jonathan Perry requires all DWI offenders to be fingerprinted and entered into the Automated Fingerprint Identification System. Current law required only felony (DWI third and subsequent) offenders to be fingerprinted, thus making it difficult for law enforcement to appropriately charge multiple offenders.

House Bill 370 (Act 410) by Representative Jeff Thompson prohibits the use of hand-held wireless devices in school zones and requires signs to be posted at the entrance to the school zone advising drivers of the prohibition.

House Bill 1020 (Act 802) by Representative Joe Harrison authorizes removal of the license plate for driving under suspension or under revocation and requires the Office of Motor Vehicles to destroy the plate if the driver does not comply with reinstatement requirements within 10 days of notice.

## **What Failed**

House Bill 508 by Representative Hunter Greene would have expanded the drug per se section of Louisiana’s DWI law to include all DWI crimes. Current law makes any detectable amount of a controlled dangerous substance in DWI cases where death occurs; i.e., vehicular homicide and third-degree feticide, sufficient

to prosecute. If passed, House Bill 508 would have extended drug per se to all DWI cases.

House Bill 797 by Representative Huval would have prohibited the use of wireless communications devices while driving for all drivers. Current law prohibits their use only by the holder of a learner’s permit or intermediate license.

Senate Bill 406 by Senator Mike Walsworth would have amended the current mandatory helmet law to exclude motorcycle riders ages 21 and older.

The following table gives a complete listing of all traffic safety-related bills introduced in the 2014 regular session of the Louisiana Legislature and their final outcomes:

**Table 1.2 Outcomes of Traffic Safety-Related Bills**  
*Louisiana Legislature 2014 Regular Session*

WHAT PASSED			
Act #	Author	Effective	Description
40	LaBas	8/1/14	Adds ANPP (an immediate precursor to Fentanyl) to Schedule II; permpanel and certain anabolic steroids to Schedule III; and lorcaserin and certain depressants to Schedule IV of the Uniform Controlled Dangerous Substance law
43	Mack	5/16/14	Adds nine substances to Schedule I of the Uniform Controlled Dangerous Substance
58	Mack	8/1/14	Extends the OMV cleansing period from 5 years to 10 years for DWI offenses
95	Danahay	5/16/14	Prohibits the use of automated speed enforcement devices on State roads located in cities or parishes
175	M. Guillory	8/1/14	Repeals the cleansing period for previous convictions of vehicular homicide, vehicular negligent injuring, 1 <sup>st</sup> degree vehicular negligent injuring.
280	Kostelka	5/28/14	Adds vehicular homicide with a BAC >.20 to list of violent crimes
299	Perry	8/1/14	Requires all DWI offenders to be fingerprinted and entered into AFIS
301	G. Smith	8/1/14	Requires law enforcement agencies to establish guidelines prohibiting checkpoints where the only vehicles targeted are motorcycles
351	Anders	8/1/14	Exempts drivers possessing military licenses from the DL knowledge and skills test
372	Dorsey	5/30/14	Requires separate sentences to be served consecutively for multiple victims of vehicular homicide and 3 <sup>rd</sup> degree feticide
385	Perry	1/1/15	Rewrites the DWI statute to make it flow more logically and adds third-degree feticide to list of previous convictions that can be used to enhance future DWI
386	Martiny	5/30/14	Exempts from the 10-year cleansing period time spent in incarceration for any offense or under attachment for failure to appear for a DWI offense
410	Thompson	8/1/14	Prohibits the use of hand-held wireless devices in school zones and requires signs to be posted advising of prohibition
426	Hodges	1/1/15	Creates the Louisiana Advisory Council on Driver Education to provide guidance on matters pertaining to defensive driving courses



WHAT PASSED			
Act #	Author	Effective	Description
432	Mack	8/1/14	Allows the court to suspend the DL of persons failing to pay fines for littering
448	Gallot	8/1/14	Allows public license tag agents to administer the knowledge and skills test for motorcycle endorsements
458	Johns	8/1/14	Clarifies that DWI convictions under Articles 893 and 894 require DL suspension, and requires DPSC to add DWI convictions to the DL record at the time the sentence was suspended, until receipt of notice of final dismissal
524	Ivey	8/1/14	Authorizes the use of several dedicated LSP funds for “special enforcement initiatives,” including the DWI Testing, Training and Maintenance Fund
551	Lopinto	8/1/14	Adds LPNs to the list of authorized persons to draw blood for BAC, pursuant to a subpoena or court order
641	Ivey	7/1/14	Increases penalties for operating a vehicle without liability insurance
649	Burns	7/1/14	Requires law enforcement, during traffic stops, to verify electronically that liability insurance is current
650	Gisclair	8/1/14	Increases the penalty in the Careless Operation of a Vehicle statute in cases where the driver falls asleep and causes a fatality to require up to 250 hours of additional community service and allow a 2-year DL suspension
669	Connick	8/1/14	Adds court costs to fund DWI Courts in the 24 <sup>th</sup> judicial district and parish courts
802	Harrison	8/1/14	Authorizes the removal of license plate for driving under suspension or under revocation and requires OMV to destroy the plate if driver does not comply with reinstatement requirements within 10 days of notice
810	James	8/1/14	Allows city courts to assess an additional fine upon conviction of an alcohol-related offense to fund DWI Courts and prohibits any additional charges to DWI court participants

WHAT FAILED		
Bill	Author	Description
HB 508	Greene	Makes any detectible amount of a controlled dangerous substance sufficient for DWI (drug per se)
HB 631	Arnold	Prohibits OMV from mailing tickets for moving violations to offenders
HB 797	Huval	Prohibits the use of cell phones while driving
HB 801	Arnold	Prohibits the issuance of automated traffic citations for less than 10 miles per hour over speed limit, except in school zones
HB 859	Arnold	Requires automated traffic enforcement systems to use the Federal minimum standard time plus 1 second for caution light duration
HB 961	Pylant	Requires local governments deriving 50 percent or more of revenue from speeding tickets be designated as speed traps and requires DOTD to create warning signs to be erected at the entry of speed traps
SB 406	Walsworth	Amends the mandatory helmet law to exclude motorcycle riders 21 and over



## 2.0 Highway Safety Plan

### 2.1 HIGHWAY SAFETY PROBLEM IDENTIFICATION PROCESS

Data analysis is initially completed by the Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and the Highway Safety Research Group (HSRG) and is provided to the LHSC in an annual publication. The 2012 *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 are subsequently provided to contractors during the contract negotiating process.<sup>1</sup>

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

- **Step 1** – Most recent available data (currently 2012 data) used to compare parishes using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related fatal and injury crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.
- **Step 2** – Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs in regard to injury crashes, fatal crashes, and total fatalities. Data from the *Louisiana Traffic Records Data Report* is used to evaluate each parish within population groupings and evaluate a five-year trend in each identified category.
- **Step 3** – A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC goal is to consistently reach 85 percent of the State’s population and a minimum of 70 percent of the State problem in each category. A five-year trend is used for an additional analysis of “hot topic” issues, i.e., motorcycle helmet usage, railroad, pedestrian issues. Allocations to program areas are based on the magnitude of each problem based on the analysis. Survey results (belt use, helmet use, public perception) are also analyzed.
- **Step 4** – Assigned LHSC program coordinators discuss each of the expected NHTSA grant awards for the next fiscal year distribution and determine

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

current contracts' feasibility (including program analysis and fiscal performance) and discuss potential new resources that will further assist the LHSC in attaining set goals.

- **Step 5** - The LHSC program coordinators, through consensus, then recommend performance targets, strategies, and specific projects/programs for funding approval to the Executive Director for consideration. Projects/programs are selected using criteria that include: response to identified problems, potential for impacting performance targets, innovation, evidence-based, adequate evaluation plans, and input provided by partners.
- **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, 2014, subject to the availability of Federal funds.

## Data Sources

The LSU ISDS and HSRG collect and analyze data, host a web-accessible database, and publish the annual *Louisiana Traffic Records Data Report*. The highway safety plan is based upon the most recent published data available at <http://datareports.lsu.edu/>.

The source of the number of fatalities and fatal crashes, however, is the LADOTD FARS Analyst. At the time of reporting, the State's data indicated 722 fatalities in 2012 resulting from 652 fatal crashes. The LHSC Planner utilizes the published report to analyze parish-level data on licensed driver populations and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services.

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

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

- <http://www.lahighwaysafety.org/>;
- <http://hsrg.lsu.edu/>;

- <http://lacrash.lsu.edu/>;
- <http://www-fars.nhtsa.dot.gov/Main/index.aspx>;
- <http://www.nhtsa.gov/>;
- <http://www-nrd.nhtsa.dot.gov/CATS/listpublications.aspx?Id=A&ShowBy=DocType>; and
- [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22\\_LA/2011/22\\_LA\\_2011.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22_LA/2011/22_LA_2011.htm).

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

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

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

## 2.2 LOUISIANA STATE DEMOGRAPHICS

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

The 2012 population estimates identified Louisiana as having a population of 4,601,893 people. The population is distributed with approximately 66 percent in urbanized areas and 34 percent in rural areas. Most of the people live in the metropolitan areas of Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport-Bossier City.

The median household income is \$44,086 in Louisiana compared to \$52,762 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 18.4 percent compared to 14.3 percent nationally.

As shown in Table 2.1, Whites comprise 63.7 percent of Louisiana's population with African Americans comprising 32.4 percent, the second largest racial group.

Asians, American Indians and Alaska Natives, and persons reporting two or more races comprise the remaining 3.8 percent. The Hispanic ethnicity represents 4.5 percent of the population.

**Table 2.1 Louisiana Population Demographics**  
2012

<b>White</b>	<b>63.7%</b>
<b>Black or African American</b>	<b>32.4%</b>
<b>American Indian and Alaska Native</b>	<b>0.7%</b>
<b>Asian</b>	<b>1.7%</b>
<b>Native Hawaiian and Other Pacific Islander</b>	<b>0.1%</b>
<b>Persons Reporting Two or More Races</b>	<b>1.4%</b>
<b>Hispanic or Latino</b>	<b>4.5%</b>

Source: U.S. Census Bureau, 2012.

Table 2.2 Traffic Information Overview

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities	Driver Fatalities	Number of Vehicles Involved in Fatal Crashes	Property Damage-Only Crashes (1,000)
2003	442	3,120	4,521	3,771	48.7	82.8	826	940	613	1,254	111.4
2004	445	3,170	4,552	3,823	50.1	85.1	826	927	587	1,306	113.4
2005	450	3,084	4,577	3,874	49.5	82.9	872	963	626	1,341	108.1
2006	454	3,014	4,303	3,934	48.8	80.1	890	987	670	1,337	112.5
2007	454	3,034	4,376	3,991	48.1	78.9	900	993	650	1,307	110.4
2008	450	2,998	4,436	4,048	46.6	76.0	821	916	585	1,174	110.3
2009	449	3,086	4,492	4,105	45.4	73.9	729	824	544	1,039	109.9
2010	455	3,134	4,544	4,155	42.5	68.8	644	721	462	930	104.6
2011	465	3,186	4,575	4,053	43.3	70.3	634	680	464	945	105.8
2012	468	2,924	4,602	3,889	44.6	72.5	652	722	437	952	107.9
<i>Difference</i>											
1-Year	0.6%	-8.2%	0.6%	-4.0%	3.0%	3.1%	2.8%	6.2%	-5.8%	-2.8%	2.0%
5-Year	3.1%	-3.6%	5.2%	-2.6%	-7.3%	-8.1%	-27.6%	-27.3%	-32.8%	-27.2%	-2.3%

Source: Fatality Analysis Reporting System, 2014.

Injury and Property Damage Crash Statistics: <http://datareports.lsu.edu/Reports/TrafficReports/2013/A/A1.asp?p=ci&sec=A&yr=2013>.

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

## 2.3 STATEWIDE PERFORMANCE TRENDS AND PROBLEM IDENTIFICATION<sup>2</sup>

Data for the Highway Safety and Performance Plan were extracted from the *Louisiana Traffic Records Data Report* for non-fatal injury and preliminary 2013 fatality data and the Fatality Analysis Reporting System for fatality data from 2012 and prior years, unless otherwise noted. The on-line data may change throughout the year as crash data are submitted by law enforcement.

In 2013 there were:<sup>3</sup>

- 652 fatal crashes, from the same number as in 2012;
- 704 people killed, a 2.4 percent decrease from 722 in 2012;
- 43,526 injury crashes, which represents a decrease of 2.5 percent from 2012;
- 70,642 injuries in motor vehicle crashes, a decrease of 1.8 percent from 2012; and
- 109,800 property damage only (PDO) crashes, an increase of 1.7 percent from 2012.

Of the fatal crashes in 2013:

- 52 percent of the passengers (six years and older) killed were not properly restrained, which represents a decrease of 8.8 percent from 2012 (57 percent);
- 42 percent of all fatalities involved alcohol-related driving, which represents an increase of 2.4 percent from 2012 (41 percent);
- 29 percent of the drivers involved were age 15 to 24, a decrease of 3.4 percent from young driver involvement (30 percent) in 2012; and
- 12.1 percent of fatalities involved a motorcycle, an increase of 1.8 percentage points from 2012 (10.24 percent).

In 2012, crashes on Louisiana roadways cost the State approximately \$7.2 billion. Tables 2.3 and 2.4 provide trend data. This trend information also is illustrated in Figures 2.1 through 2.16 using FARS data only for fatalities and state data for non-fatality data.

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<sup>2</sup> State data provided throughout this document (obtained through the Highway Safety Research Group at Louisiana State University) are current as of June 12, 2014, and subject to change.

<sup>3</sup> All 2013 crash data provided reflects State data (provided by the Highway Safety Research Group at Louisiana State University).



**Table 2.3 FY 2014 Louisiana Core Performance Measures  
2006 to 2013**

	2007	2008	2009	2010	2011	2012	2013
C-1 Total Fatalities	993	916	824	721	680	722	704
C-2 Total Serious Injuries <sup>a</sup>	15,814	15,540	14,796	13,397	13,474	13,554	13,443
C-3 Fatality rate per 100 million VMT	2.19	2.03	1.84	1.59	1.46	1.54	1.55
Rural Fatality rate per 100 million VMT	2.67	2.58	2.28	2.05	1.73	1.70	N/A
Urban Fatality rate per 100 million VMT	1.83	1.61	1.50	1.25	1.26	1.41	N/A
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	437	397	353	284	270	240	N/A
C-5 Alcohol-Impaired Driving Fatalities (with $\geq 0.08$ BAC)	375	339	290	226	219	241	N/A
C-6 Speeding-Related Fatalities	256	252	290	239	214	208	N/A
C-7 Motorcycle Fatalities	89	81	103	74	80	78	84
C-8 Unhelmeted Motorcyclist Fatalities	21	32	25	10	14	4	
C-9 Drivers Age 15 to 20 Involved in Fatal Crashes	175	128	132	106	93	99	N/A
C-10 Pedestrian fatalities	111	107	108	77	90	118	96
Bicycle fatalities	22	10	12	11	16	24	11
B-1 Occupant Protection Observed Usage	74.8%	75.5%	74.5%	75.9%	77.7%	79.3%	82.5
A-1 Number of seat belt citations issued during grant-funded enforcement activities	32,512	20,690	37,088	53,471	69,432	62,348	65,462
A-2 Number of impaired driving arrests made during grant-funded enforcement activities	1,854	1,995	2,454	4,739	6,481	5,474	8,741
A-3 Number of speeding citations issued during grant-funded enforcement activities	30,567	19,983	9,584	12,811	10,638	8,696	8,926

<sup>a</sup> Serious injuries are comprised of “Code B” and “Code C” injuries (see definitions below).

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

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

Note: 2007 to 2012 data provided in Table 2.3 are from the Fatality Analysis Reporting System (FARS), with the exception of total serious injuries, surveys and citations/arrests, which reflect State data from the Highway Safety Research Group at Louisiana State University (LSU). Data for 2013 are from LSU.

Source: NHTSA Traffic Safety Facts, 2006 to 2012; FARS; Highway Safety Research Group at Louisiana State University.

**Table 2.4 Seat Belts, Speeding, and Impaired Driving Attitudinal Survey**  
*Louisiana Drivers*

	2011	2012	2013
How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up? “Always” and “Nearly Always”	95.7%	92.6%	95.5%
What do you think the chances are of getting a ticket if you don’t wear your safety belt? “Very likely” and “Somewhat likely”	77.6%	75%	78.2%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? “Yes”	47.3%	55.5%	45.1%
What do you think the chances are of getting a ticket if you drive over the speed limit? “Very Likely” and “Somewhat Likely”	85.9%	86.1%	88.5%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? “Yes”	37.4%	38.8%	43.8%
On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour? “Always” and “Nearly Always”	11.7%	19.8%	20.2%
On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour? “Always” and “Nearly Always”	10.9%	13.2%	11.1%
What do you think the chances are of someone getting arrested if they drive after drinking? “Very Likely” and “Somewhat Likely”	84.9%	87.4%	89.9%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? “Yes”	59.6%	69.6%	62.9%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? “None”	51.5%	84.5%	56.8%

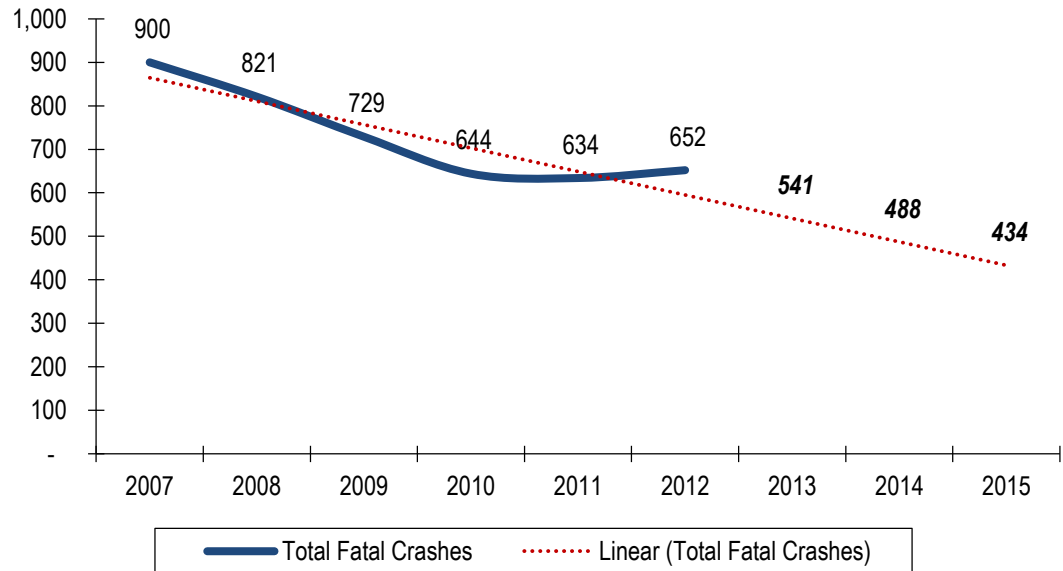
Note: Telephone surveys were of 800 licensed motorists statewide.

2013 Attitudinal Survey data provided in this table is from the Seat Belts, Speeding and Impaired Driving Attitudinal Survey conducted for the LHSC by Applied Technology Research Corporation. There is a 95 percent certainty that the statistics presented for the results are not more than 3.5 percentage points above or below the figure that would have been obtained if all of the licensed motorists would have been interviewed.

The 2014 attitudinal data will not be available until after August 1, 2014.

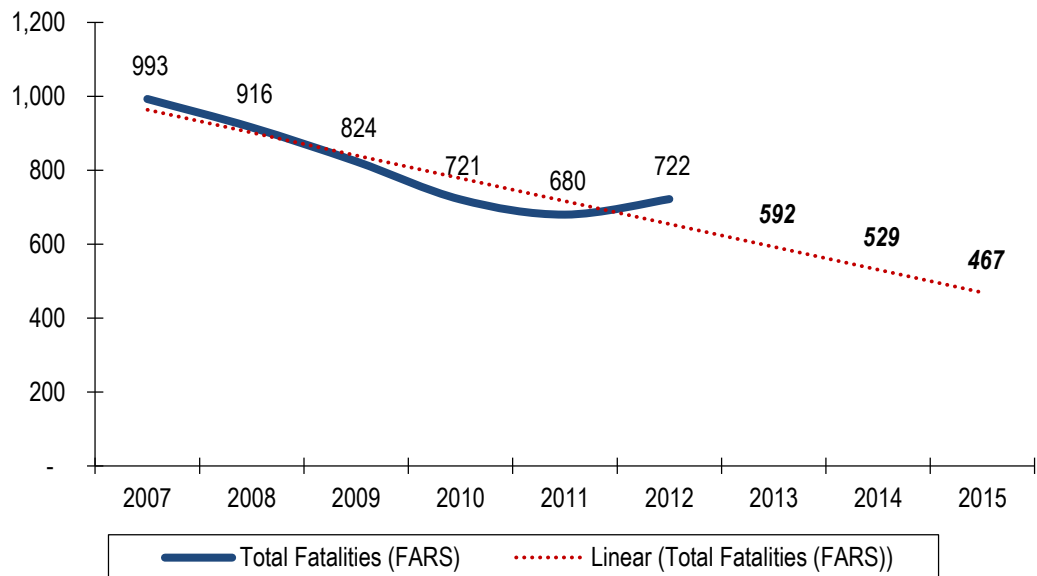
Figures 2.1 through 2.16 show historical performance for each performance measure, as well as a corresponding linear trend. FARS data are only used for fatalities, while state data are used for non-fatalities.

**Figure 2.1 Fatal Crashes**



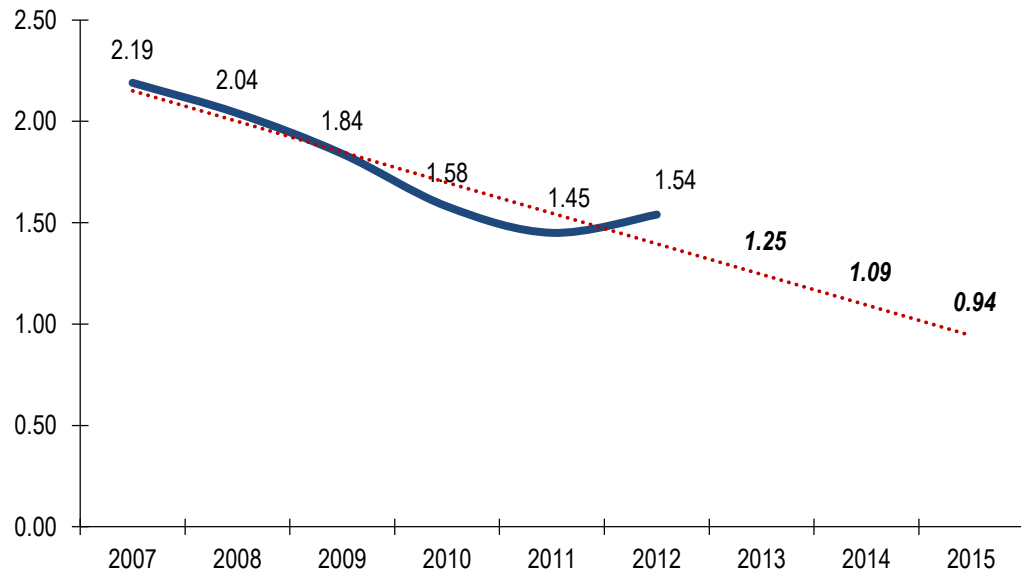
Source: FARS.

**Figure 2.2 Total Fatalities**



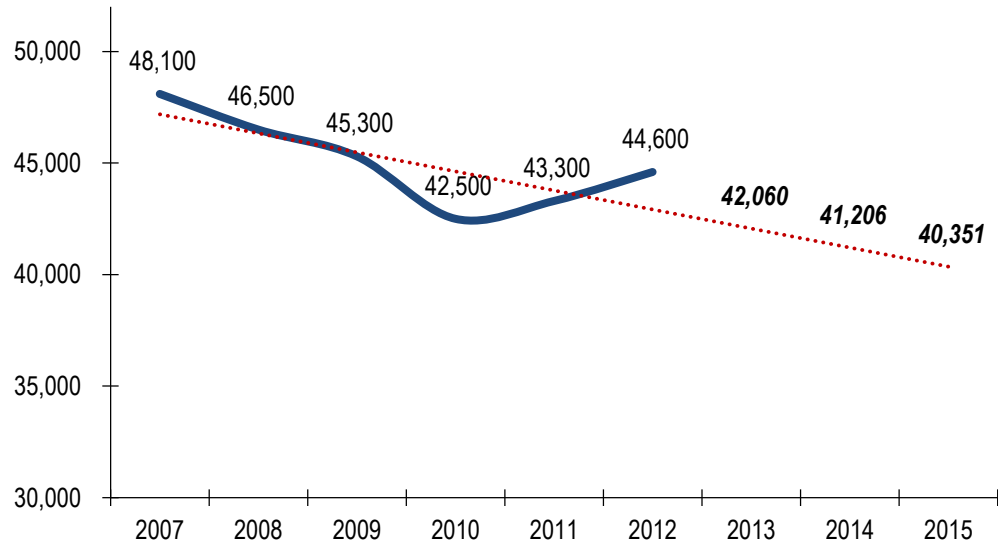
Source: FARS.

**Figure 2.3 Fatality Rate per 100 Million VMT**



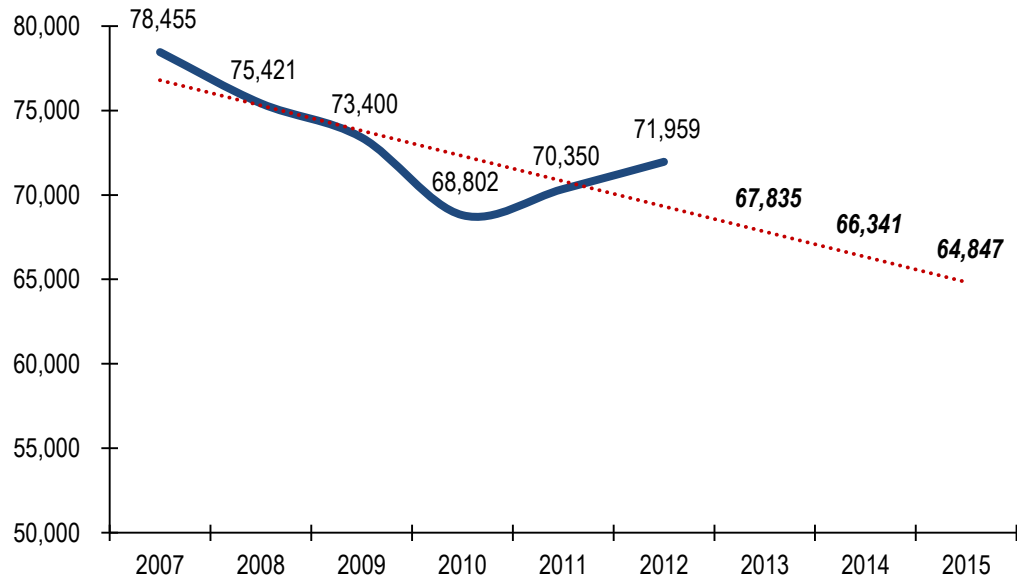
Source: FARS

**Figure 2.4 Total Injury Crashes**



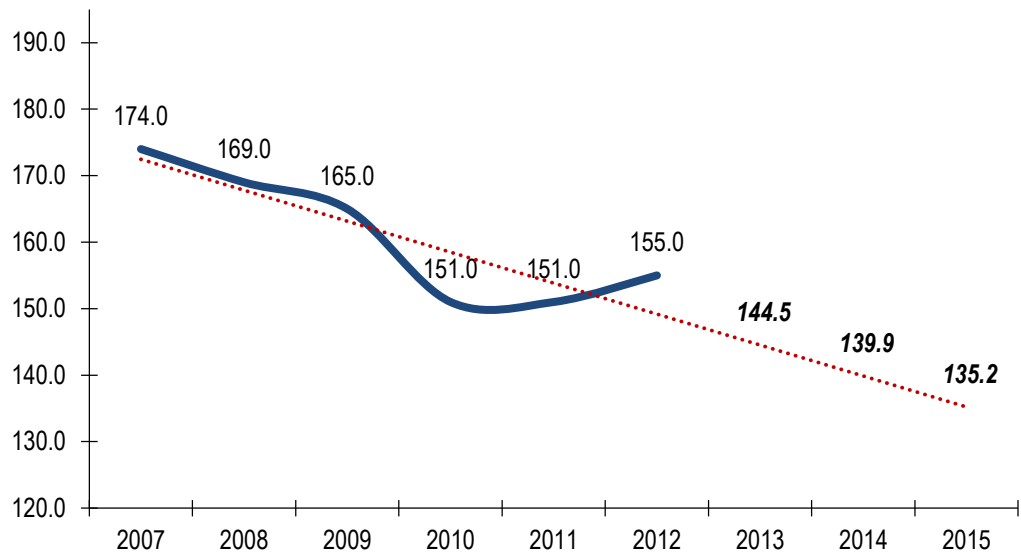
Source: 2012 Highway Safety Research Group at Louisiana State University (State data)

**Figure 2.5 Total Injuries**



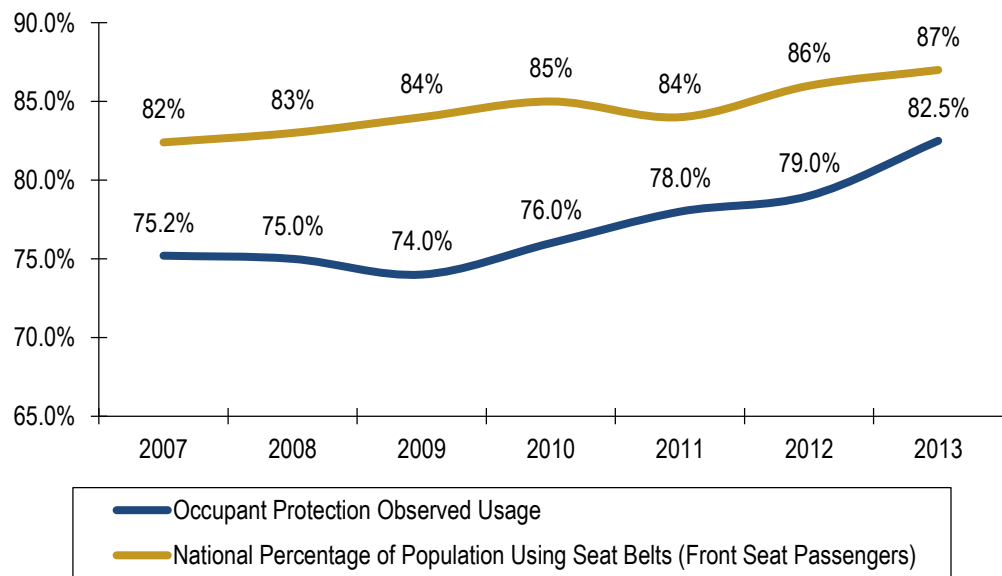
Source: 2012 Highway Safety Research Group at Louisiana State University (State data).

**Figure 2.6 Injury Rate per 100 Million VMT**



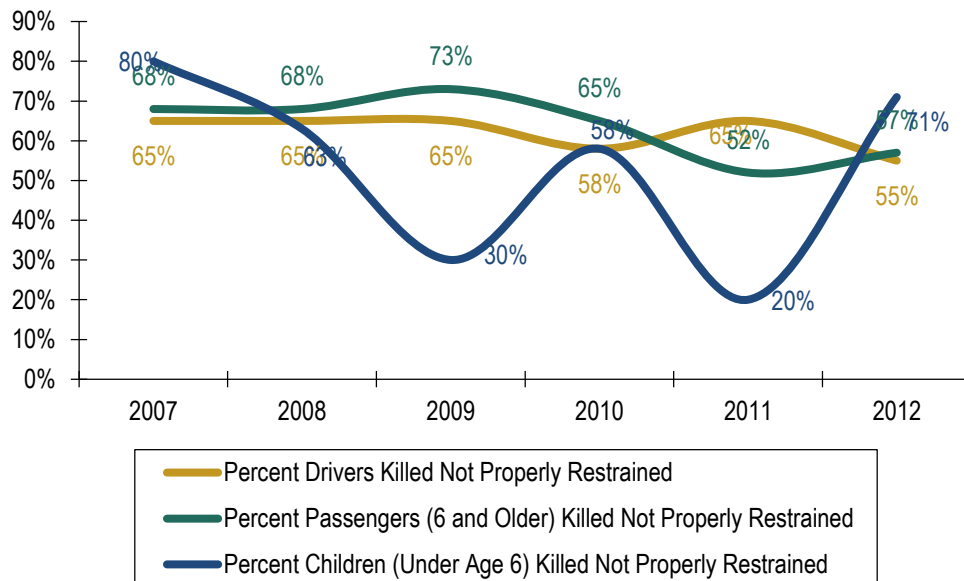
Source: 2012 Highway Safety Research Group at Louisiana State University (State data).

**Figure 2.9 Statewide Seat Belt Use Compared to U.S. Average**



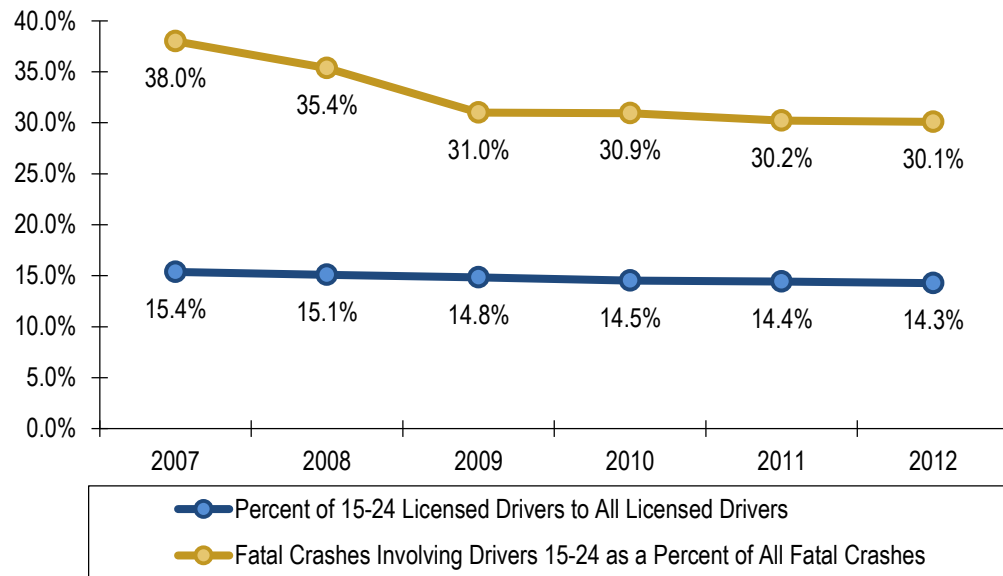
Source: 2012 Highway Safety Research Group at Louisiana State University (State data); NHTSA.

**Figure 2.10 Percent of Unrestrained Fatalities**



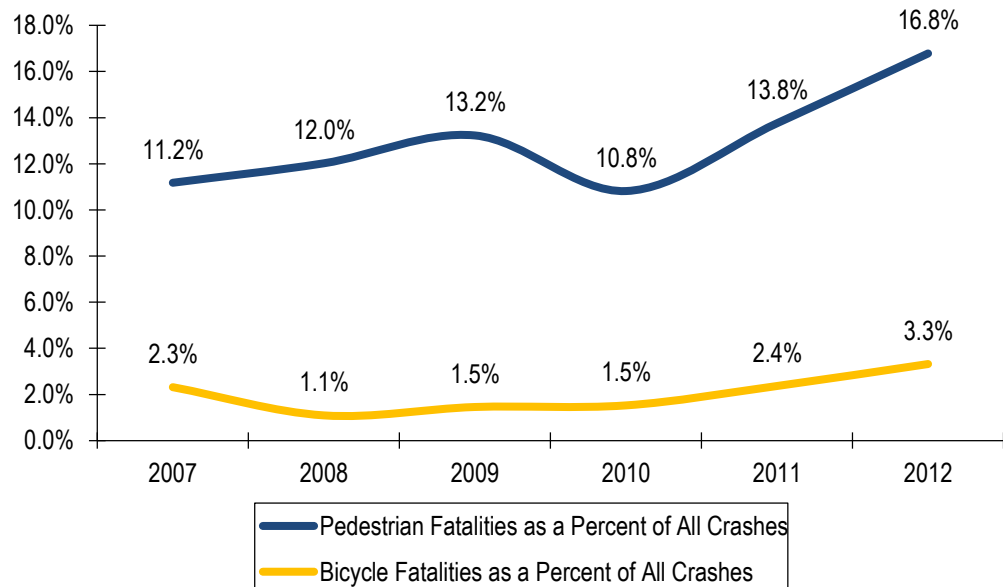
Source: 2012 Highway Safety Research Group at Louisiana State University (State data).

**Figure 2.11 Young Drivers Age 15 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes**



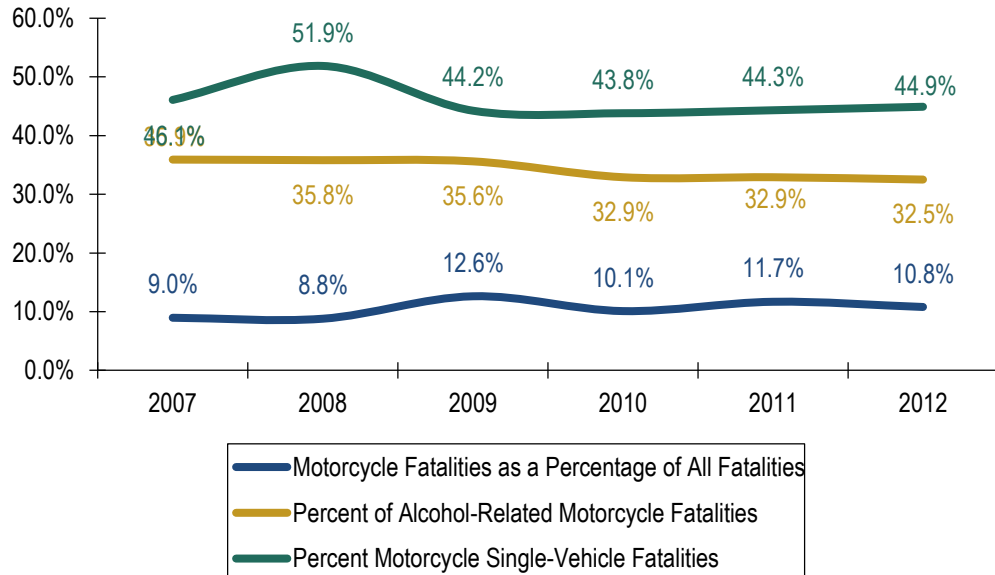
Source: 2012 Highway Safety Research Group at Louisiana State University (State data).

**Figure 2.12 Pedestrian and Bicyclist Fatalities as Percent of Total Fatalities**



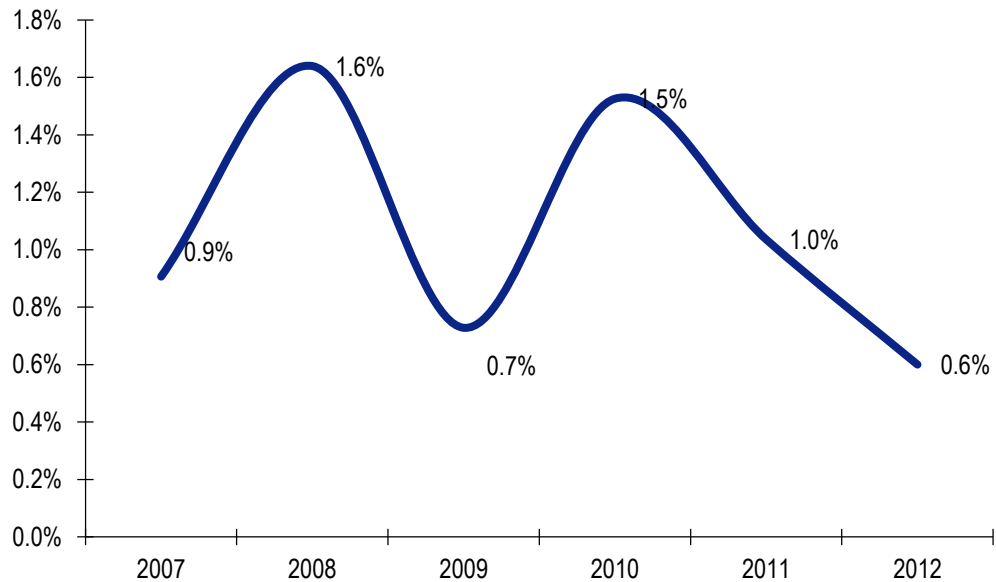
Source: 2012 Highway Safety Research Group at Louisiana State University (State data).

**Figure 2.13 Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Motorcycle Fatalities, and Single Vehicle Motorcycle Fatalities**



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

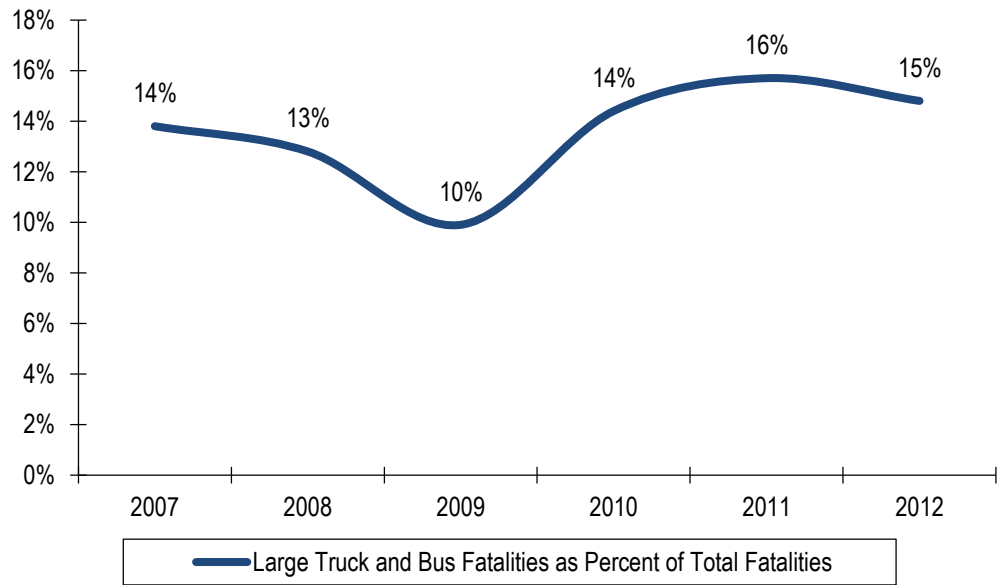
**Figure 2.14 Railroad Fatalities as Percent of Total Fatalities**



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

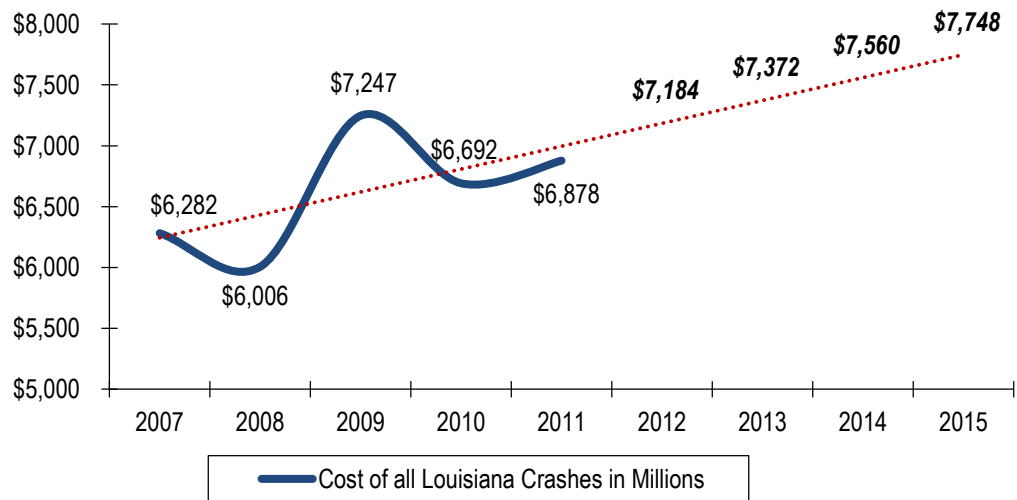


**Figure 2.15 Large Truck and Bus Fatalities as Percent of Total Fatalities**



Source: FARS.

**Figure 2.16 Costs of Louisiana Crashes**  
*in Millions*



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

## 2.4 LOUISIANA HIGHWAY SAFETY PROBLEM ID PARISHES

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

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

In 2012, Louisiana's problem ID parishes account for:

- 71 percent of the State's total licensed driver population;
- 76 percent of total fatal and injury crashes; and
- 65 percent of motor vehicle crash-related fatalities.

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

- Orleans;
- East Baton Rouge;
- Jefferson;
- Lafayette;
- Caddo;
- Calcasieu;
- St. Tammany;
- Terrebonne;
- Ascension;
- Livingston;
- Lafource;
- Rapide;
- Ouachita;
- Tangipahoa;
- St. Landry; and
- Bossier.

In 2012, these 16 parishes accounted for 67.5 percent of all alcohol-related fatal and injury crashes.

A copy of Louisiana's entire problem identification file can be accessed at the following link: <http://lahighwaysafety.org/pdf/2015%20Parish%20Tiers%20Chart%20and%20Data.pdf>.

## **2.5 LOUISIANA HIGHWAY SAFETY TARGETS AND PERFORMANCE MEASURES**

The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. Table 7 identifies the program areas that will be emphasized in Louisiana's highway safety program in FFY 2015, with related performance targets and measures. Details of the program area strategies are provided in Section 3.0. In 2009, LHSC and the DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the new AASHTO goal of halving fatalities by 2030. The DOTD's Strategic Highway Safety Plan (SHSP) reflects this overall goal as well. The LHSC and

DOTD have adopted common performance measures for fatalities, fatality rate, and serious injuries. The LHSC used the following process to identify realistic, measurable, single-year performance targets and identify performance measures for each program area. The LHSC reviewed linear trends for three- and five-year periods. The trends were evaluated as to whether a linear target for 2015 was realistic. In most cases a linear trend-derived target was adopted. In a few cases maintenance of the most recent low number is the target or another target is chosen. The rationale for the selected targets is included in Table 2.5. The targets will be revised from year to year based on the previous year's accomplishments.

**Table 2.5 Program Area Targets and Performance Measures**

Program Area	Performance Targets	Rationale	Performance Measures
<b>Overall</b>	Reduce the number of fatalities by 9 percent from 708 (2010-2012 average) to 644 in 2015. (C-1)	Used base of 2010-2012 average and decreased annually by 3.1 percent to align with SHSP approach. Value is lower than SHSP target, which has already been reached.	Number of motor vehicle-related fatalities
	Reduce the number of serious injuries by 8.4 percent from 14,162 (2008-2012 average) to 12,975 in 2015. (C-2)	Single year target; linear reduction using 5-year moving average.	Number of motor vehicle-related serious injuries
	Reduce the fatality rate per 100 MVMT by 19 percent from 1.69 (2008-2012 average) to 1.38 in 2015. (C-3)	Single year target; linear reduction using 5-year moving average.	Fatality rate per 100 million VMT
	Reduce the rural fatality rate per 100 MVMT by 24.6 percent from 2.07 (2008-2012 average) to 1.56 in 2015.	Single year target; linear reduction using 5-year moving average.	Rural fatality rate per 100 million VMT
	Reduce the urban fatality rate per 100 MVMT by 9.9 percent from 1.41 (2008-2012 average) to 1.27 in 2015.	Single year target; linear reduction using 5-year moving average.	Urban fatality rate per 100 million VMT
<b>Occupant Protection</b>	Reduce unrestrained passenger fatalities by 22 percent from 309 (2008-2012 average) to 241 in 2015. (C-4)	Single year target; linear reduction using 5-year moving average.	Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
	Increase observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 82.5 percent in 2013 to 84.5 percent in 2015. (B-1)	Single year target; linear reduction using 5-year moving average.	Observed seat belt use of front seat outboard occupants
<b>Alcohol Impaired Driving</b>	Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 23 percent from 263 (2008-2012 average) to 203 in 2015. (C-5)	Single year target; linear reduction using 5-year moving average.	Number of fatalities involving a driver or motorcycle operator with BAC at 0.08 and greater
<b>Police Traffic Services*</b>	Reduce speeding-related fatalities by 7 percent from 220 (2010-2012) to 206 in 2015. (C-6)	Single year target; linear reduction using 3-year moving average.	Number of speeding-related fatalities.
<b>Motorcycles</b>	Reduce motorcyclist fatalities by 6.9 percent from 77 (2010-2012 average) to 72 in 2015. (C-7)	Single year target; linear reduction using 3-year moving average.	Number of motorcyclist fatalities
	Maintain unhelmeted motorcyclist fatalities at the 2012 level of 4 to no more than 4 in 2015. (C-8)	Single year target, linear trend. In 2012, a large drop to 4 fatalities was experienced; therefore, the target is to not exceed the 2012 number.	Number of unhelmeted motorcyclist fatalities

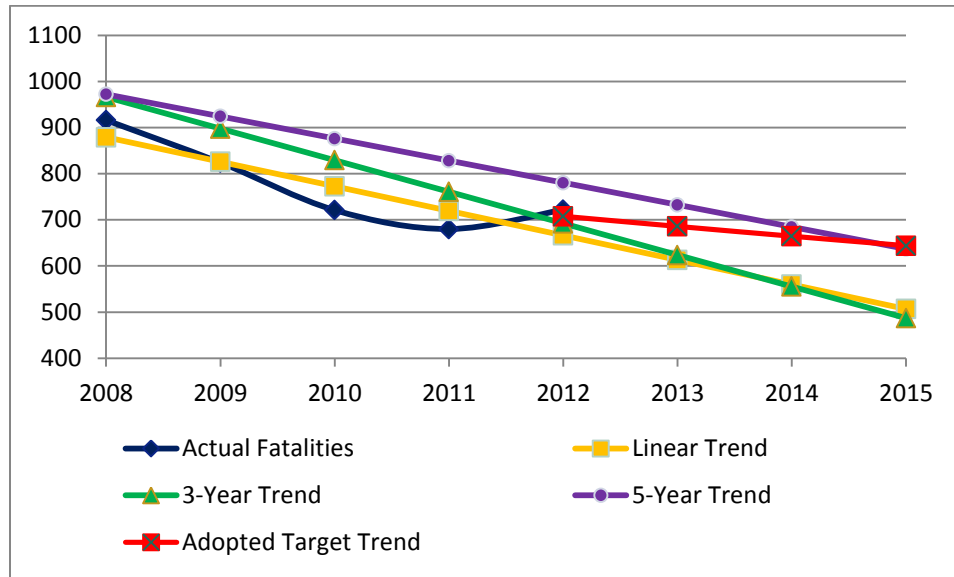
Program Area	Performance Targets	Rationale	Performance Measures
<b>Young Drivers</b>	Reduce fatal crashes involving drivers age 20 or younger by 32.5 percent from 113 (2008-2012) to 77 in 2015. (C-9)	Single year target; linear reduction using 5-year moving average.	Number of drivers age 20 or younger involved in fatal crashes.
<b>Bicycle and Pedestrian</b>	Reduce pedestrian fatalities by 8 percent from 100 (2008-2012 average) to 92 in 2015. (C-10)	Single year target; linear reduction using 5-year moving average.	Number of pedestrian fatalities
	Reduce bicycle fatalities by 29 percent from 24 in 2012 to 17 in 2015. (C-11)	Single year target. Linear trend is increasing. Therefore reduce bicycle fatality target to 17, which is the three-year average from 2010-2012.	Number of bicycle fatalities.
<b>Rail-Highway</b>	Maintain rail-highway fatalities at no more than 4 in 2015.	Single year target. In 2012, a large drop to 4 fatalities was experienced; therefore, the target is to not exceed the 2012 number.	Number of rail-highway fatalities

Note: Program Area strategies are described with corresponding project descriptions in Section 3.0 of the Highway Safety Plan.

All crash data provided reflect State data (provided by the Highway Safety Research Group at Louisiana State University) unless noted otherwise.

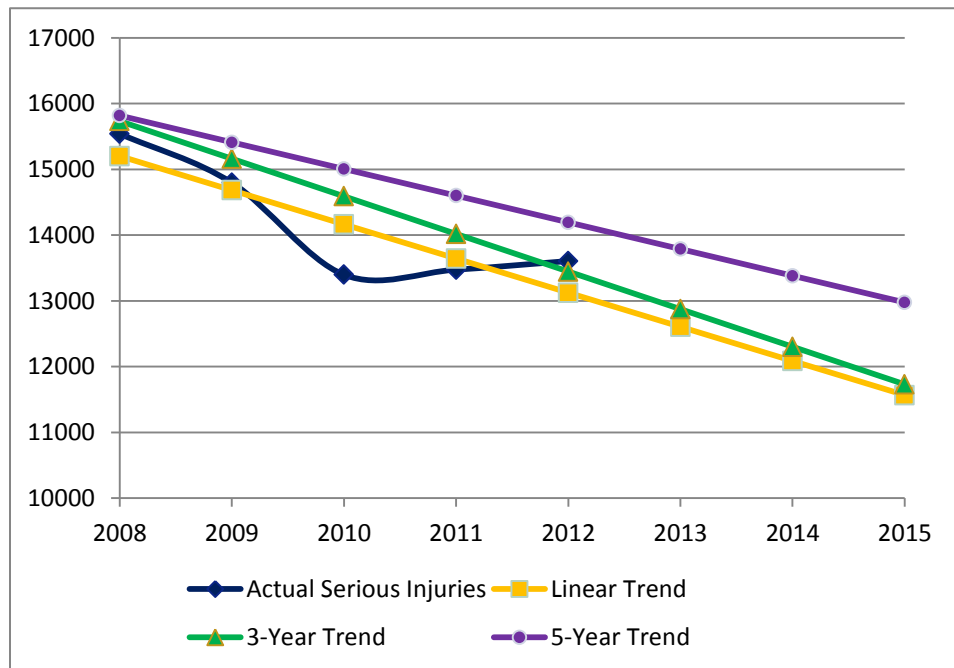
\* Police Traffic Services strategies also directly impact the alcohol-impaired driving and occupant protection performance targets.

**Figure 2.17 Fatalities Trend Line Analysis**



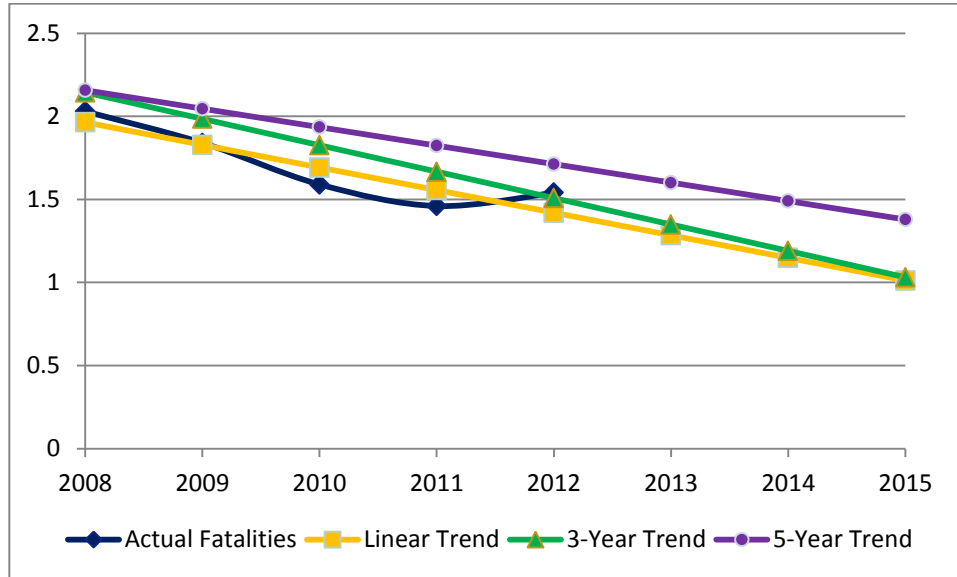
Trend line selected: The average of 2010-2012 as a baseline decreased annually by 3.1 percent to align with the SHSP approach (red trend line).

**Figure 2.18 Serious Injuries Trend Line Analysis**



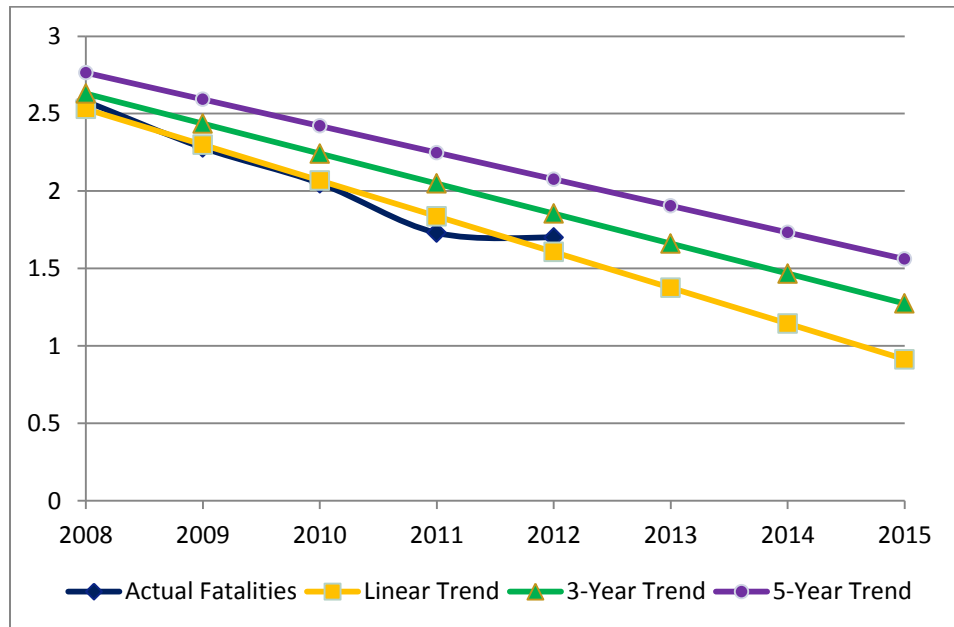
Trend line selected: 5-year moving average

**Figure 2.19 Fatality Rate Trend Line Analysis**



Trend line selected: 5-year moving average

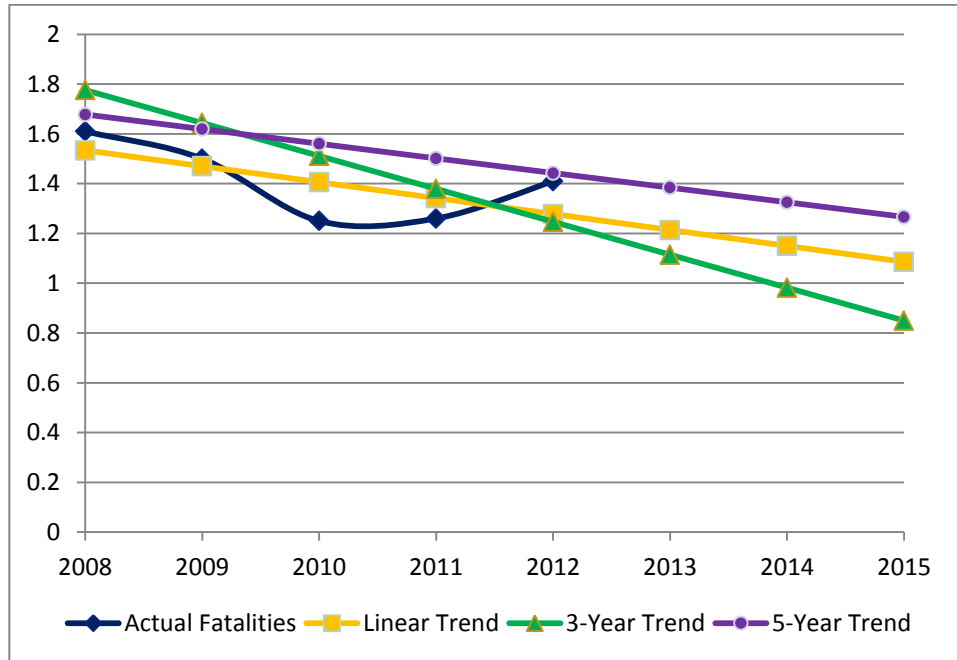
**Figure 2.20 Rural Fatality Rate Trend Line Analysis**



Trend line selected: 5-year moving average

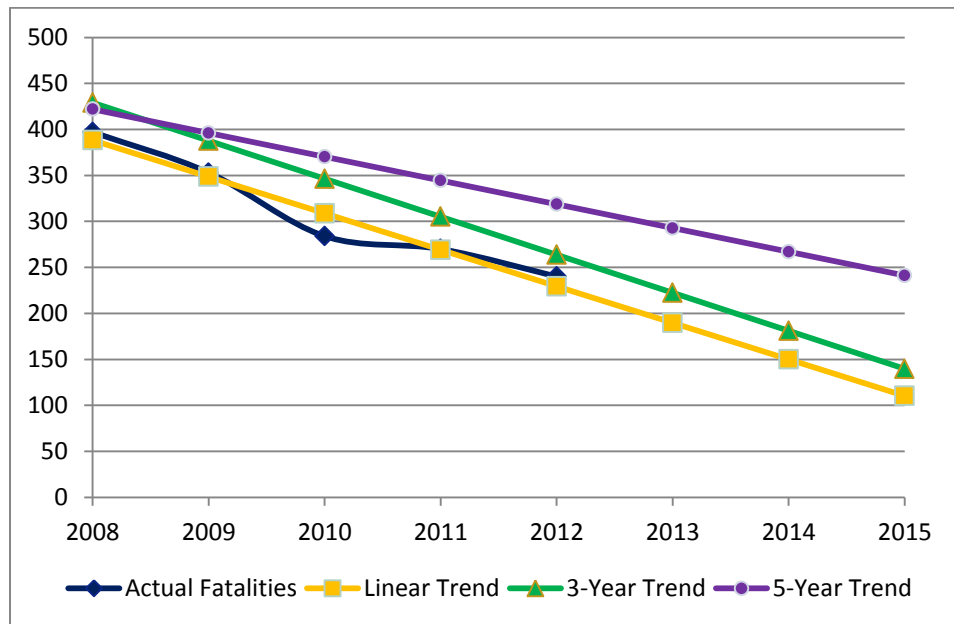


**Figure 2.21 Urban Fatality Rate Trend Line Analysis**



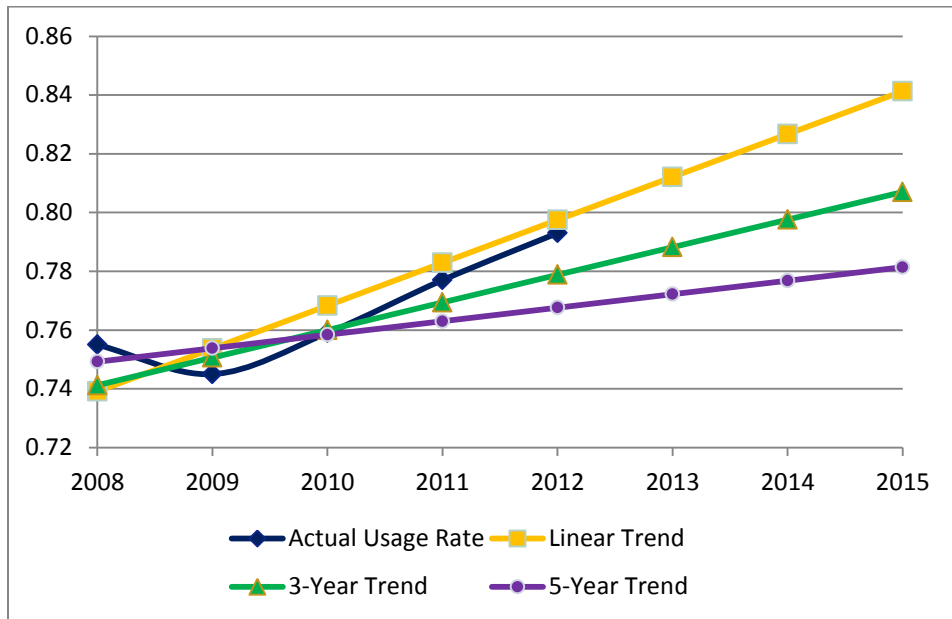
Trend line selected: 5-year moving average

**Figure 2.22 Unrestrained Fatalities Trend Line Analysis**



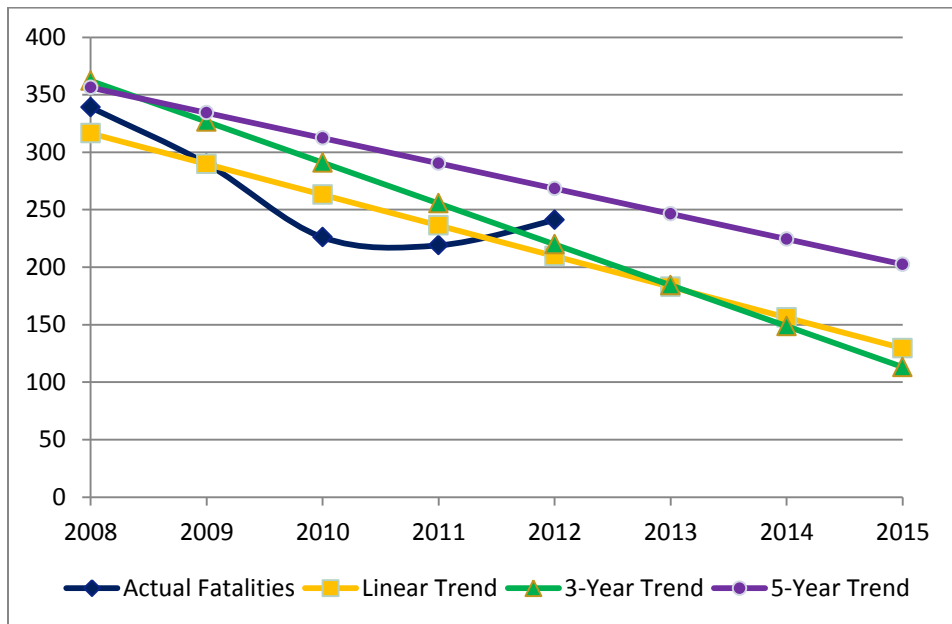
Trend line selected: 5-year moving average

**Figure 2.23 Observed Usage Rate Trend Line Analysis**



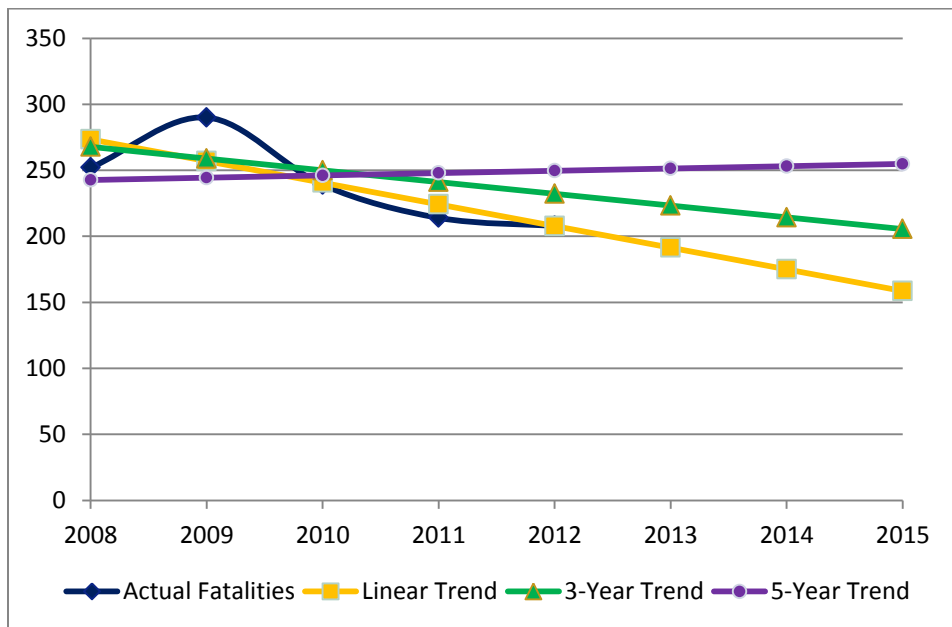
Trend line selected: 5-year moving average

**Figure 2.24 Alcohol Impaired Fatalities Trend Line Analysis**



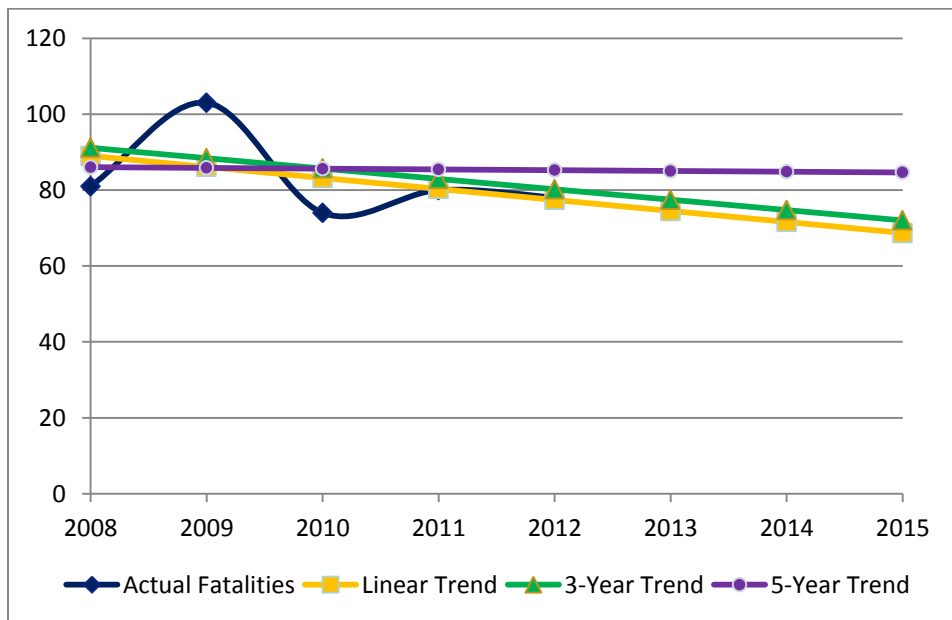
Trend line selected: 5-year moving average

**Figure 2.25 Speeding Related Fatalities Trend Line Analysis**



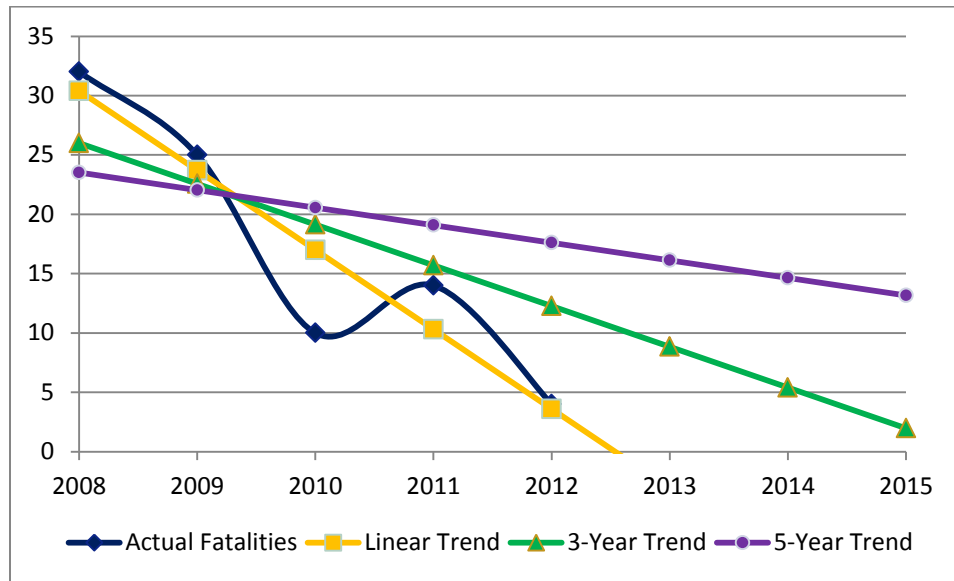
Trend line selected: 3-year moving average

**Figure 2.26 Motorcyclist Fatalities Trend Line Analysis**



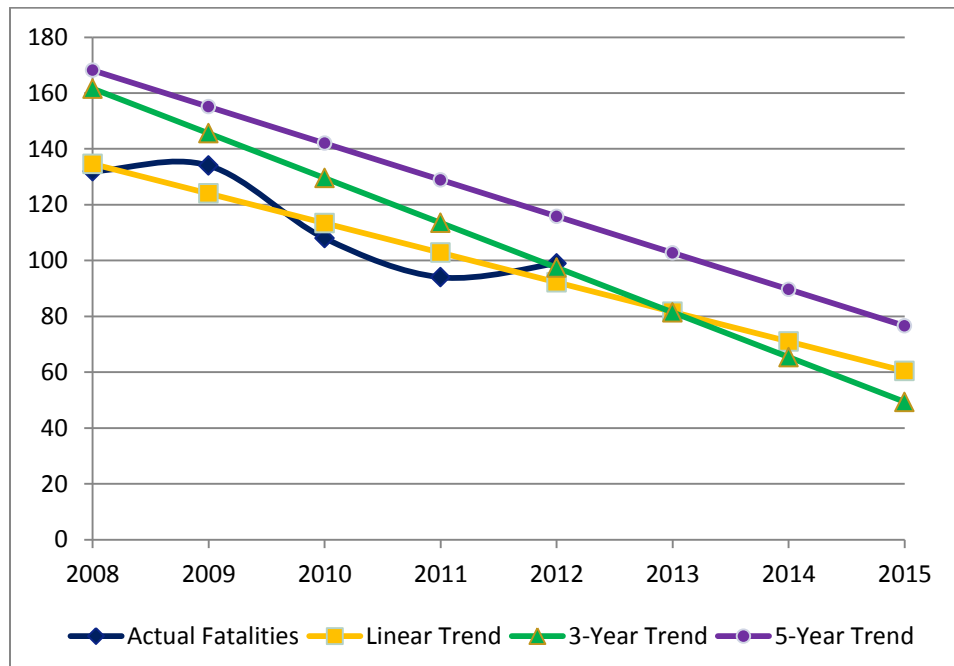
Trend line selected: 3-year moving average

**Figure 2.27 Unhelmeted Motorcyclist Fatalities Trend Line Analysis**



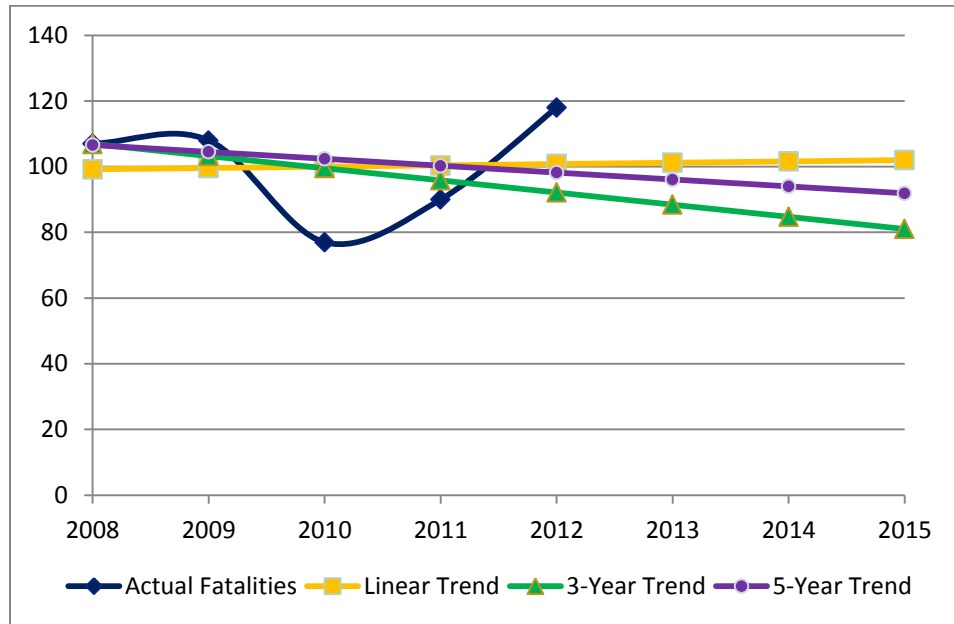
In 2012, a large drop to 4 unhelmeted motorcyclist fatalities was experienced; therefore, the FFY 2015 target is to not exceed the 2012 number.

**Figure 2.28 Young Drivers Fatalities Trend Line Analysis**



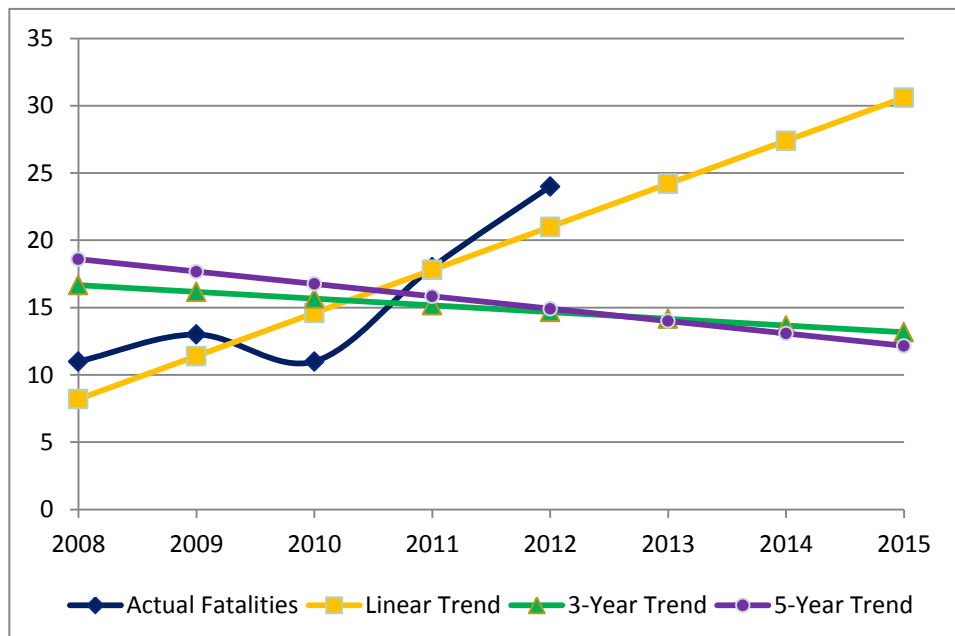
Trend line selected: 5-year moving average

**Figure 2.29 Pedestrian Fatalities Trend Line Analysis**

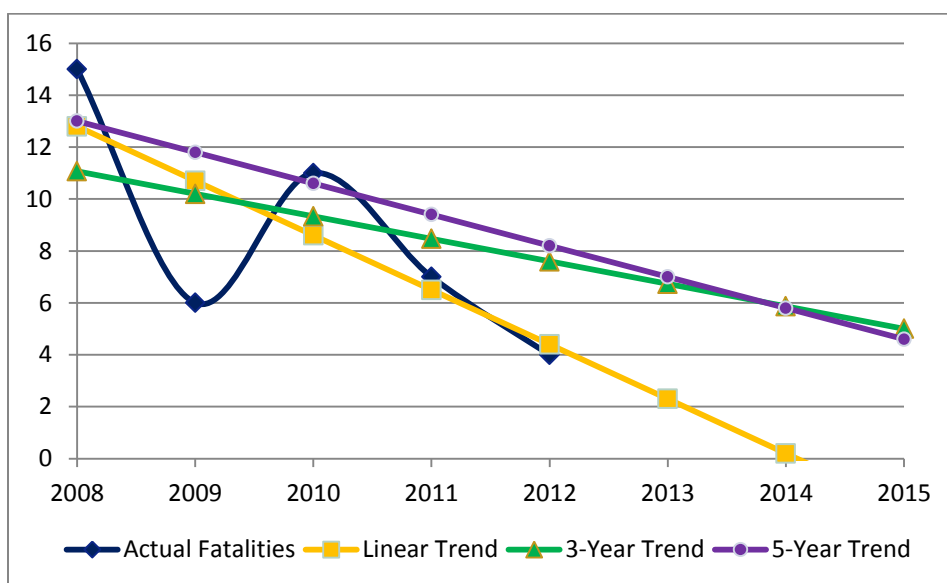


Trend line selected: 5-year moving average

**Figure 2.30 Bicyclist Fatalities Trend Line Analysis**



Linear trend is increasing. Therefore reduce bicycle fatality target to 17, which is the three-year average from 2010-2012.

**Figure 2.31 Rail-Highway Fatalities Trend Line Analysis**

In 2012, a large drop to 4 fatalities was experienced; therefore, the target is to not exceed the 2012 number.

## 2.6 EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN

The Louisiana Highway Safety Commission (LHSC) has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Louisiana incorporates an evidence-based approach in its statewide enforcement program through the following three components.

### Data-driven Problem Identification

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier; the data analyses are designed to identify who is overinvolved in crashes and when, where and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified must be included in the funding application submitted to LHSC, along with the strategies that will be implemented to address the problem.

## **Implementation of Evidence-based Strategies**

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

## **Continuous Monitoring**

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

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

## 3.0 Highway Safety Plan

The following sections describe the LHSC's program areas for FFY 2015 and provide details on the program areas, performance targets and measures, strategies, programs, and projects planned for the upcoming year. A comprehensive table of all projects is provided at the end of this section (Table 3.12).

The project descriptions at the end of each program area include citations referencing the performance targets and evidence of effectiveness. The LHSC used the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2015 HSP program areas. Evidence of effectiveness citations which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, Section 2.1), are identified in the project descriptions and denote the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for projects which will award multiple minigrants (the minigrant projects have not been selected) and LHSC administrative functions and activities. The 2013 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>.

### 3.1 IMPAIRED DRIVING

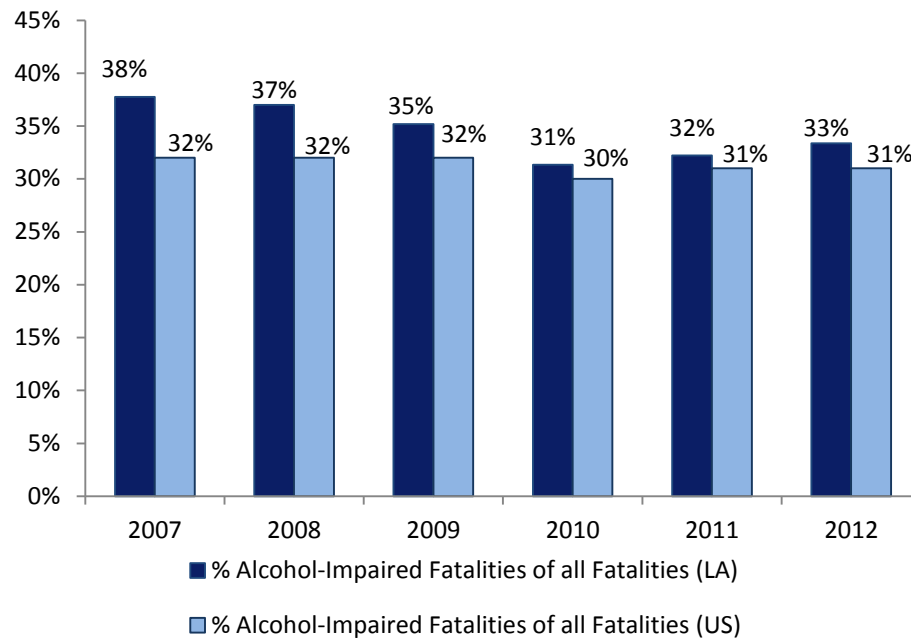
#### **Problem Identification and Analysis**

Louisiana's alcohol-related fatal crash percentage remains around 40 percent, while the percentage of alcohol-impaired fatal crashes has stayed consistent with national trends as evidenced by Figure 3.1 below. While impaired driving continues to be a concern, Louisiana now ranks as a Section 405d mid-range state. Driving after drinking is taken too lightly in Louisiana. A cultural shift toward understanding the realities and consequences of drinking and driving must take place.

Louisiana has a Zero Tolerance law (0.02 blood alcohol concentration (BAC)) for drivers less than 21 years of age. However, 18- to 20-year-olds are allowed to enter bars in Louisiana. Among the drivers age 15 to 20 there were 246 alcohol-related fatal and injury crashes in Louisiana in 2013. In FFY 2014, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and communication activities.



**Figure 3.1 Alcohol-Impaired Fatalities as Percent of Total Fatalities as Compared to Nation**



Source: FARS.

Impaired driving is not solely limited to alcohol impairment. In Louisiana, drugs are also prominent in the toxicology reports provided by the State Crime Laboratory. Of the traffic impairment reports identified in Table 3.2, over two-thirds of drivers tested had drugs or drug metabolites in their system and, perhaps more alarming, the drivers had an average of three drugs in their system.

**Table 3.1 General Statistics**

	2012	2013	First Half 2014
Total traffic impairment TOX/BAC reports released <sup>a</sup>	4,316	4,327	2,241
BAC reports (BAC >0.08%)	1,927 (44.6%)	1,843 (42.6%)	935 (41.7%)
TOX reports (BAC <0.08%)	2,389 (55.4%)	2,484 (57.4%)	1,306 (58.3%)
<b>Traffic/Impairment Only</b>			
Toxicology reports released	2,389	2,484	1,306
Reports that had no drugs of toxicological significance	619 (25.9%)	695 (27.9%)	245 (18.8%)
Reports that had insufficient sample to process	70 (2.9%)	112 (4.5%)	94 (7.2%)

Remaining reports that yielded drugs or drug metabolites	1,784 (74.7%)	1,677 (67.5%)	966 (74.0%)
Drugs or drug metabolites identified	5,549	4,903	2,522
Average drugs per case	3.1	2.9	2.6

Source: Louisiana State Police Crime Lab.

<sup>a</sup> Total released (coroner, etc.)

Table 3.3 details the percentages of all traffic impairment cases in 2012, 2013 and the first six months of 2014 in which the driver was at or above the legal limit for alcohol and had at least one drug of impairment in their system. Only 15 to 18 percent of the drivers in the cases reported had no drugs or an insufficient sample in their system.

**Table 3.2 Traffic Impairment Cases**

What percentage of all traffic impairment cases reported...	2012	2013	First Half 2014
...at or above the legal limit for alcohol?	44.6%	42.6%	41.7%
...at least one drug of impairment?	39.5%	38.8%	43.2%
...no drugs and/or insufficient sample?	15.9%	18.6%	15.1%

Source: Louisiana State Police Crime Lab.

Table 3.4 provides a breakdown of the types of drugs detected in the traffic impairment cases and the percent of times sufficient amounts of each specific drug was detected.

**Table 3.3 Drugs Detected in Traffic Impairment Cases**

Toxicology/Drug	2012		2013		First Half 2014		Trend
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
Hydrocodone (Lortab)	906	16.35%	490	9.99%	209	8.86%	Down
Carisoprodol (Soma)	871	15.72%	743	15.15%	304	12.88%	Down
Cocaine	567	10.23%	416	8.48%	166	7.03%	Down
Diazepam (Valium)	438	7.90%	473	9.65%	206	8.73%	Steady
Prescription Antidepressants (except Alprazolam and Diazepam)	407	7.35%	411	8.38%	151	6.40%	Steady
Over-the-Counter (OTC) Drugs	358	6.46%	387	7.89%	197	8.35%	Up

Toxicology/Drug (except Benedryl)	2012		2013		First Half 2014		Trend
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
THC (Marijuana)	293	5.29%	443	9.04%	277	11.74%	Up
Oxycodone (Oxycotin)	257	4.64%	245	5.00%	119	5.04%	Steady
Prescription Pain Reliever (other than Hydrocodone and Oxycodone)	228	4.11%	156	3.18%	148	6.27%	Up
Other Pharmaceuticals (each less than 15)	173	3.12%	67	1.37%	3	0.13%	Down
Methadone	163	2.94%	176	3.59%	94	3.98%	Up
Prescription Sleep Aids (except Ambien)	160	2.89%	83	1.69%	38	1.61%	Down
Amphetamine (Adderall)	154	2.78%	163	3.32%	109	4.62%	Up
Alprazolam (Xanax)	120	2.17%	38	0.78%	33	1.40%	No Pattern
Barbiturates	110	1.99%	117	2.39%	19	0.81%	Down
Methamphetamine	92	1.66%	165	3.37%	100	4.24%	Up
Codeine (Prescription Cough Syrup)	77	1.39%	83	1.69%	39	1.65%	Steady
Prescription Muscle Relaxer (other than Carisoprodol)	47	0.85%	56	1.14%	30	1.27%	Up
Phencyclidine (PCP)	32	0.58%	44	0.90%	24	1.02%	Up
Heroin and/or Morphine	30	0.54%	104	2.12%	49	2.08%	Up
Prescription Epilepsy	21	0.38%	9	0.18%	15	0.64%	No Pattern
Schedule I Hallucinogens and/or Cathinones	20	0.36%	23	0.47%	17	0.72%	Up
Prescription Stimulants (other than Amphetamine)	17	0.31%	11	0.22%	13	0.55%	Up
<b>Total</b>	<b>5,541</b>	<b>100.00%</b>	<b>4,903</b>	<b>100.00%</b>	<b>2,360</b>	<b>100.00%</b>	

Source: Louisiana State Police Crime Lab.

Louisiana has a comprehensive impaired driving program that incorporates broad ranging strategies and actions designed to reduce impaired driving fatalities and injuries. The LHSC utilizes data analysis and strategic planning to guide all funding decisions outlined in the HSP with the intention that the comprehensive nature of the impaired driving program will achieve the overall impaired driving goal.

In addition, the Governor’s Task Force on DWI-Vehicular Homicide (Governor’s Task Force) has been instrumental in shaping impaired driving countermeasure strategies since its inception in 1996 and is recognized by NHTSA as an appropriate venue for the new MAP-21 required Statewide Impaired Driving Plan (SID). The Impaired Driving Task Force considers the latest problem identification conducted by the LHSC when tracking progress and updating the SIDP. The strategies and actions included in the plan are data-driven, evidence based and considered best practices by NHTSA. The SIDP includes strategies and projects from the FFY 2015 HSP and is coordinated with the State’s Strategic Highway Safety Plan (SHSP).

### **Performance Target**

- Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 23 percent from 263 (2008-2012 average) to 203 in 2015.

### **Performance Measures**

- Number of fatalities involving a driver or motorcycle operator with BAC 0.08+ and greater

### **Strategies**

1. Provide sustained enforcement of statutes addressing impaired driving/riding.
2. Support the National “Drive Sober or Get Pulled Over” campaign with specific overtime enforcement and paid media based on data-driven demographic and geographic locations. LHSC will measure the Gross Rating Point average for the impaired driving campaign network buys and evaluate the paid media via attitudinal surveys.
3. Promote Juvenile Underage Drinking Enforcement (JUDE) enforcement with local law enforcement agencies.
4. Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15- to 23-year-olds.
5. Produce and distribute public information and educational materials to combat impaired driving/riding and underage drinking and provide paid media outreach for State-planned impaired driving education.
6. Develop new, and strengthen existing, impaired driving prevention networks and associations.
7. Address repeat offenders through legislation, education, public information, and support of eight DWI Courts.

8. Streamline the electronic DWI processing system to reduce the time needed to process a DWI arrest.
9. Provide Drug Recognition Expert (DRE) training to revitalize the DRE program and conduct SFST Instructor, SFST Training Field Courses.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP by the Federal Highway Administration (FHWA). Other impaired driving projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and Young Driver Traffic Safety Program.

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**Project Number:** 2015-10-10

**Project Title:** TRACC Coalition

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

**Project Budget/Source:** \$25,000/Section 405d

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**Project Number:** 2015-10-11

**Project Title:** Impaired Driving Policy Specialist

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

**Project Budget/Source:** \$48,999.00/Section 405d Mid

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**Project Number:** 2015-10-12

**Project Title:** DWI Awards Program Coordinator

**Project Description:** The awards program offers an opportunity to recognize law enforcement officials, court officials, and others who are a vital part of the arrest and proper prosecution of DWI cases. LHSC will fund a coordinator to

oversee the program. The FY 2015 program is the seventh Annual LHSC DWI Awards Program. (CTW, Chapter 1: 2.1, 2.2)

**Project Budget/Source:** \$11,000/Section 405d Mid

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**Project Number:** 2015-10-13

**Project Title:** Prosecutor/Law Enforcement Training Program

**Project Description:** Through the Louisiana District Attorneys Association (LDAA), the LHSC provides funding for a Traffic Safety Resource Prosecutor (TSRP) to help law enforcement, prosecutors, and judges align their efforts to prosecute DWI cases. This training is offered statewide. (CTW, Chapter 1: Section 1.1, 1.3, 1.4, 1.5; Chapter 3: 3.2, 3.4)

**Project Budget/Source:** \$127,000/Section 405d Mid

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**Project Number:** 2015-10-14

**Project Title:** DPS Legal Consultant

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

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

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**Project Number:** 2015-10-15

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

**Project Description:** The Alcohol Assessment Implementation Coordinator is responsible for implementing the priority recommendations of the 2009 and 2013 Impaired Driving Assessment Report and works in conjunction with the many agencies throughout Louisiana who share a similar mission. (CTW, Chapter 1: Section 1.5)

**Project Budget/Source:** \$48,900/Section 405d Mid

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**Project Number:** 2015-10-17

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

**Project Description:** This program monitors courts in East Baton Rouge Parish on a regular weekly basis, including Baton Rouge City and 19<sup>th</sup> Judicial District Courts and randomly monitors in courts in St. Tammany, Orleans, Jefferson, and Lafayette parishes. The Court Monitors attend assigned court(s), observe DWI cases, collect pertinent data, enter case information into the court monitoring database, train and supervise program volunteers, manage monitor ("watchdog") calls and cases, compile reports, and complete monthly progress reports. (CTW, Chapter 1: Section 3.3)

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**Project Budget/Source:** \$175,000/Section 405d Mid

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**Project Number:** 2015-10-18

**Project Title:** Judicial Outreach Liaison

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

**Project Budget/Source:** \$100,000/Section 405d Mid

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**Project Number:** 2015-10-19

**Project Title:** North Louisiana Criminalistics Laboratory Commission

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

**Project Budget/Source:** \$68,100/Section 405d Mid

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**Project Number:** 2015-10-20

**Project Title:** DWI Court Management Program

**Project Description:** The Supreme Court Drug Court Office (SCDCO) will provide oversight, administration and monitoring to six Louisiana's DWI Courts as currently provided to the 47 Louisiana Drug Courts (these DWI Courts are listed separately and not managed by the SCDCO). All courts are required to adhere to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts which includes data collection and administrative, fiscal, and programmatic oversight. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$550,800/Section 410 and \$139,300/Section 410 FR

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**Project Number:** 2015-10-21

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

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

**Project Budget/Source:** \$75,000/Section 405d Mid

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**Project Number:** 2015-10-22

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

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

**Project Budget/Source:** \$73,000/Section 405d Mid

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**Project Number:** 2015-10-23

**Project Title:** Terrebonne Parish DWI Court

**Project Description:** The 32<sup>nd</sup> Judicial District DWI Court serves Terrebonne Parish and accepts second 1<sup>st</sup> offenders and 2<sup>nd</sup> offenders into a minimum 12-month treatment program. DWI offenders receiving a 1<sup>st</sup> DWI are placed into a probation program and the charge is dismissed, but if a second 1<sup>st</sup> offense is committed, the offender is then accepted into the DWI court. Other DWI offenders may be accepted if it is deemed beneficial to public safety. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$72,675/Section 405d Mid

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**Project Number:** 2015-10-24

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

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

**Project Budget/Source:** \$30,670/Section 405d Mid

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**Project Number:** 2015-10-25

**Project Title:** Social Norms and Marketing Project (SNAP)

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



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

**Project Budget/Source:** \$137,738/Section 405d Mid

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**Project Number:** 2015-10-30

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

**Project Description:** The Task Force attacks underage drinking and impaired driving in East Baton Rouge Parish. The Task Force will work to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess and consume alcoholic beverages. (CTW, Chapter 1: Section 6.1, 6.3)

**Project Budget/Source:** \$100,000/Section 405d Mid

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**Project Number:** 2015-10-31

**Project Title:** Louisiana Cops in Shops Program

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

**Project Budget/Source:** \$150,000/Section 405d Mid

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**Project Number:** 2015-10-41

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

**Project Description:** Provide expert assistance with the Electronic DWI Arrest Report Project (LADRIVING), both in the current pilot phase and the upcoming statewide rollout. The contractor shall report directly to, and take daily assignments from, DPS IT Management - similar to the existing protocols outlined in the DWI Automation Project following. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

**Project Budget/Source:** \$49,900.00/Section 405d Mid

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**Project Number:** 2015-10-42

**Project Title:** Louisiana DRIVING DWI Automation Project

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

**Project Budget/Source:** \$4,629,236/Section 164AL

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**Project Number:** 2015-30-41

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

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

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Instructor Courses, one SFST Certification/Practicum, four SFST Training Field Courses, one ARIDE, and four ARIDE Field Courses.

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

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

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

**Project Budget/Source:** \$302,024/Section 402; \$493,495/Section 405d Mid and \$464,370/HSIP

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**Project Number:** 2015-30-10 through 2015-30-65 and 2015-30-80 (*note: 2015-30-42 listed above*)

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

**Project Description:** LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection, impaired driving/riding, speed, and child passenger safety which will be coordinated with the annual "Click It or Ticket" and "Drive Sober or Get Pulled Over" campaigns in addition to other identified State enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas, and vehicle types (e.g. pick-up trucks, motorcycles), of critical need. Agencies deploy resources based on crash analysis and make adjustments throughout the year as needed. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$1,785,667/Section 402; \$1,245,143/Section 154AL; 550,655/Section 164AL; \$645,001/Section 405d High; \$1,846,817/Section 405d Mid; \$269,600/Section 410HVE; \$1,024,989/Section 405b Low; and /\$998,505HSIP

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**Project Number:** 2015-30-70-\*\* (Projects will be numbered sequentially)

**Project Title:** Special Waves Enforcement

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

**Project Budget/Source:** \$299,375/154AL and \$273,875/HSIP

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**Project Number:** 2015-55-10

**Project Title:** Sudden Impact Comprehensive Statewide Project

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

**Project Budget/Source:** \$99,851/Section 405d Mid; \$49,926/Section 402 and \$99,851/HSIP

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**Project Number:** 2015-55-11

**Project Title:** *Ready, Set, DRIVE!*

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

**Project Budget/Source:** \$34,965/Section 402 and \$14,985/HSIP

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**Project Number:** 2015-70-12

**Project Title:** South Central Regional Coalition Mini Grant Program

**Project Description:** This project will support an Impaired Driving and Occupant Protection mini grant program designed to support various traffic safety initiatives identified in the South Central Regional Coalition's regional action plan. The Coalition is a regional Strategic Highway Safety Plan (SHSP) coalition in the Houma-Thibodaux region. Specific projects to be determined.

**Project Budget/Source:** \$34,965/Section 402 and \$14,985/HSIP

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**Project Number:** 2015-55-12

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

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

**Project Budget/Source:** \$59,100/Section 402 and \$39,400/HSIP

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**Project Number:** 2015-70-20

**Project Title:** Regional Coalition Programmatic Grants

**Project Description:** Funds will support data-driven and evidence-based projects proposed by the Regional Traffic Safety Coalitions in the LSP Troop regions to address impaired driving and occupant protection initiatives identified in their SHSP regional action plan. Specific projects to be determined. LHSC will submit one or more HSP modifications for projects awarded; individual projects would be added sequentially to the project number, each with a unique project number.

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

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**Project Number:** 2015-80-01

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

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

will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$894,667/405B Low, \$1,677,967/154AL, \$550,655/164AL and \$799,300/HSIP

**Project Number:** 2015-80-02

**Project Title:** Paid Media Support

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

**Project Budget/Source:** \$16,000/Section 405d Mid and \$16,000/HSIP

**Project Number:** 2015-80-03 and 2015-80-04

**Project Title:** LHSC Public Relations

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

**Project Budget/Source:** \$27,250/Section 405d Mid and \$27,250/HSIP

**Table 3.4 Impaired Driving Budget Summary**

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2015-10-10	TRACC Coalition Community Safety Program	\$25,000.00	Section 405d Mid
2015-10-11	Impaired Driving Policy Specialist	\$48,999.00	Section 405d Mid
2015-10-12	DWI Awards Program Coordinator	\$11,000.00	Section 405d Mid
2015-10-13	Prosecutor/Law Enforcement Training Program	\$127,000.00	Section 405d Mid
2015-10-14	Legal Assistant for DWI Cases	\$25,000.00	Section 405d Mid
2015-10-15	Louisiana Impaired Driving Assessment Implementation Coordinator	\$48,900.00	Section 405d Mid
2015-10-17	MADD-Court Monitoring	\$175,000.00	Section 405d Mid
2015-10-18	Judicial Outreach Project	\$100,000.00	Section 405d Mid

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2015-10-19	Forensic Toxicology Section Development for the North Louisiana Crime Lab	\$68,100.00	Section 405d Mid
2015-10-20	DWI Court Management Program	\$550,800.00	Section 410
2015-10-20	DWI Court Management Program	\$139,300.00	Section 410FR
2015-10-21	14 <sup>th</sup> Judicial District DWI Court	\$75,000.00	Section 405d Mid
2015-10-22	4 <sup>th</sup> Judicial District Attorney's Office DWI Court	\$73,000.00	Section 405d Mid
2015-10-23	Terrebonne Parish DWI Court	\$72,675.00	Section 405d Mid
2015-10-24	NSU Alcohol Education and Prevention Program	\$30,670.00	Section 405d Mid
2015-10-25	Project SNAP (Social Norms for Alcohol Prevention)	\$137,738.00	Section 405d Mid
2015-10-30	Alcoholic Beverage Control J.U.D.E. Task Force	\$100,000.00	Section 405d Mid
2015-10-31	Louisiana Cops In Shops Program	\$150,000.00	Section 405d Mid
2015-10-41	LADRIVING Project Assistant	\$49,900.00	Section 164AL
2015-10-42	DWI Automation Project	\$4,629,236.00	Section 164AL
2015-30-10	Abbeville Police Department	\$8,000.00	Section 405d Mid
2015-30-11	Alexandria Police Department	\$8,000.00	Section 405d Mid
2015-30-12	Ascension Parish Sheriff's Office	\$35,000.00	Section 405d Mid
2015-30-13	Baton Rouge Police Department	\$470,000.00	Section 402
2015-30-14	Bogalusa Police Department	\$35,326.00	Section 405d High
2015-30-15	Bossier City Police Department	\$20,000.00	Section 405d Mid
2015-30-16	Bossier Parish Sheriff's Office	\$14,040.00	Section 405d Mid
2015-30-17	Caddo Parish Sheriff's Office	\$19,220.00	Section 405d Mid
2015-30-18	Calcasieu Parish Sheriff's Office	\$67,620.00	Section 405d Mid
2015-30-19	Covington Police Department	\$12,563.00	Section 405d Mid
2015-30-20	Denham Springs	\$15,000.00	Section 405d Mid
2015-30-21	East Baton Rouge Parish Sheriff's Office	\$180,000.00	Section 402
2015-30-21	East Baton Rouge Parish Sheriff's Office	\$80,000.00	Section 402
2015-30-23	Franklinton Police Department	\$25,012.00	Section 402
2015-30-24	Gonzales Police Department	\$24,500.00	Section 405d High
2015-30-25	Grambling Police Department	\$24,200.00	Section 405d Mid
2015-30-26	Greenwood Police Department	\$12,000.00	Section 405d High
2015-30-27	Hammond Police Department	\$27,480.00	Section 405d Mid

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2015-30-28	Harahan Police Department	\$14,165.00	Section 405d Mid
2015-30-29	Houma Police Department	\$76,516.00	Section 405d High
2015-30-30	Iberia Parish Sheriff's Office	\$27,000.00	Section 405d Mid
2015-30-33	Jefferson Parish Sheriff's Office	\$166,500.00	Section 402
2015-30-33	Jefferson Parish Sheriff's Office	\$7,104.00	Section 405d High
2015-30-34	Kenner Police Department	\$22,500.00	Section 405d Mid
2015-30-35	Killian Police Department	\$7,000.00	Section 405d Mid
2015-30-36	Lafayette Police Department	\$83,600.00	Section 410HVE
2015-30-37	Lafourche Parish Sheriff's Office	\$117,440.00	Section 405d High
2015-30-38	Lake Charles Police Department	\$64,040.00	Section 405d Mid
2015-30-39	Livingston Parish Sheriff Office	\$69,750.00	Section 405d High
2015-30-41	Louisiana State Police	\$493,495.00	Section 405d Mid
2015-30-42	Mandeville Police Department	\$30,000.00	Section 405d High
2015-30-43	Monroe Police Department	\$60,000.00	Section 410HVE
2015-30-44	Natchitoches Police Department	\$20,304.00	Section 405d Mid
2015-30-45	New Orleans Police Department	\$90,000.00	Section 405d High
2015-30-46	Opelousas Police Department	\$18,000.00	Section 405d Mid
2015-30-47	Patterson Police Department	\$10,000.00	Section 405d Mid
2015-30-48	Plaquemines Parish Sheriff's Office	\$16,000.00	Section 405d Mid
2015-30-49	Rapides Parish Sheriff's Office	\$30,000.00	Section 405d Mid
2015-30-51	Shreveport Police Department	\$41,040.00	Section 405d Mid
2015-30-52	St. Charles Parish Sheriff's Office	\$15,040.00	Section 405d Mid
2015-30-53	St. Tammany Parish Sheriff's Office	\$130,488.00	Section 405d Mid
2015-30-54	Sulphur City Police Department	\$10,500.00	Section 405d Mid
2015-30-55	Tangipahoa Parish Sheriff's Office	\$32,500.00	Section 405d High
2015-30-56	Terrebonne Parish Sheriff's Office	\$18,400.00	Section 405d Mid
2015-30-57	Thibodaux Police Department	\$88,925.00	Section 405d High
2015-30-58	Washington Parish Sheriff's Office	\$20,000.00	Section 405d Mid
2015-30-59	West Baton Rouge Sheriff's Office	\$23,100.00	Section 405d Mid
2015-30-60	West Monroe Police Department	\$126,000.00	Section 410HVE
2015-30-61	Westwego Police Department	\$15,000.00	Section 405d Mid
2015-30-62	Zachary Police Department	\$10,000.00	Section 405d Mid
2015-30-63	Pineville Police Department	\$15,000.00	Section 405d Mid

Project Number	Project Title	Impaired Driving Budget	Source of Funds
2015-30-64	Slidell Police Department	\$60,940.00	Section 405d High
2015-30-65	Southeastern Louisiana University	\$5,000.00	Section 405d Mid
2015-30-70-00	Special Overtime Enforcement Waves	\$273,250.00	Section 154AL
2015-30-70-01	Baker Police Department	\$2,500.00	Section 154AL
2015-30-70-02	Bunkie Police Department	\$2,500.00	Section 154AL
2015-30-70-03	Minden Police Department	\$5,000.00	Section 154AL
2015-30-70-04	Walker Police Department	\$5,000.00	Section 154AL
2015-30-70-05	Winn Parish Sheriff's Office	\$2,500.00	Section 154AL
2015-30-70-06	Winnfield Police Department	\$2,500.00	Section 154AL
2015-30-70-07	Franklin Police Department	\$3,125.00	Section 154AL
2015-30-70-08	Independence Police Department	\$3,000.00	Section 154AL
2015-30-80	PTS Projects TBD	\$945,768.00	Section 154AL
2015-30-80	PTS Projects TBD	\$550,655.00	Section 164AL
2015-30-80	PTS Projects TBD	\$223,122.00	Section 405d Mid
2015-55-10	Sudden Impact Statewide Teen Injury Prevention Program	\$99,851.00	Section 405d Mid
2015-55-11	Ready Set Drive	\$14,985.00	Section 402
2015-70-12	South Central Safe Community Partnership	\$12,000.00	Section 402
2015-55-12	ThinkFirst for Teens Program	\$49,250.00	Section 402
2015-70-20	Regional Coalition Programmatic Grants	\$100,000.00	Section 154AL
2015-80-01	Paid Media Placements	\$1,545,000.00	Section 154AL
2015-80-02	Paid Media Supplement for Production	\$16,000.00	Section 405d Mid
2015-80-03	LHSC Earned Media Campaign	\$24,750.00	Section 405d Mid
2015-80-04	LHSC Earned Media Campaign Support	\$2,500.00	Section 405d Mid
2015-80-05	Paid Media placements	\$30,445.50	Section 164AL
<b>Total Impaired Driving Projects</b>		<b>\$13,930,827.50</b>	

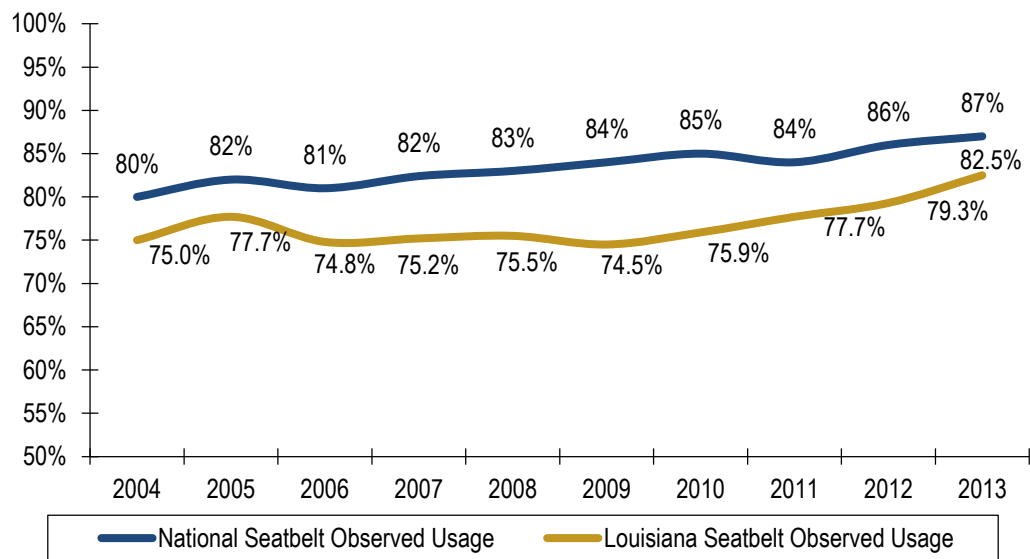


## 3.2 OCCUPANT PROTECTION

### Problem Identification and Analysis

Louisiana falls below the national average for seat belt use. Louisiana’s seat belt use as compared to the national usage rate is shown in Figure 3.2.

**Figure 3.2 Observed Seat Belt Use**  
2004 to 2013

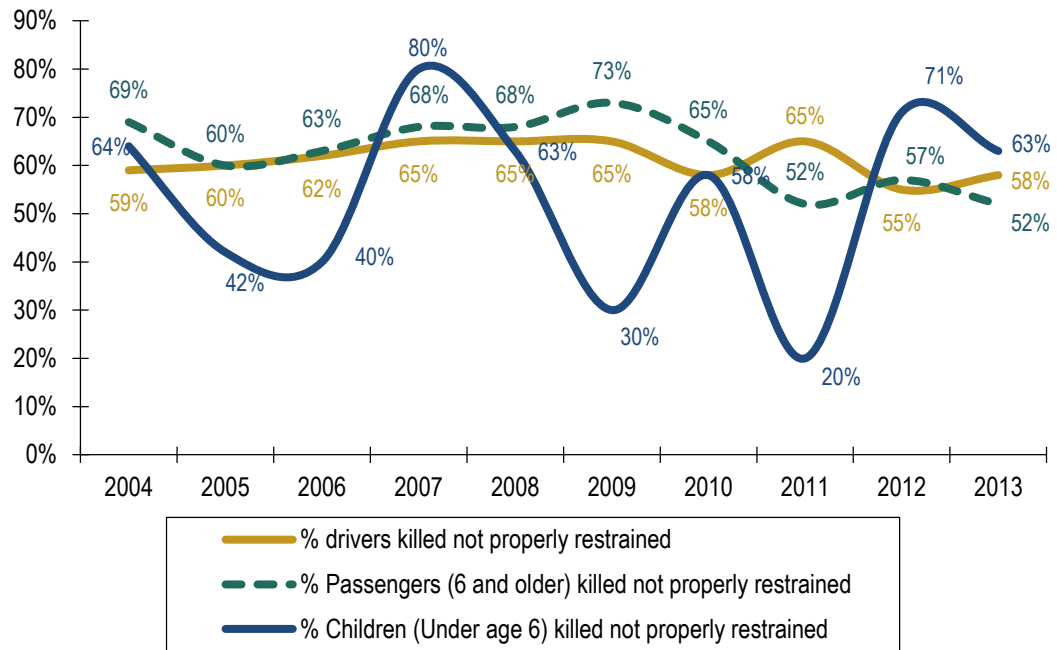


Source: Highway Safety Research Group at Louisiana State University (State data); NHTSA.

As shown in Figure 3.3, in 2013, 63 percent of the children under age six who were killed in crashes were not properly restrained, 58 percent of passengers age six and over killed were not restrained, and 52 percent of drivers killed were not restrained. Nonusage for all three categories decreased from 2012 to 2013. In FFY 2014, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of occupant protection enforcement and communication activities. Per MAP-21 requirements, Louisiana conducted an occupant protection assessment in FFY 2014.

To provide the maximum impact and likelihood for increasing restraint use, the LHSC provides leadership, training, and technical assistance to other State agencies, law enforcement agencies and to local occupant protection projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. Louisiana’s occupant protection program is comprehensive in its geographic coverage, reach to high risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success.

**Figure 3.3 Percent of Unrestrained Fatalities**  
2004 to 2013



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

### Performance Targets

- Reduce unrestrained passenger fatalities by 22 percent from 285 (2008-2012 average) to 241 in 2015.
- Increase the statewide observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage point from 82.5 percent in 2013 to 84.5 percent in 2015.

### Performance Measures

- Number of unrestrained passenger vehicle occupant fatalities, all seating positions
- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2014 seat belt observation survey

### Strategies

1. Provide sustained enforcement of statutes addressing occupant.
2. Recommend legislation to become compliant with occupant protection requirements of MAP-21.

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

### **Programs and Projects**

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP by the FHWA. Other occupant protection projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and Young Driver Traffic Safety Program.

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**Project Number:** 2015-15-10

**Project Title:** LHSC Program Surveys

**Project Description:** Statewide observational surveys to determine adult seat belt usage, including a nighttime observational survey, and motorcycle helmet usage and attitudinal surveys on impaired driving, occupant protection, and

speed will be conducted. Funds will provide for the personnel, materials, administrative and logistical support to complete these surveys. Upon completion of the data collection, the Preusser Research Group, Inc. will enter, tabulate and process the data to develop a final report of the surveys.

**Project Budget/Source:** \$35,700/Section 402 and \$166,500/HSIP

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**Project Number:** 2015-20-10

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

**Project Description:** The Administrative Assistant for the Louisiana Passenger Safety Task Force co-coordinates, organizes, and implements all child passenger safety restraint-related programs and events approved by the LPSTF Program Director. Duties include: maintain Louisiana CPS technician database, provide centralized resource for all CPS activities and education, coordinate statewide quarterly meetings, order and distribute promotional materials and supplies, coordinate CPS seat events, etc. (CTW, Chapter 2: Section 7.2, 7.3)

**Project Budget/Source:** \$45,000.00/HSIP

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**Project Number:** 2015-20-11

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

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

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

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**Project Number:** 2015-20-12

**Project Title:** Hispanic Outreach Occupant Protection

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

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

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**Project Number:** 2015-20-13

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

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

**Project Budget/Source:** \$49,999/HSIP

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**Project Number:** 2015-20-14

**Project Title:** OP Minority Outreach Project

**Project Description:** This project provides for acquisition and distribution of public information materials during Bayou Classic football game to encourage seatbelt usage among minorities. (CTW, Chapter 2: Section 3.2)

**Project Budget/Source:** \$10,000.00/HSIP

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**Project Number:** 2015-30-41

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

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

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Instructor Course, one SFST Certification/Practicum, four SFST Training Field Courses, one ARIDE, and four ARIDE Field Course.

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

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

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

**Project Budget/Source:** \$302,024/Section 402; \$493,495/Section 405d Mid; \$464,370 /HSIP

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**Project Number:** 2015-30-10 through 2015-30-65 and 2015-30-80 (*note: 2015-30-42 listed above*)

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

**Project Description:** LHSC will provide subgrants to local police departments and sheriff’s offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection, impaired driving, speed, and child passenger safety which will be coordinated with the annual “Click It or Ticket” and “Drive Sober or Get Pulled Over” campaigns in addition to other identified State enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. Agencies deploy resources based on crash analysis and make adjustments throughout the year as needed. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$1,785,667/Section 402; \$1,245,143/Section 154AL; 550,655/Section 164AL; \$645,001/Section 405d High; \$1,846,817/Section 405d Mid; \$269,600/Section 410HVE; \$1,024,989/Section 405b Low; and /\$998,505HSIP

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**Project Number:** 2015-30-70\*\* (Projects will be numbered sequentially)

**Project Title:** Special Waves Enforcement

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

**Project Budget/Source:** \$299,375/154AL and \$273,875/HSIP

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**Project Number:** 2015-70-10

**Project Title:** Sheriff’s Safety Town – Caddo Parish

**Project Description:** Project will fund activities to increase occupant protection awareness and usage among children and adults in seven parishes in Northwest

Louisiana. Materials will be purchased and distributed to participants at the Sheriff's Safety Town (certificates, brochures, crayons, pencils, magnets, bags, cups, and note pads). The program will measure effectiveness with pre- and post-tests. (CTW, Chapter 2: Section 7.1)

**Project Budget/Source:** \$12,000/HSIP

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**Project Number:** 2015-55-10

**Project Title:** Sudden Impact Comprehensive Statewide Project

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

**Project Budget/Source:** \$99,851 Section 405d Mid; \$49,926 Section 402; \$99,851 (HSIP)

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**Project Number:** 2015-55-11

**Project Title:** *Ready, Set, DRIVE!*

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

**Project Budget/Source:** \$34,965/Section 402 and \$14,985/HSIP

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**Project Number:** 2015-70-12

**Project Title:** South Central Regional Coalition Mini Grant Program

**Project Description:** This project will support an Impaired Driving and Occupant Protection mini grant program designed to support various traffic safety initiatives identified in the South Central Regional Coalition's regional action plan. The Coalition is a regional Strategic Highway Safety Plan (SHSP) coalition in the Houma-Thibodaux region. Specific projects to be determined.

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**Project Budget/Source:** \$16,000/Section 402 and \$12,000/HSIP

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**Project Number:** 2015-55-12

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

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

**Project Budget/Source:** \$59,100/Section 402 and \$39,400/HSIP

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**Project Number:** 2015-70-20

**Project Title:** Regional Coalition Programmatic Grants

**Project Description:** Funds will support Regional Traffic Safety Coalition projects to address impaired driving and occupant protection initiatives identified in their SHSP regional action plan. Specific projects to be determined.

**Project Budget/Source:** \$100,000/Section 405d High and \$100,000/HSIP

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**Project Number:** 2015-80-01 and 2015-80-05

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

**Project Description:** A media contractor will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$761,700/405B Low, \$1,677,967/154AL, \$550,655/164AL and \$799,300 /HSIP

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**Project Number:** 2015-80-02

**Project Title:** Paid Media Support

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

**Project Budget/Source:** \$16,000/Section 405d Mid and \$16,000/HSIP

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**Project Number:** 2015-80-03 and 2015-80-04

**Project Title:** LHSC Public Relations



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

**Project Budget/Source:** \$27,250/Section 405d/Mid and \$27,250/HSIP

**Table 3.5 Occupant Protection Budget Summary**

Project Number	Project Title	Occupant Protection Budget	Source of Funding
2015-15-10	LHSC Program Surveys	\$166,500.00	HSIP
2015-20-10	Louisiana Passenger Safety Task Force Administrative Coordinator	\$45,000.00	HSIP
2015-20-12	Hispanic Outreach Occupant Protection Program	\$57,100.00	HSIP
2015-20-11	Louisiana Passenger Safety Task Force	\$249,900.00	HSIP
2015-20-13	YMCA Highway Safety Initiative	\$49,999.00	HSIP
2015-20-14	OP Minority Outreach Project	\$10,000.00	HSIP
2015-30-10	Abbeville Police Department	\$10,500.00	405B Low
2015-30-11	Alexandria Police Department	\$10,000.00	405B Low
2015-30-12	Ascension Parish Sheriff's Office	\$10,000.00	405B Low
2015-30-13	Baton Rouge Police Department	\$208,000.00	405B Low
2015-30-14	Bogalusa Police Department	\$6,000.00	405B Low
2015-30-15	Bossier City Police Department	\$14,582.00	405B Low
2015-30-17	Caddo Parish Sheriff's Office	\$19,220.00	405B Low
2015-30-18	Calcasieu Parish Sheriff's Office	\$52,500.00	HSIP
2015-30-19	Covington Police Department	\$16,750.00	405B Low
2015-30-20	Denham Springs	\$10,000.00	405B Low
2015-30-21	East Baton Rouge Parish Sheriff's Office	\$80,000.00	405B Low
2015-30-23	Franklinton Police Department	\$15,000.00	HSIP
2015-30-24	Gonzales Police Department	\$26,600.00	405B Low
2015-30-25	Grambling Police Department	\$16,800.00	405B Low
2015-30-26	Greenwood Police Department	\$9,600.00	405B Low
2015-30-27	Hammond Police Department	\$15,600.00	405B Low
2015-30-28	Harahan Police Department	\$1,416.00	405B Low
2015-30-29	Houma Police Department	\$27,084.00	405B Low
2015-30-30	Iberia Parish Sheriff's Office	\$18,000.00	405B Low

Project Number	Project Title	Occupant Protection Budget	Source of Funding
<b>2015-30-33</b>	Jefferson Parish Sheriff's Office	\$55,500.00	405B Low
<b>2015-30-34</b>	Kenner Police Department	\$22,500.00	405B Low
<b>2015-30-35</b>	Killian Police Department	\$7,000.00	HSIP
<b>2015-30-36</b>	Lafayette Police Department	\$81,946.00	Section 402
<b>2015-30-37</b>	Lafourche Parish Sheriff's Office	\$32,640.00	Section 402
<b>2015-30-38</b>	Lake Charles Police Department	\$52,450.00	HSIP
<b>2015-30-39</b>	Livingston Parish Sheriff Office	\$40,500.00	Section 402
<b>2015-30-41</b>	Louisiana State Police	\$464,370.00	HSIP
<b>2015-30-42</b>	Mandeville Police Department	\$20,000.00	Section 402
<b>2015-30-43</b>	Monroe Police Department	\$25,000.00	Section 402
<b>2015-30-44</b>	Natchitoches Police Department	\$8,269.00	405B Low
<b>2015-30-45</b>	New Orleans Police Department	\$91,152.00	405B Low
<b>2015-30-46</b>	Opelousas Police Department	\$12,000.00	HSIP
<b>2015-30-47</b>	Patterson Police Department	\$10,000.00	HSIP
<b>2015-30-48</b>	Plaquemines Parish Sheriff's Office	\$16,000.00	HSIP
<b>2015-30-49</b>	Rapides Parish Sheriff's Office	\$20,000.00	HSIP
<b>2015-30-51</b>	Shreveport Police Department	\$50,000.00	Section 402
<b>2015-30-52</b>	St. Charles Parish Sheriff's Office	\$10,560.00	HSIP
<b>2015-30-53</b>	St. Tammany Parish Sheriff's Office	\$33,770.00	Section 402
<b>2015-30-54</b>	Sulphur City Police Department	\$10,500.00	HSIP
<b>2015-30-55</b>	Tangipahoa Parish Sheriff's Office	\$18,500.00	Section 402
<b>2015-30-56</b>	Terrebonne Parish Sheriff's Office	\$16,800.00	Section 402
<b>2015-30-57</b>	Thibodaux Police Department	\$15,600.00	Section 402
<b>2015-30-58</b>	Washington Parish Sheriff's Office	\$8,000.00	Section 402
<b>2015-30-59</b>	West Baton Rouge Sheriff's Office	\$2,500.00	HSIP
<b>2015-30-60</b>	West Monroe Police Department	\$30,000.00	Section 402
<b>2015-30-61</b>	Westwego Police Department	\$15,000.00	HSIP
<b>2015-30-62</b>	Zachary Police Department	\$10,000.00	HSIP
<b>2015-30-63</b>	Pineville Police Department	\$21,600.00	405B Low
<b>2015-30-64</b>	Slidell Police Department	\$23,034.00	405B Low
<b>2015-30-65</b>	Southeastern Louisiana University	\$5,000.00	HSIP
<b>2015-30-70-00</b>	Special Overtime Enforcement Waves	\$273,875.00	HSIP
<b>2015-30-70-01</b>	Baker Police Department	\$2,500.00	HSIP

Project Number	Project Title	Occupant Protection Budget	Source of Funding
2015-30-70-02	Bunkie Police Department	\$2,500.00	HSIP
2015-30-70-04	Walker Police Department	\$5,000.00	HSIP
2015-30-70-05	Winn Parish Sheriff's Office	\$2,500.00	HSIP
2015-30-70-06	Winnfield Police Department	\$2,500.00	HSIP
2015-30-70-07	Franklin Police Department	\$1,250.00	HSIP
2015-30-70-08	Independence Police Department	\$3,000.00	HSIP
2015-30-70-09	Jefferson Davis Parish Sheriff Office	\$2,500.00	HSIP
2015-30-80	PTS Projects TBD	\$302,782.00	405B Low
2015-55-10	Sudden Impact Statewide Teen Injury Prevention Program	\$99,851.00	HSIP
2015-70-10	Sheriff's Safety Town	\$12,000.00	HSIP
2015-55-11	Ready Set Drive	\$14,985.00	HSIP
2015-70-12	South Central Safe Community Partnership	\$12,000.00	HSIP
2015-55-12	ThinkFirst for Teens Program	\$39,400.00	HSIP
2015-70-20	Regional Coalition Programmatic Grants	\$100,000.00	HSIP
2015-80-01	Paid Media placements	\$761,700.00	405B Low
2015-80-01	Paid Media placements	\$783,300.00	HSIP
2015-80-02	Paid media supplement for production	\$16,000.00	HSIP
2015-80-03	LHSC Earned Media Campaign	\$24,750.00	HSIP
2015-80-04	LHSC Earned Media Campaign Support	\$2,500.00	HSIP
2015-80-05	Paid Media placements TBD	\$132,967.00	405B Low
<b>Total Occupant Protection Budget</b>		<b>\$5,134,013.00</b>	

### **3.3 TRAFFIC RECORDS PROGRAM AREA**

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

Section 405c funds provide guidance for traffic records projects to be planned, implemented, and managed by the Traffic Records Coordinating Committee (TRCC). In practice, a Traffic Safety Information System Strategic Plan is the guiding document for a statewide TRCC, a body composed of members from the different stakeholders involved in collecting and using data related to highway safety. The plan is the committee's charter and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section. The LHSC will continue to partner with the TRCC. The performance targets and performance measures noted below support the State's 2014 Section 405c grant application. The projects identified below were chosen to support the Traffic Safety Information System Strategic Plan strategies, strengthen Louisiana traffic records information systems and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements.

#### **Performance Targets**

- Increase the percentage of EMS patient care reports not missing one or more critical data elements from 18 percent in March 31, 2013 to 30 percent by March 31, 2015.
- Percentage of LEA having reporting tools within their crash reporting software allowing them to analyze their local crash data.
- Percentage of vehicle crash records with missing or incomplete vehicle information.
- The percentage of vehicle involved in a crash reported with missing driver name, driver license number, license state, or license class.
- Percent of crash records received from agencies with valid Latitude/Longitude coordinates within the state of Louisiana.
- Percentage of vehicle crash records with missing driver license number.
- Percentage of reports entered into the statewide data base within 30 days of the crash.
- Percentage of fatal reports entered into the statewide data base within 60 days of the crash.

- Percentage of unknown vehicle information.
- Number of days from the citation date and the date the citation/case is adjudicated.
- Number of cases which lack complete defendant information (i.e., date of birth, first/last Name, or a valid driver's license number).
- Percentage of EMS patient care reports entered into the state EMS discharge file within 60 days after the EMS transport.

### **Performance Measures**

- Improve the completeness of the Injury Surveillance/EMS system.
- Support the improvement of road safety through the collection, integration, and analysis of traffic safety data.
- Improve the accessibility, completeness, accuracy, and timeliness of the crash data system.
- Improve the timeliness of the citation/adjudication system.
- Improve the completeness of the citation/adjudication system.
- Improve the timeliness of the Injury Surveillance/EMS system.

### **Strategies**

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

### **Programs and Initiatives**

Note: LHSC will submit one or more HSP modifications when projects are selected by the TRCC under project numbers 2015-40-10, 2015-40-11, 2015-40-12, and 2015-40-1. Individual projects would be added sequentially to the project number, each with a unique project number.

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**Project Number:** 2015-40-01

**Project Title:** DPS Data Processing Technical Support

**Project Description:** Intra-agency agreement to provide technical support for LHSC Traffic Records Projects

**Project Budget/Source:** \$110,000/Section 402

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**Project Number:** 2015-40-10

**Project Title:** Traffic Records Initiatives Fund

**Project Description:** Traffic Records Initiatives – Louisiana Traffic Records Coordinating Committee (TRCC)

The TRCC will approve the expenditure of traffic records funds (Sections 408 and 405c) as they relate to one of the following seven TRCC Strategic Plan Initiatives:

- Improve Timeliness and Accuracy of Crash data
- Improve Data Accessibility
- Electronic Citations
- Meeting and Conference Support for TRCC-related Initiatives
- Traffic Crash Report Revision
- Court Management
- EMS/Injury Surveillance Data Needs and System Integration

**Project Budget/Source:** \$604,725/Section 408 and \$1,592,654/Section 405c

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**Project Number:** 2015-40-11, 2015-40-12, 2015-40-13

**Project Title:** Improve Data Accessibility

**Project Description:** The Traffic Records Coordinating Committee (TRCC) will manage multiple projects which will help the State measure and improve the dissemination of crash data to decision-makers. (Highway Safety Program Guidelines No. 10)

**Project Budget/Source:** \$194,950/Section 405c

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**Project Number:** 2015-40-14

**Project Title:** TRCC meeting and conference support

**Project Description:** This initiative will be managed by the Traffic Records Coordinating Committee (TRCC) and provide meeting support for TRCC members and TRCC-related initiatives. (Highway Safety Program Guidelines No. 10)

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**Project Budget/Source:** \$49,000/Section 405c

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**Project Number:** 2015-40-31

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

**Project Description:** This project provides for a contracted individual at LERN to enlist the cooperation of ambulance providers in submitting emergency crash data to LERN for the purposes of creating a statewide Emergency Response Crash Database. (Highway Safety Program Guidelines No. 10)

**Project Budget/Source:** \$49,000.00/Section 405c

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**Project Number:** 2015-40-32

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

**Project Description:** The Louisiana State Police Crime Laboratory is the only crime lab in the State with the capability to conduct toxicology analysis of blood and urine. The LHSC will fund overtime, training and travel directly related to improving the efficiency and effectiveness of toxicology analysis related to impaired driving. Crime Lab scientists will conduct increased toxicology testing on overtime to reduce the backlog of cases. The training will provide the crime lab with the ability to conduct evidentiary analysis for synthetic drugs. Currently, no crime lab in the United States is conducting evidentiary analysis for synthetic drugs. A *Buy America* waiver request will be submitted for this equipment. No equipment will be purchased until waiver approval has been received. (CTW, Chapter 1: Section 7.1)

**Project Budget/Source:** \$604,725/Section 405c

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**Project Number:** 2015-40-41

**Project Title:** New Orleans Police Department (NOPD) Vehicle Data Recorder

**Project Description:** Funds will be used to update older software with the Department's existing Vehicle Data Recorder program to include recently added manufacturers (Toyota, etc.) to enable the NOPD to download more postcrash vehicle data from the vehicle "black boxes," for greatly enhanced crash investigation reporting, particularly in fatal and serious injury crashes.

**Project Budget/Source:** \$4,399.00/Section 405c

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**Project Number:** 2015-40-42

**Project Title:** Computer equipment for Vidalia Police Department

**Project Description:** Funds will be used to purchase of laptop computers in their patrol cars for use with LSU's LaCrash software.

**Project Budget/Source:** \$3,684.00/Section 405c

**Table 3.6 Traffic Records Budget Summary**

Project Number	Project Title	Traffic Records Budget	Source of Funding
2015-40-01	DPS Data Processing Technical Assistant	\$110,000.00	Section 402
2015-40-10	Traffic Records Initiatives	\$987,929.00	Section 405c
2015-40-10	Traffic Records Initiatives	\$513,488.00	Section 408
2015-40-11	Highway Safety Research Group – GAs and Student Workers	\$49,950.00	Section 405c
2015-40-12	Highway Safety Research Group – Hardware and Software	\$45,000.00	Section 405c
2015-40-13	Highway Safety Research Group – TRCC Coordinator	\$100,000.00	Section 405c
2015-40-14	Highway Safety Research Group – Meeting Support	\$49,000.00	Section 405c
2015-40-31	LERN Traffic Records Project	\$49,000.00	Section 405c
2015-40-32	LSP Crime Lab Training	\$604,725.00	Section 408
2015-40-41	NOPD Vehicle Data Recorder Upgrade	\$4,399.00	Section 405c
2015-40-43	Computer Equipment for Vidalia PD	\$3,684.00	Section 405c
<b>Total Traffic Records Budget</b>		<b>\$2,517,175.00</b>	

**Table 3.7 Other Traffic Records Projects by Funding Source**

Project Type	Budget	Source of Funding
Crash Data Improvement/Crash Report Revision	\$2,438,807.00	DOTD – 154 & 164
SAIPD Crash Data Improvement/Crash Report Revision	\$ 166,953.00	LSP - MCSAP
CMV Crash Data	\$ 98,304.00	State
Hazmat Data Accessibility	\$ 44,757.00	State
LTRC Drugged Driving	\$ 258,853.00	
Crash Data Improvement/Crash Report Revision/Electronic Citation	\$ 33,600.00	Carfax
Crash Data Improvement/Crash Report Revision/Electronic Citation	\$ 33,600.00	Experian
Salary Savings	\$ 76,322.00	All programs
<b>Total Funding from Other Sources</b>	<b>\$2,921,196.00</b>	



## 3.4 MOTORCYCLE SAFETY PROGRAM AREA

### Problem Identification and Analysis

Louisiana maintained its universal motorcycle helmet law in 2014. Safety practitioners will likely need to sustain the same vigorous educational and informational efforts in FFY 2015. Preliminary data indicate there were 83 motorcyclist fatalities in 2013, a 6.4 percent increase from 78 in 2012. Preliminary data indicate approximately one-third of motorcyclist fatalities involved alcohol impairment. Overall, motorcycle crashes decreased from 2,165 in 2011 to 2,147 in 2012. Motorcycle injuries decreased by 4.3 percent from 2011 to 2012. Helmet use in motorcycle crashes was 91 percent in both 2011 and 2012. Between 2007 and 2012, 36 percent of motorcycle fatalities occurred during the afternoon hours between 12 p.m. and 6 p.m., while 34 percent occurred during the evening hours between 6 p.m. and 12 a.m. 16 percent of fatalities occurred during the morning hours between 6 a.m. to 12 p.m. and 15 percent occurred during the early morning hours between 12 a.m. and 6 a.m. Because of its temperate climate, Louisiana has a longer riding season than many states and will need to monitor potential increases in motorcycle registrations and crashes.

The LHSC continues to support strategies which are cornerstones for improving motorcyclist safety and reducing crashes: support of the motorcycle helmet law, rider training, educating motorists about sharing the roadway with motorcycles, and reducing impaired riding. The LHSC assesses motorcycle crash data to identify Parishes with a high number of motorcycle crashes by crash type in problem identification and focuses resources to those Parishes to address the particular motorcyclist or motorist population.

### Performance Targets

- Reduce motorcycle fatalities by 6.9 percent from 77 (2010-2012 average) to 72 in 2015.
- Maintain unhelmeted motorcyclist fatalities at the 2012 level of 4 to no more than 4 in 2015.
- Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 23 percent from 263 (2008-2012 average) to 203 in 2015.

### Performance Measures

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

## Strategies

1. Maintain membership and participation in the Louisiana Motorcyclists' Safety and Awareness Committee (LMSAC).
2. Support the Department of Public Safety, Louisiana State Police in administration of the motorcycle operator training program.
3. Support and defend the existing motorcycle helmet law.
4. Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired riding by motorcyclists.
5. Provide sustained enforcement of statutes addressing impaired driving/riding.
6. Support the National "Drive Sober or Get Pulled Over" campaign with specific overtime enforcement and paid media based on data-driven demographic and geographic locations.

## Programs and Projects

Note: Although not replicated here in their entirety, the following impaired driving subgrants will also address impaired riding: 2015-30-41, Louisiana State Police (LSP) Crash Reduction Grant; 2015-30-10 through 2015-30-65 and 2015-30-80, Overtime Traffic Safety Enforcement - Local Law Enforcement; and 2015-30-70, Special Waves Enforcement.

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**Project Number:** 2015-50-10

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

**Project Description:** The Department of Public Safety provides Basic training courses and Advanced Rider Courses at locations throughout the State. The LHSC will provide funds to assist the training program in expanding from 10 to 11 sites across the State. (CTW, Chapter 5: Sections 3.1, 3.2, 4.1, 4.2)

**Project Budget/Source:** \$139,561/Section 405f

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**Project Number:** 2015-50-11

**Project Title:** Motorcycle Awareness Campaign

**Project Description:** The Motorcycle Awareness Committee (MAC) will expand its reach by increasing from 7 to 8 chapters in FY 2015. MAC will continue to produce informational materials that promote a "Share the Road" message focused on raising the awareness of all motorists to be watch for motorcyclists. (CTW, Chapter 5: Sections 2.2, 4.1, 4.2)

**Project Budget/Source:** \$40,000/Section 405f

**Table 3.8 Motorcycle Safety Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Motorcycle Safety Budget</b>	<b>Source of Funds</b>
2015-50-10	Louisiana Department of Public Safety	\$139,561.00	Section 405f
2015-50-11	Motorcycle Awareness Campaign	\$40,000.00	Section 405f
<b>Motorcycle Safety Budget</b>		<b>\$211,574.00</b>	

## **3.5 POLICE TRAFFIC SERVICES PROGRAM AREA**

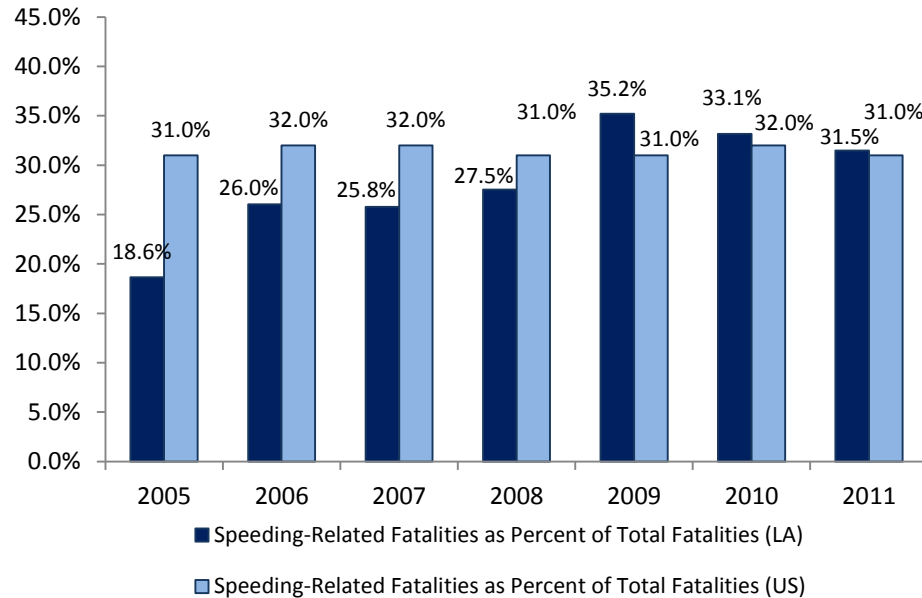
### **Problem Identification and Analysis**

In FFY 2015, Police Traffic Services (PTS) will be funded under Sections 402, 410, Section 154/164, and DOTD Highway Safety Improvement Program funds for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. In 2013, 58 percent of the drivers killed in crashes were not wearing seat belts, and 52 percent of passengers six years of age and older killed in crashes were not wearing seatbelts. In 2012, 40 percent of all fatal crashes were alcohol-related. Between 2007 and 2012, 33 percent of speeding fatalities occurred during the evening hours between 6 p.m. and 12 a.m., while 28 percent occurred in each of the early morning hours between 12 a.m. to 6 a.m. and the afternoon hours between 12 p.m. to 6 p.m. The remaining 12 percent occurred during the morning hours between 6 a.m. to 12 p.m.

Data from the Highway Safety Research Group at LSU reveal very few fatal or injury crashes include a violation for “over safe speed limit” or “over stated speed limit.” The majority of violations reported in injury (18 percent) and fatal (22 percent) crashes in 2013, however, are for “careless driving.” “Careless driving” is defined by LRS 32:58 as: “Any person operating a motor vehicle on the public roads of this State shall drive in a careful and prudent manner, so as not to endanger the life, limb, or property of any person. Failure to drive in such a manner shall constitute careless operation.” This may be interpreted by law enforcement to include speeding. Outreach to law enforcement, possibly through the State’s TRCC or Strategic Highway Safety Plan Management Team, of which LHSC is a member, should be conducted to determine how better to identify and/or report speed involvement in Louisiana crashes. According to the FARS, Louisiana continues to fall below the U.S. average for fatalities involving speed, however, due to the information above, improvements to data collection regarding speed may result in significant changes to these statistics. In FY 2014, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of enforcement and communication activities.

The Police Traffic Services Program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. Enforcement efforts for impaired driving, nonrestraint use, and speeding are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement’s effectiveness and enhance future campaigns.

**Figure 3.4 Speed Involvement in Louisiana Fatalities Compared to U.S. Average 2005 to 2012**



Source: FARS.

### Performance Targets

- Reduce speeding-related fatalities by 6.9 percent from 77 (2010-2012 average) to 72 in 2015.
- Reduce alcohol impaired fatalities by 23 percent from 263 (2008-2012 average) to 203 in 2015.
- Reduce unrestrained passenger fatalities by 22 percent from 309 (2008-2012 average) to 241 in 2015.

### Performance Measures

- Number of speeding-related fatalities
- Number of fatalities involving a driver or motorcycle operator with BAC of 0.08+ or greater.
- Number of unrestrained fatalities all seating positions.

### Strategies

1. Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.

2. Support NHTSA campaigns: “Drive Sober or Get Pulled Over” and “Click it or Ticket” with specific overtime enforcement and paid media outreach based on data-driven demographic and geographic locations. The enforcement contracts will include impaired driving, occupant protection, and speed overtime hours.
3. The LHSC will contract with the expectation that each participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year.
4. Encourage nighttime occupant protection enforcement for both contracted (15 percent minimum required by LHSC) and noncontracted law enforcement agencies.
5. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the *Drive Sober or Get Pulled Over* and *Click it Or Ticket* campaigns.
6. Contract with the Louisiana State Police and other law enforcement agencies to conduct speed enforcement.
7. Conduct enforcement operations to prevent underage drinking.
8. Conduct two SFST Instructor, four SFST Training Field Courses, and two DRE course in 2015.
9. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP by the FHWA.

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**Project Number:** 2015-30-92 through 2015-30-99

**Project Title:** Law Enforcement Liaison (LEL)

**Project Description:** LELs will assist all law enforcement agencies in the Troop A, B, C, D, E, F, G, I, and L areas with top priority given to LHSC law enforcement agency subgrantees. The LELs will attend national, State, and regional LEL and traffic safety program meetings, as well as monthly SHSP coalition meetings in the relevant geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; conduct at least two site visits to assigned law enforcement agencies each month to educate the agency on the impaired driving and occupant protection mobilizations and campaigns and other NHTSA/LHSC

traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote *No Refusal* weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00 per LEL/Section 402 (total funding is \$399,200)

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**Project Number:** 2015-30-41

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

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

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Instructor Course, one SFST Certification/Practicum, four SFST Training Field Courses, one ARIDE, and four ARIDE Field Courses.

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

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

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

**Project Budget/Source:** \$302,024/Section 402; \$493,495/Section 405d Mid and \$464,370/HSIP

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**Project Number:** 2015-30-10 through 2015-30-65 and 2015-30-80 (*note: 2015-30-42 listed above*)

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

**Project Description:** LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection, impaired driving, speed, and child passenger safety which will be coordinated with the annual *Click It or Ticket* and *Drive Sober or Get Pulled Over*. Campaigns in addition to other identified State enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. Agencies deploy resources

based on crash analysis and make adjustments throughout the year as needed. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$1,785,667/Section 402; \$1,245,143/Section 154AL; 550,655/Section 164AL; \$645,001/Section 405d High; \$1,846,817/Section 405d Mid; \$269,600/Section 410HVE; \$1,024,989/Section 405b Low; and /\$998,505HSIP

**Project Number:** 2015-30-70\*\*

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

**Project Description:** LHSC will provide subgrants to local police departments and sheriff’s offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of occupant protection and impaired driving to be coordinated with the NHTSA/LHSC annual “Click It or Ticket” and “Drive Sober or Get Pulled Over.” campaigns. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$299,375/Section 154 AL and \$295,625/HSIP

**Project Number:** 2015-30-90 and 2015-30-91

**Project Title:** Police Traffic Safety Contractors – Troops D and I and Troops C and L

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

**Project Budget/Source:** \$49,950 per Contractor/Section 402 (total funding is \$99,900)

**Table 3.9 Police Traffic Service Budget Summary**

Project Number	Project Title	Police Traffic Services Budget	Source of Funding
2015-30-10	Abbeville Police Department	\$8,000.00	Section 405d Mid
2015-30-10	Abbeville Police Department	\$10,500.00	405B Low



<b>Project Number</b>	<b>Project Title</b>	<b>Police Traffic Services Budget</b>	<b>Source of Funding</b>
2015-30-11	Alexandria Police Department	\$5,840.00	Section 402
2015-30-11	Alexandria Police Department	\$8,000.00	Section 405d Mid
2015-30-11	Alexandria Police Department	\$10,000.00	405B Low
2015-30-12	Ascension Parish Sheriff's Office	\$18,340.00	Section 402
2015-30-12	Ascension Parish Sheriff's Office	\$35,000.00	Section 405d Mid
2015-30-12	Ascension Parish Sheriff's Office	\$10,000.00	405B Low
2015-30-13	Baton Rouge Police Department	\$518,960.00	Section 402
2015-30-13	Baton Rouge Police Department	\$208,000.00	405B Low
2015-30-14	Bogalusa Police Department	\$1,103.00	Section 402
2015-30-14	Bogalusa Police Department	\$35,326.00	Section 405d High
2015-30-14	Bogalusa Police Department	\$6,000.00	405B Low
2015-30-15	Bossier City Police Department	\$20,000.00	Section 405d Mid
2015-30-15	Bossier City Police Department	\$14,582.00	405B Low
2015-30-16	Bossier City Police Department	\$14,040.00	Section 405d Mid
2015-30-17	Caddo Parish Sheriff's Office	\$11,923.00	Section 402
2015-30-17	Caddo Parish Sheriff's Office	\$19,220.00	Section 405d Mid
2015-30-17	Caddo Parish Sheriff's Office	\$19,220.00	405B Low
2015-30-18	Calcasieu Parish Sheriff's Office	\$840.00	Section 402
2015-30-18	Calcasieu Parish Sheriff's Office	\$67,620.00	Section 405d Mid
2015-30-18	Calcasieu Parish Sheriff's Office	\$52,500.00	HSIP
2015-30-19	Covington Police Department	\$804.00	Section 402
2015-30-19	Covington Police Department	\$12,563.00	Section 405d Mid
2015-30-19	Covington Police Department	\$16,750.00	405B Low
2015-30-20	Denham Springs	\$15,000.00	Section 405d Mid
2015-30-20	Denham Springs	\$10,000.00	405B Low
2015-30-21	East Baton Rouge Parish Sheriff's Office	\$80,000.00	405B Low
2015-30-21	East Baton Rouge Parish Sheriff's Office	\$220,960.00	Section 402
2015-30-23	Franklinton Police Department	\$25,845.00	Section 402
2015-30-23	Franklinton Police Department	\$15,000.00	HSIP
2015-30-24	Gonzales Police Department	\$24,500.00	Section 405d High
2015-30-24	Gonzales Police Department	\$26,600.00	405B Low
2015-30-25	Grambling Police Department	\$24,200.00	Section 405d Mid
2015-30-25	Grambling Police Department	\$16,800.00	405B Low

<b>Project Number</b>	<b>Project Title</b>	<b>Police Traffic Services Budget</b>	<b>Source of Funding</b>
2015-30-26	Greenwood Police Department	\$12,000.00	Section 405d High
2015-30-26	Greenwood Police Department	\$9,600.00	405B Low
2015-30-27	Hammond Police Department	\$1,080.00	Section 402
2015-30-27	Hammond Police Department	\$27,480.00	Section 405d Mid
2015-30-27	Hammond Police Department	\$15,600.00	405B Low
2015-30-28	Harahan Police Department	\$14,165.00	Section 405d Mid
2015-30-28	Harahan Police Department	\$1,416.00	405B Low
2015-30-29	Houma Police Department	\$888.00	Section 402
2015-30-29	Houma Police Department	\$76,516.00	Section 405d High
2015-30-29	Houma Police Department	\$27,084.00	405B Low
2015-30-30	Iberia Parish Sheriff's Office	\$600.00	Section 402
2015-30-30	Iberia Parish Sheriff's Office	\$27,000.00	Section 405d Mid
2015-30-30	Iberia Parish Sheriff's Office	\$18,000.00	405B Low
2015-30-33	Jefferson Parish Sheriff's Office	\$221,492.00	Section 402
2015-30-33	Jefferson Parish Sheriff's Office	\$173,604.00	Section 405d High
2015-30-33	Jefferson Parish Sheriff's Office	\$55,500.00	405B Low
2015-30-34	Kenner Police Department	\$22,500.00	Section 405d Mid
2015-30-34	Kenner Police Department	\$22,500.00	405B Low
2015-30-35	Killian Police Department	\$7,000.00	Section 405d Mid
2015-30-35	Killian Police Department	\$7,000.00	HSIP
2015-30-36	Lafayette Police Department	\$82,841.00	Section 402
2015-30-36	Lafayette Police Department	\$83,600.00	Section 410HVE
2015-30-37	Lafourche Parish Sheriff's Office	\$33,408.00	Section 402
2015-30-37	Lafourche Parish Sheriff's Office	\$117,440.00	Section 405d High
2015-30-38	Lake Charles Police Department	\$876.00	Section 402
2015-30-38	Lake Charles Police Department	\$64,040.00	Section 405d Mid
2015-30-38	Lake Charles Police Department	\$52,450.00	HSIP
2015-30-39	Livingston Parish Sheriff Office	\$55,080.00	Section 402
2015-30-39	Livingston Parish Sheriff Office	\$69,750.00	Section 405d High
2015-30-41	Louisiana State Police	\$302,024.00	Section 402
2015-30-41	Louisiana State Police	\$493,495.00	Section 405d Mid
2015-30-41	Louisiana State Police	\$464,370.00	HSIP
2015-30-42	Mandeville Police Department	\$21,070.00	Section 402

<b>Project Number</b>	<b>Project Title</b>	<b>Police Traffic Services Budget</b>	<b>Source of Funding</b>
2015-30-42	Mandeville Police Department	\$30,000.00	Section 405d High
2015-30-43	Monroe Police Department	\$25,778.00	Section 402
2015-30-43	Monroe Police Department	\$60,000.00	Section 410HVE
2015-30-44	Natchitoches Police Department	\$655.00	Section 402
2015-30-44	Natchitoches Police Department	\$20,304.00	Section 405d Mid
2015-30-44	Natchitoches Police Department	\$8,269.00	405B Low
2015-30-45	New Orleans Police Department	\$90,000.00	Section 402
2015-30-45	New Orleans Police Department	\$91,152.00	405B Low
2015-30-46	Opelousas Police Department	\$720.00	Section 402
2015-30-46	Opelousas Police Department	\$18,000.00	Section 405d Mid
2015-30-46	Opelousas Police Department	\$12,000.00	HSIP
2015-30-47	Patterson Police Department	\$10,000.00	Section 405d Mid
2015-30-47	Patterson Police Department	\$10,000.00	HSIP
2015-30-48	Plaquemines Parish Sheriff's Office	\$10,960.00	Section 402
2015-30-48	Plaquemines Parish Sheriff's Office	\$16,000.00	Section 405d Mid
2015-30-48	Plaquemines Parish Sheriff's Office	\$16,000.00	HSIP
2015-30-49	Rapides Parish Sheriff's Office	\$840.00	Section 402
2015-30-49	Rapides Parish Sheriff's Office	\$30,000.00	Section 405d Mid
2015-30-49	Rapides Parish Sheriff's Office	\$20,000.00	HSIP
2015-30-51	Shreveport Police Department	\$41,040.00	Section 405d Mid
2015-30-51	Shreveport Police Department	\$50,000.00	Section 402
2015-30-52	St. Charles Parish Sheriff's Office	\$4,400.00	Section 402
2015-30-52	St. Charles Parish Sheriff's Office	\$15,040.00	Section 405d Mid
2015-30-52	St. Charles Parish Sheriff's Office	\$10,560.00	HSIP
2015-30-53	St. Tammany Parish Sheriff's Office	\$34,736.00	Section 402
2015-30-53	St. Tammany Parish Sheriff's Office	\$130,488.00	Section 405d Mid
2015-30-54	Sulphur City Police Department	\$10,500.00	Section 405d Mid
2015-30-54	Sulphur City Police Department	\$10,500.00	HSIP
2015-30-55	Tangipahoa Parish Sheriff's Office	\$19,126.00	Section 402
2015-30-55	Tangipahoa Parish Sheriff's Office	\$32,500.00	Section 405d High
2015-30-56	Terrebonne Parish Sheriff's Office	\$17,472.00	Section 402
2015-30-56	Terrebonne Parish Sheriff's Office	\$18,400.00	Section 405d Mid
2015-30-57	Thibodaux Police Department	\$16,438.00	Section 402

<b>Project Number</b>	<b>Project Title</b>	<b>Police Traffic Services Budget</b>	<b>Source of Funding</b>
2015-30-57	Thibodaux Police Department	\$88,925.00	Section 405d High
2015-30-58	Washington Parish Sheriff's Office	\$8,612.00	Section 402
2015-30-58	Washington Parish Sheriff's Office	\$20,000.00	Section 405d Mid
2015-30-59	West Baton Rouge Sheriff's Office	\$1,008.00	Section 402
2015-30-59	West Baton Rouge Sheriff's Office	\$23,100.00	Section 405d Mid
2015-30-59	West Baton Rouge Sheriff's Office	\$2,500.00	HSIP
2015-30-60	West Monroe Police Department	\$126,000.00	Section 410HVE
2015-30-60	West Monroe Police Department	\$44,720.00	Section 402
2015-30-61	Westwego Police Department	\$984.00	Section 402
2015-30-61	Westwego Police Department	\$15,000.00	Section 405d Mid
2015-30-61	Westwego Police Department	\$15,000.00	HSIP
2015-30-62	Zachary Police Department	\$10,000.00	Section 405d Mid
2015-30-62	Zachary Police Department	\$10,000.00	HSIP
2015-30-63	Pineville Police Department	\$720.00	Section 402
2015-30-63	Pineville Police Department	\$15,000.00	Section 405d Mid
2015-30-63	Pineville Police Department	\$21,600.00	405B Low
2015-30-64	Slidell Police Department	\$788.00	Section 402
2015-30-64	Slidell Police Department	\$60,940.00	Section 405d High
2015-30-64	Slidell Police Department	\$23,034.00	405B Low
2015-30-65	Southeastern Louisiana University	\$840.00	Section 402
2015-30-65	Southeastern Louisiana University	\$5,000.00	Section 405d Mid
2015-30-65	Southeastern Louisiana University	\$5,000.00	HSIP
2015-30-70-00	Special Overtime Enforcement Waves	\$273,250.00	Section 154AL
2015-30-70-00	Special Overtime Enforcement Waves	\$273,875.00	HSIP
2015-30-70-01	Baker Police Department	\$2,500.00	Section 154AL
2015-30-70-01	Baker Police Department	\$2,500.00	HSIP
2015-30-70-02	Bunkie Police Department	\$2,500.00	Section 154AL
2015-30-70-02	Bunkie Police Department	\$2,500.00	HSIP
2015-30-70-03	Minden Police Department	\$5,000.00	Section 154AL
2015-30-70-04	Walker Police Department	\$5,000.00	Section 154AL
2015-30-70-04	Walker Police Department	\$5,000.00	HSIP
2015-30-70-05	Winn Parish Sheriff's Office	\$2,500.00	Section 154AL
2015-30-70-05	Winn Parish Sheriff's Office	\$2,500.00	HSIP

<b>Project Number</b>	<b>Project Title</b>	<b>Police Traffic Services Budget</b>	<b>Source of Funding</b>
2015-30-70-06	Winnfield Police Department	\$2,500.00	Section 154AL
2015-30-70-06	Winnfield Police Department	\$2,500.00	HSIP
2015-30-70-07	Franklin Police Department	\$3,125.00	Section 154AL
2015-30-70-07	Franklin Police Department	\$1,250.00	HSIP
2015-30-70-08	Independence Police Department	\$3,000.00	Section 154AL
2015-30-70-08	Independence Police Department	\$3,000.00	HSIP
2015-30-70-09	Jefferson Davis Parish Sheriff Office	\$2,500.00	HSIP
2015-30-80	PTS Projects TBD	\$945,768.00	Section 154AL
2015-30-80	PTS Projects TBD	\$550,655.00	Section 164AL
2015-30-80	PTS Projects TBD	\$569,622.00	Section 405d Mid
2015-30-80	PTS Projects TBD	\$302,782.00	405B Low
2015-30-90	Contract – PTS Coordinator	\$49,950.00	Section 402
2015-30-91	Contract – PTS Coordinator	\$49,950.00	Section 402
2015-30-92	Law Enforcement Liaison- Troop L	\$49,900.00	Section 402
2015-30-93	Law Enforcement Liaison – Troop B	\$49,900.00	Section 402
2015-30-94	Law Enforcement Liaison – Troop G	\$49,900.00	Section 402
2015-30-95	Law Enforcement Liaison – Troop I	\$49,900.00	Section 402
2015-30-96	Law Enforcement Liaison – Troop F	\$49,900.00	Section 402
2015-30-97	Law Enforcement Liaison – Troop C	\$49,900.00	Section 402
2015-30-98	Law Enforcement Liaison – Troop D	\$49,900.00	Section 402
2015-30-99	Law Enforcement Liaison – Troop A	\$49,900.00	Section 402
<b>Total Police Traffic Services Budget</b>		<b>\$8,108,082.00</b>	

## 3.6 RAILROAD/HIGHWAY CROSSINGS

### Problem Identification and Analysis

Four railroad/highway-crossing deaths reported involving a train in 2012. Between 2007 and 2012, 43 percent of railroad/highway-crossing fatalities occurred during the afternoon hours between 12 p.m. and 6 p.m., while 21 percent occurred during the evening hours between 6 p.m. and 12 a.m. 19 percent of fatalities occurred during the morning hours between 6 a.m. to 12 p.m. and 17 percent occurred during the early morning hours between 12 a.m. and 6 a.m. However, the combined number of incidents, injuries, and fatalities related to highway rail crossings have declined since 1981, due in large part to the effective education and awareness programs led by Louisiana Operation Lifesaver (LOL). The LOL team tracks railroad/highway crossing deaths and injuries each year and targets education efforts by Parish based upon the problem identification analysis.

### Performance Target

- Maintain railroad/highway-crossing fatalities at no more than 4 in 2015.

### Performance Measures

- Number of railroad/highway-crossing fatalities.

### Strategies

1. Support Louisiana Operation Lifesaver.
2. Establish a legislative framework for the LHSC program throughout 2015.
3. Conduct highway-rail at-grade-crossing public education programs.
4. Conduct highway-rail at-grade-crossing officer training programs.
5. Support Officer on a Train educational program.
6. Encourage strict enforcement of rail-crossing violations.

### Programs and Projects

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**Project Number:** 2015-60-10

**Project Title:** Operation Lifesaver Coordinator – Railroad Crossings

**Project Description:** The Louisiana Operation Lifesaver (LOL) Coordinator will update the Operation Lifesaver Action Plan for FY 2015; update existing LOL plans in first quarter of FFY; plan, organize, and conduct meetings, workshops, and presentations to support rail grade safety; maintain, and utilize the LOL “presenters” database; coordinate the maintenance of the LOL web site; train volunteers; and promote LOL and Operation Lifesaver programs in parishes

with high railroad-grade collision rates. (<http://www.oli.org>, CTW, Section 1: 6.5)

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

**Table 3.10 Railroad/Highway Crossings Budget Summary**

Project Number	Project Title	Railroad/Highway Crossing Budget	Budget Source
2015-60-10	Louisiana Operation Lifesaver	\$36,726.00	Section 402
<b>Total Railroad/Highway Crossing Budget</b>		<b>\$36,726.00</b>	

## 3.7 COMMUNITY TRAFFIC SAFETY PROGRAM

### Problem Identification and Analysis

Louisiana has a robust Strategic Highway Safety Plan (SHSP) infrastructure comprised of leadership committees, State-level emphasis areas teams and regional coalitions which provide local support to the plan's implementation. In FFY 2015, the LHSC will provide funding through a mini grant program to the multidisciplinary SHSP regional coalitions that have reviewed their local data, determined their priorities and developed regional action plans which focus on addressing their region's most serious traffic safety problems in support of the SHSP's emphasis areas. In working with our local partners, we will have greater impact at local levels in developing the most effective approaches to improving traffic safety issues.

Between 2007 and 2012, 47 percent of pedestrian fatalities occurred during the evening hours between 6 p.m. and 12 a.m., while 30 percent occurred during the early morning hours of 12 a.m. to 6 a.m. 13 percent occurred during the afternoon hours between 12 p.m. to 6 p.m. and the remaining 11 percent occurred during the morning hours of 6 a.m. to 12 p.m.

Between 2007 and 2012, 49 percent of bicycle fatalities occurred during the evening hours between 6 p.m. and 12 a.m., while 20 percent occurred during the afternoon hours between 12 p.m. to 6 p.m. 18 percent occurred during the early morning hours between 12 a.m. to 6 a.m. and the remaining 15 percent occurred during the morning hours between 6 a.m. to 12 p.m.

The programs and projects identified by the SHSP regional coalitions are chosen through a data-driven, collaborative approach. Each coalition consists of local representation from the 4 E's of safety planning, the FHWA Division Office, Department of Transportation and Development (DOTD) safety staff and LHSC. Together, crash data and proven countermeasures are reviewed to determine the most effective programs to be implemented in each region for the chosen emphasis areas. Any behavioral programs or projects not proven effective

according to the NHTSA *Countermeasures That Work* or DOTD, must include an pre/post evaluation plan to be eligible for funding.

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

### **Performance Targets**

- Reduce alcohol-impaired fatalities by 23 percent from 263 (2008-2012 average) to 203 in 2015.
- Reduce unrestrained passenger fatalities by 22 percent from 309 (2008-2012 average) to 241 in 2015.
- Increase observed seatbelt use of front seat outboard occupants in passenger vehicles two percentage points from 82.5 percent in 2013 to 84.5 percent in 2015.

### **Performance Measures**

- Number of fatalities involving a driver or motorcycle operator with BAC at .08 and greater
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions
- Observed seat belt use of front seat outboard occupants

### **Strategies**

1. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans as appropriate.
2. Assess and fund other eligible coalition-based projects which support the FFY 2015 HSP performance targets and strategies.

### **Programs and Projects**

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP by the FHWA.

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**Project Number:** 2015-10-10

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

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



**Project Budget/Source:** \$25,000/Section 405d

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**Project Number:** 2015-70-10

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

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

**Project Budget/Source:** \$12,000/Section 402

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**Project Number:** 2015-70-12

**Project Title:** South Central Regional Coalition Mini Grant Program

**Project Description:** This project will support an Impaired Driving and Occupant Protection mini grant program designed to support various traffic safety initiatives identified in the South Central Regional Coalition's regional action plan. The Coalition is a regional Strategic Highway Safety Plan (SHSP) coalition in the Houma-Thibodaux region. Specific projects to be determined.

**Project Budget/Source:** \$34,965/Section 402 and \$14,985/HSIP

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**Project Number:** 2015-70-13

**Project Title:** Metro Bicycle Coalition (DBA Bike Easy)

**Project Description:** The Bike Easy outreach initiative focuses on young road users, including young motorists, pedestrians, and bike riders, teaching them skills to keep themselves safe, as well as ensuring that young motorists are aware of their responsibilities to other road users.

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

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**Project Number:** 2015-70-20

**Project Title:** Regional Coalition Programmatic Grants

**Project Description:** Funds will support data-driven and evidence-based projects proposed by the Regional Traffic Safety Coalitions in the LSP Troop regions to address impaired driving and occupant protection initiatives identified in their SHSP regional action plan. Specific projects to be determined. LHSC will submit one or more HSP modifications for projects awarded; individual projects would be added sequentially to the project number, each with a unique project number.

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

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**Project Number:** 2015-10-25

**Project Title:** Social Norms and Marketing Project (SNAP)

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

**Project Budget/Source:** \$137,738/Section 405d Mid

**Table 3.11 Community Traffic Safety Programs Budget Summary**

Project Number	Project Title	CTSP Budget	Budget Source
2015-10-10	Tangipahoa Parish Government – TRACC Coalition	\$25,000.00	Section 402
2015-10-25	Social Norms and Marketing Project (SNAP)	\$137,738.00	Section 405d Mid
2015-70-10	Friends of Safety Town	\$12,000.00	HSIP
2015-70-12	South Central Planning and Development Commission	\$16,000.00	Section 402
2015-70-12	South Central Planning and Development Commission	\$12,000.00	HSIP
2015-70-13	Metro Bicycle Coalition – Bike Easy	\$49,950.00	Section 402
2015-70-20	Regional Coalition Programmatic Grants	\$100,000.00	Section 154AL
2015-70-20	Regional Coalition Programmatic Grants	\$100,000.00	HSIP
<b>Total Community Traffic Safety Programs Budget</b>		<b>\$428,688.00</b>	

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

## 3.8 YOUNG DRIVER TRAFFIC SAFETY PROGRAM

### Problem Identification and Analysis

Of fatal crashes in 2013, 29 percent of the drivers involved were age 15 to 24, a decrease of 3.4 percent from young driver involvement (30 percent) in 2012. Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel doesn't have the skills or experience needed to recognize a hazard and take corrective action.

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

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

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

The youth-based programs funded for FFY15 are targeted towards novice drivers, under 20, who are the most likely to take risks on the road, including drinking and driving. With a highly effective GDL law in place in Louisiana, these evidence-based education programs were chosen to compliment and support the law.

## Performance Targets

- Reduce number of young drivers (age 20 and under) involved in fatal crashes by 32.5 percent from 113 (2008-2012) to 77 in 2015.

## Performance Measures

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

## Strategies

1. Assess and fund eligible youth-based projects which support the FFY 2015 HSP performance targets and strategies.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP by the FHWA.

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**Project Number:** 2015-55-10

**Project Title:** Sudden Impact Comprehensive Statewide Project

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

**Project Budget/Source:** \$99,851/Section 405d; \$49,926/Section 402 and \$99,851/HSIP

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**Project Number:** 2015-55-11

**Project Title:** Ready Set Drive!

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

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

**Project Budget/Source:** \$34,965/Section 402 and \$14,985/HSIP

**Project Number:** 2015-55-12

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

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

**Project Budget/Source:** \$59,100 Section 402; \$39,400 HSIP

**Table 3.12 Young Driver Program Budget Summary**

Project Number	Project Title	Young Driver Program Budget	Budget Source
2015-55-10	Sudden Impact Statewide Teen Injury Prevention Program	\$99,851.00	Section 405d Mid
2015-55-10	Sudden Impact Statewide Teen Injury Prevention Program	\$49,926.00	Section 402
2015-55-11	Ready, Set, Drive!	\$34,965.00	Section 402
2015-55-11	Ready, Set, Drive!	\$14,985.00	HSIP
2015-55-12	ThinkFirst for Teens Program	\$59,100.00	Section 402
2015-55-12	ThinkFirst for Teens Program	\$39,400.00	HSIP
<b>Total Young Driver Program Budget</b>		<b>\$298,227.00</b>	

### 3.9 HAZARD ELIMINATION/HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

#### Programs and Projects

Highway Safety Improvement Program (HSIP) funding will be available upon approval of the HSP by the FHWA.

Project Number: 2015-90-00

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

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

Project Budget/Source: \$18,340,000/Section 154HE and \$18,340,000/Section 164HE

**Table 3.13 Hazard Elimination/HSIP Program Budget Summary**

Project Number	Project Title	Hazard Elimination Budget	Source of Funding
H.011292	ER Replacement RPMS Dist. 08	\$524,000.00	154HE
H.011205	Dist. 61 Striping	\$150,000.00	154HE
H.010903	LRSP Tech. Assist. Crash Data Engr.	\$295,000.00	154HE
	Misc. Small Safety Projects and Plan Changes	\$2,000,000.00	154HE
	La Operation Lifesaver	\$60,000.00	154HE
	Data Analysis	\$3,000,000.00	154HE
	Local Roads	\$5,000,000.00	154HE
	Safe Routes to Schools	\$2,750,000.00	154HE
	Local Circuit Rider	\$590,400.00	154HE
	Roundabout Retainer	\$100,000.00	154HE
	Consultant Contracts	\$250,000.00	154HE
	SHSP Implementation Activities	\$2,000,000.00	154HE
	SHSP Implementation Activities	\$2,000,000.00	164HE

<b>Project Number</b>	<b>Project Title</b>	<b>Hazard Elimination Budget</b>	<b>Source of Funding</b>
	SHSP Consultant Contract	\$1,000,000.00	164HE
	Design Retainer Contract	\$4,000,000.00	164HE
	LRSP/SRTS Design Retainer	\$6,500,000.00	164HE
	LRSP Engineers (2)	\$855,600.00	164HE
	LRSP-SRTS Engr	\$540,000.00	164HE
	Total of funds to obligate	\$34,615,000.00	
	Total Funds unobligated	\$2,065,000.00	
	<b>Total Hazard Elimination Budget</b>	<b>\$36,680,000.00</b>	

## 3.10 PLANNING AND ADMINISTRATION

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

A program cost summary for all program areas can be found in Table 10 at the end of this section. All costs identified are allowable. In FY 2015, the LHSC is not proposing to fund any equipment purchases.

### Performance Target

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

### Performance Measures

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

### Strategies

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 31 percent maximum.

<b>Planning and Administration Activities</b>	<b>Federal</b>	<b>State Match</b>
Salaries and Fringe Benefits (31%) <i>Director, Deputy Director, Accountant, and Accountant Assistant</i>	\$295,093.00	\$295,093.00
Travel	\$10,000.00	\$10,000.00
Operating Services	\$40,000.00	\$40,000.00
Other Professional Services	\$158,900.00	\$158,900.00
<b>Totals</b>	<b>\$503,993.00</b>	<b>\$503,993.00</b>



**Table 3.14 Planning and Administration Activities**

Project No.	Funding Source	Project Name	Description	2015 Proposed Funding
2015-01-01	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.	\$503,993
<b>Program Management Projects</b>				
2015-10-00	402	Program Management (Alcohol)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.	\$249,701
2015-20-00	402	Program Management (Occupant Protection)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.	\$159,811
2015-30-00	402	Program Management (Police Traffic Services)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.	\$263,743
2015-40-00	402	Program Management (Traffic Records)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.	\$146,251
2015-50-00	402	Program Management (Motorcycle)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC motorcycle program.	\$32,013
2015-55-00	402	Program Management (Teen Safety Program)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC teen safety program	\$12,488
2015-60-00	402	Program Management (Railroad/Highways)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC railroads/highway program.	\$2,205
2015-70-00	402	Program Management (Community Traffic Safety Program)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC community traffic safety programs	\$40,581
<b>Program Support Projects</b>				
2015-01-10	402	H&M Consulting	Provides for statistical analysis of identified traffic safety needs.	\$49,000
2015-01-11	402	Cambridge Systematics	Provides for compilation and production of the LHSC FFY 2014 Annual Report and FFY 2016 HSP and Section 405 application	\$49,900

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<b>Project No.</b>	<b>Funding Source</b>	<b>Project Name</b>	<b>Description</b>	<b>2015 Proposed Funding</b>
2015-01-12	402	LHSC Sponsored Travel and Training	Program provides funding for in-state and out-of-state travel to conferences and training.	\$25,000
2015-01-13	402	Traffic Safety Program Consultant	Provides for a traffic safety program consultant.	\$35,000
2015-15-10	402	Preusser Research Group (partial)	Provides for attitudinal survey on impaired driving, occupant protection, speed and other traffic safety issues	\$35,700

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**Table 3.15 Positions and Funding Source**

Position	Current Staff		Federal	State	AL	CP	MC	OP	PTS	RH	TR	TSP
Executive Director	Col. John A. LeBlanc	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Accountant (LHSC Program Coordinator 2)	Linda Tillman	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Assistant Director (LHSC Program Coordinator 3)	Ken Trull	Program Management	50%	50%	-	-	-	-	-	-	-	-
LHSC Program Coordinator	Vacant	Program Management	100%	-	-	-	-	100%	-	-	-	-
Program Coordinator 1	Juanita Crotwell	Program Management	100%	-	-	37%	34%	19%	-	-	-	10%
Program Coordinator 2	Lyrice Johnson	Program Management	100%	-	-	-	-	-	100%	-	-	-
Program Coordinator 2	Chuck Miller	Program Management	100%	-	1%	-	-	-	-	-	99%	-
Public Information Coordinator (LHSC Program Coordinator 2)	Elaine Rougeau	Program Management	100%	-	50%	5%	-	45%	-	-	-	-
Grants/Reviewer 2	Chela Mitchell	Program Management	100%	-	98%	-	-	-	-	2%	-	-
Administrative Coordinator 3 <sup>a</sup>	Vacant	Program Management	100%	-	38%	2%	1%	11%	37%	0%	10%	1%
Administrative Coordinator 3	Ladricka Hill Minor	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-
Grants/Reviewer 2 <sup>a</sup>	Cindy Wheeler	Program Management	100%	-	38%	2%	1%	11%	37%	0%	10%	1%

<sup>a</sup> Percentages are based on all LHSC projects – these positions support all LHSC projects. This method will be utilized in lieu of the Personnel Action Reports. Projects will be monitored and adjustments made to percentages if necessary.

## 4.0 Performance Report

Louisiana's progress in meeting the ten core performance measures and one behavioral measure is shown in Table 4.1. These performance measures were developed by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA), and are documented in publication: DOT HS 811 025. The performance targets established for FFY 2011 and 2012 are shown under the actual number for each performance measure; FFY 2013 and 2014 HSP targets are shown in the column titled "Goal". HSP performance targets for FFY 2011 - 2013 are based upon a reduction from the 2004 - 2008 five year average for each performance measure. See Table 2.5 (pages 32 - 33) for base years on 2014 targets.

**Table 4.1 Progress in Meeting FFY 2014 Performance Targets**

Core Performance Measure	Actual					Goal	
	2008	2009	2010	2011	2012	2013 HSP	2014 HSP
Traffic Fatalities 2011 and 2012 target	916	824	721	680	722	848	655
Serious Injuries <sup>a</sup> 2011 and 2012 target	15,540	14,796	13,397	13,474	13,554	13,705	12,844
Fatalities/VMT 2011 and 2012 target	2.03	1.84	1.59	1.46	1.54	1.88	1.41
Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions + 2011 and 2012 target	397	353	284	270	240	365	263
Alcohol-Impaired Driving Fatalities (BAC = 0.08+) <sup>b</sup> 2011 and 2012 target	339	290	226	219	241	307	220
Speeding-Related Fatalities 2011 and 2012 target	252	290	239	214	208	207	204
Motorcyclist Fatalities 2011 and 2012 target	81	103	74	80	78	73	76
Unhelmeted Motorcyclist Fatalities 2011 and 2012 target	32	25	10	14	4	19	12
Drivers Age 20 or Younger Involved in Fatal Crashes 2011 and 2012 target	132	134	108	94	99	147	92
Pedestrian Fatalities 2011 and 2012 target	107	108	77	90	118	94	84

<sup>a</sup> Serious Injury data are from Highway Safety Research Group at Louisiana State University (State data).

<sup>b</sup> Based on the BAC of all involved drivers and motorcycle operators only.

The one national behavioral measure, observed seat belt use (front seat outboard occupants), is collected annually from observational surveys. The statewide observational seat belt use data are from the Louisiana Highway Safety Commission. The numbers below represent the actual observed rate for each year and the performance targets for FFY 2011 - 2014.

**Table 4.2 Progress in Observed Seat Belt Use Rate**

<b>Behavioral Measure</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Statewide Observed Seat Belt Use	75.5%	74.5%	75.9%	77.7%	79.3%	82.5%	81.3%
2011 – 2014 target				78.0%	77.9%	79.7%	81.3%

## **5.0 Program Cost Summary**

### **5.1 HIGHWAY SAFETY PLAN COST SUMMARY**

The Highway Safety Plan Cost Summary for FFY 2015 is provided in the following pages.

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2015-70-01-00	Planning and Administration	\$ .00	\$503,993.00	\$ .00	\$503,993.00	\$503,993.00	\$ .00
<i>Planning and Administration Total</i>			<i>\$ .00</i>	<i>\$503,993.00</i>	<i>\$ .00</i>	<i>\$503,993.00</i>	<i>\$503,993.00</i>	<i>\$ .00</i>
<b>Alcohol</b>								
	AL-2015-10-00-00	Program Management – AL	\$ .00	\$ .00	\$ .00	\$242,597.00	\$242,597.00	\$ .00
<i>Alcohol Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$242,597.00</i>	<i>\$242,597.00</i>	<i>\$ .00</i>
<b>Motorcycle Safety</b>								
	MC-2015-50-00-00	Program Management – MC	\$ .00	\$ .00	\$ .00	\$32,013.00	\$32,013.00	\$ .00
<i>Motorcycle Safety Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$32,013.00</i>	<i>\$32,013.00</i>	<i>\$ .00</i>
<b>Occupant Protection</b>								
	OP-2015-20-00-00	Program Management – OP	\$ .00	\$ .00	\$ .00	\$159,811.00	\$159,811.00	\$ .00
<i>Occupant Protection Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$159,811.00</i>	<i>\$159,811.00</i>	<i>\$ .00</i>
<b>Police Traffic Services</b>								
	PT-2015-30-00-00	Program Management – PTS	\$ .00	\$ .00	\$ .00	\$263,743.00	\$263,743.00	\$ .00
	PT-2015-30-01-00	PTS Projects	\$ .00	\$509,062.00	\$ .00	\$2,291,871.00	\$2,291,871.00	\$1,595,087.00
<i>Police Traffic Services Total</i>			<i>\$ .00</i>	<i>\$509,062.00</i>	<i>\$ .00</i>	<i>\$2,555,614.00</i>	<i>\$2,555,614.00</i>	<i>\$1,595,087.00</i>
<b>Traffic Records</b>								
	TR-2015-40-00-00	Program Management – TR	\$ .00	\$ .00	\$ .00	\$146,251.00	\$146,251.00	\$ .00
	TR-2015-40-01-00	Traffic Records Projects	\$ .00	\$ .00	\$ .00	\$110,000.00	\$110,000.00	\$ .00
<i>Traffic Records Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$256,251.00</i>	<i>\$256,251.00</i>	<i>\$ .00</i>

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>Community Traffic Safety Project</b>								
	CP-2015-70-00-00	Program Management – CP	\$ .00	\$ .00	\$ .00	\$40,581.00	\$40,581.00	\$ .00
	CP-2015-70-01-00		\$ .00	\$ .00	\$ .00	\$160,015.00	\$160,015.00	\$16,000.00
<i>Community Traffic Safety Project Total</i>			\$ .00	\$ .00	\$ .00	\$200,596.00	\$200,596.00	\$16,000.00
<b>Railroad/Highway Crossings</b>								
	RH-2015-60-00-00	Program Management – RH	\$ .00	\$ .00	\$ .00	\$2,205.00	\$2,205.00	\$ .00
	RH-2015-60-01-00	Railroad/Highway Crossings Projects	\$ .00	\$ .00	\$ .00	\$36,726.00	\$36,726.00	\$ .00
<i>Railroad/Highway Crossings Total</i>			\$ .00	\$ .00	\$ .00	\$38,931.00	\$38,931.00	\$ .00
<b>Teen Safety Program</b>								
	TSP-2015-55-00-00	Program Management – TSP	\$ .00	\$ .00	\$ .00	\$12,488.00	\$12,488.00	\$ .00
	TSP-2015-55-01-00	Teen Safety Program Projects	\$ .00	\$ .00	\$ .00	\$49,926.00	\$49,926.00	\$ .00
<i>Teen Safety Program Total</i>			\$ .00	\$ .00	\$ .00	\$62,414.00	\$62,414.00	\$ .00
<b>NHTSA 402 Total</b>			<b>\$ .00</b>	<b>\$1,013,055.00</b>	<b>\$ .00</b>	<b>\$4,052,220.00</b>	<b>\$4,052,220.00</b>	<b>\$1,661,037.00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2015-00-00-00	TRCC Projects	\$ .00	\$151,181.25	\$ .00	\$604,725.00	\$604,725.00	\$ .00
<i>408 Data Program Incentive Total</i>			\$ .00	\$151,181.25	\$ .00	\$604,725.00	\$604,725.00	\$ .00
<i>408 Data Program SAFETEA-LU Total</i>			\$ .00	\$151,181.25	\$ .00	\$604,725.00	\$604,725.00	\$ .00
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2015-00-00-00	DWI Court Projects	\$ .00	\$1,652,400.00	\$ .00	\$550,800.00	\$550,800.00	\$ .00
<i>410 Alcohol SAFETEA-LU Total</i>			\$ .00	\$1,652,400.00	\$ .00	\$550,800.00	\$550,800.00	\$ .00
<i>410 Alcohol SAFETEA-LU Total</i>			\$ .00	\$1,652,400.00	\$ .00	\$550,800.00	\$550,800.00	\$ .00



Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>410 High Fatality Rate</b>								
	K8FR-2015-00-00-00	DWI Court Projects	\$ .00	\$417,900.00	\$ .00	\$139,300.00	\$139,300.00	\$ .00
<i>410 High Fatality Rate Total</i>			<i>\$ .00</i>	<i>\$417,900.00</i>	<i>\$ .00</i>	<i>\$139,300.00</i>	<i>\$139,300.00</i>	<i>\$ .00</i>
<b>410 High Visibility</b>								
	K8HV-2015-00-00-00	High-Visibility Enforcement Projects	\$ .00	\$808,800.00	\$ .00	\$269,600.00	\$269,600.00	\$ .00
<i>410 High Visibility Total</i>			<i>\$ .00</i>	<i>\$808,800.00</i>	<i>\$ .00</i>	<i>\$269,600.00</i>	<i>\$269,600.00</i>	<i>\$ .00</i>
<b>154 Transfer Funds</b>								
	154AL-2015-00-00-00	Special Waves and Other Projects Alcohol	\$ .00	\$ .00	\$ .00	\$1,345,143.00	\$1,345,143.00	\$1,345,143.00
<i>154 Alcohol Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$1,345,143.00</i>	<i>\$1,345,143.00</i>	<i>\$1,345,143.00</i>
<b>154 Paid Media</b>								
	154PM-2015-00-00-00	Paid Media	\$ .00	\$ .00	\$ .00	\$1,545,000.00	\$1,545,000.00	\$ .00
<i>154 Paid Media Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$1,545,000.00</i>	<i>\$1,545,000.00</i>	<i>\$ .00</i>
<b>154 Hazard Elimination</b>								
	154HE-2015-00-00-00	Transfer funds Projects	\$ .00	\$ .00	\$ .00	\$18,340,000.00	\$18,340,000.00	\$ .00
<i>154 Hazard Elimination Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$18,340,000.00</i>	<i>\$18,340,000.00</i>	<i>\$ .00</i>
<i>154 Transfer Funds Total</i>			<i>\$ .00</i>	<i>\$ .00</i>	<i>\$ .00</i>	<i>\$21,230,143.00</i>	<i>\$21,230,143.00</i>	<i>\$1,345,143.00</i>
<b>164 Transfer Funds</b>								
	164AL-2015-00-00-00	DWI Automation and Other Alcohol Project	\$ .00	\$1,307,447.75	\$ .00	\$5,229,791.00	\$5,229,791.00	\$5,179,891.00
<i>164 Alcohol Total</i>			<i>\$ .00</i>	<i>\$1,307,447.75</i>	<i>\$ .00</i>	<i>\$5,229,791.00</i>	<i>\$5,229,791.00</i>	<i>\$5,179,891.00</i>
<b>164 Paid Media</b>								
	164PM-2015-00-00-00	Alcohol Paid Media	\$ .00	\$137,663.75	\$ .00	\$30,445.50	\$30,445.50	\$ .00
<i>164 Paid Media Total</i>			<i>\$ .00</i>	<i>\$137,663.75</i>	<i>\$ .00</i>	<i>\$30,445.50</i>	<i>\$30,445.50</i>	<i>\$ .00</i>

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>164 Hazard Elimination</b>								
	164HE-2015-00-00-00	Transfer Funds Projects	\$ .00	\$ .00	\$ .00	\$18,340,000.00	\$18,340,000.00	\$ .00
<i>164 Hazard Elimination Total</i>			\$ .00	\$ .00	\$ .00	\$18,340,000.00	\$18,340,000.00	\$ .00
<i>164 Transfer Funds Total</i>			\$ .00	\$ .00	\$ .00	\$23,600,236.50	\$23,600,236.50	\$5,179,891.00
<b>MAP-21 405b OP Low</b>								
	M2HVE-2015-00-00-00	OP HVE Enforcement Projects	\$ .00	\$256,247.25	\$ .00	\$1,024,989.00	\$1,024,989.00	\$ .00
<i>405b Low HVE Total</i>			\$ .00	\$256,247.25	\$ .00	\$1,024,989.00	\$1,024,989.00	\$ .00
<b>405b OP Low</b>								
	M2X-2015-00-00-00	Occupant Protection – Other Projects	\$ .00	\$190,425.00	\$ .00	\$761,700.00	\$761,700.00	\$ .00
<i>405b OP Low Total</i>			\$ .00	\$190,425.00	\$ .00	\$761,700.00	\$761,700.00	\$ .00
<i>MAP 21 405b OP Low Total</i>			\$ .00	\$446,672.25	\$ .00	\$1,786,689.00	\$1,786,689.00	\$ .00
<b>MAP-21 405c Data Program</b>								
	M3DA-2015-00-00-00	TRCC Projects	\$ .00	\$473,421.75	\$ .00	\$1,893,687.00	\$1,893,687.00	\$ .00
<i>405c Data Program Total</i>			\$ .00	\$473,421.75	\$ .00	\$1,893,687.00	\$1,893,687.00	\$ .00
<i>MAP-21 405c Data Program Total</i>			\$ .00	\$473,421.75	\$ .00	\$1,893,687.00	\$1,893,687.00	\$ .00
<b>MAP-21 405d Impaired Driving High</b>								
	M4HVE-2015-00-00-00	Impaired Driving Projects	\$ .00	\$ .00	\$ .00	\$991,501.00	\$991,501.00	\$ .00
<i>405d High HVE Total</i>			\$ .00	\$ .00	\$ .00	\$991,501.00	\$991,501.00	\$ .00
<i>MAP-21 405d Impaired Driving High Total</i>			\$ .00	\$ .00	\$ .00	\$991,501.00	\$991,501.00	\$ .00
<b>MAP-21 405d Impaired Driving Mid</b>								
	M5HVE-2015-00-00-00	Impaired Driving HVE Projects	\$ .00	\$375,079.25	\$ .00	\$1,500,317.00	\$1,500,317.00	\$ .00
<i>405d Mid HVE Total</i>			\$ .00	\$375,079.25	\$ .00	\$1,500,317.00	\$1,500,317.00	\$ .00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>405d Mid Court Support</b>								
	M5CS-2015-00-00-00	Impaired Driving Court Support	\$ .00	\$123,918.75	\$ .00	\$495,675.00	\$495,675.00	\$ .00
<i>405d Mid Court Support Total</i>			<i>\$ .00</i>	<i>\$123,918.75</i>	<i>\$ .00</i>	<i>\$495,675.00</i>	<i>\$495,675.00</i>	<i>\$ .00</i>
<b>405d Mid BAC Testing/Reporting</b>								
	M5BAC-2015-00-00-00	Impaired Driving BAC Projects	\$ .00	\$17,025.00	\$ .00	\$68,100.00	\$68,100.00	\$ .00
<i>405d Mid BAC Testing/Reporting Total</i>			<i>\$ .00</i>	<i>\$17,025.00</i>	<i>\$ .00</i>	<i>\$68,100.00</i>	<i>\$68,100.00</i>	<i>\$ .00</i>
<b>405d Mid Paid/Earned Media</b>								
	M5PEM-2015-00-00-00	Impaired Driving Paid Media Projects	\$ .00	\$4,000.00	\$ .00	\$16,000.00	\$16,000.00	\$ .00
<i>405d Mid Paid/Earned Media Total</i>			<i>\$ .00</i>	<i>\$4,000.00</i>	<i>\$ .00</i>	<i>\$16,000.00</i>	<i>\$16,000.00</i>	<i>\$ .00</i>
<b>405d Mid Other Based on Problem ID</b>								
	M5OT-2015-00-00-00	Impaired Driving – Other Projects	\$ .00	\$207,852.00	\$ .00	\$831,408.00	\$831,408.00	\$ .00
<i>405d Mid Other Based on Problem ID Total</i>			<i>\$ .00</i>	<i>\$207,852.00</i>	<i>\$ .00</i>	<i>\$831,408.00</i>	<i>\$831,408.00</i>	<i>\$ .00</i>
<i>MAP-21 405d Impaired Driving Mid Total</i>			<i>\$ .00</i>	<i>\$727,875.00</i>	<i>\$ .00</i>	<i>\$2,911,500.00</i>	<i>\$2,911,500.00</i>	<i>\$ .00</i>
<b>MAP-21 405f Motorcycle Programs</b>								
	M9MT-2015-00-00-00	Motorcyclists Training Projects	\$ .00	\$34,890.25	\$ .00	\$139,561.00	\$139,561.00	\$ .00
<i>405f Motorcyclist Training Total</i>			<i>\$ .00</i>	<i>\$34,890.25</i>	<i>\$ .00</i>	<i>\$139,561.00</i>	<i>\$139,561.00</i>	<i>\$ .00</i>
<b>405f Motorcyclist Awareness</b>								
	M9MA-2015-00-00-00	Motorcyclists Awareness Projects	\$ .00	\$10,000.00	\$ .00	\$40,000.00	\$40,000.00	\$ .00
<i>405f Motorcyclist Awareness Total</i>			<i>\$ .00</i>	<i>\$10,000.00</i>	<i>\$ .00</i>	<i>\$40,000.00</i>	<i>\$40,000.00</i>	<i>\$ .00</i>
<i>MAP-21 405f Motorcycle Programs Total</i>			<i>\$ .00</i>	<i>\$44,890.25</i>	<i>\$ .00</i>	<i>\$179,561.00</i>	<i>\$179,561.00</i>	<i>\$ .00</i>
<b>NHTSA Total</b>			<b>\$ .00</b>	<b>\$5,984,070.75</b>	<b>\$ .00</b>	<b>\$58,209,962.50</b>	<b>\$58,209,962.50</b>	<b>\$8,186,071.00</b>
<b>Total</b>			<b>\$ .00</b>	<b>\$5,984,070.75</b>	<b>\$ .00</b>	<b>\$58,209,962.50</b>	<b>\$58,209,962.50</b>	<b>\$8,186,071.00</b>

## 5.2 FFY 2015 AVAILABLE FUNDING

Grant Program	FY 2014 Anticipated CF	FY 2015 Anticipated New Appropriation	FY 2015 Total Planned Funds
Section 402	\$707,261	\$3,169,611	\$3,876,872
Section 154 AL	\$2,128,326	\$761,817	\$2,890,143
Section 154 HE	\$18,340,000	\$0	\$18,340,000
Section 164 AL	\$5,018,629	\$761,817	\$5,780,446
Section 164 HE	\$18,340,000	\$0	\$18,340,000
Section 408	\$513,488	\$0	\$513,488
Section 410 STL	\$550,800	\$0	\$550,800
Section 410 HFR	\$143,145	\$0	\$139,300
Section 410 HVE	\$263,838	\$0	\$269,600
MAP 21 405b Low	\$893,345	\$893,344	\$1,786,689
MAP 21 405c	\$1,523,780	\$369,907	\$1,893,687
MAP 21 405d High	\$991,501	\$0	\$991,501
MAP 21 405d Mid	\$1,035,181	\$2,060,120	\$2,911,500
MAP 21 405f	\$47,151	\$132,410	\$179,561
HSIP	–	\$2,681,790	\$2,681,790
<b>Total</b>	<b>\$50,560,400</b>	<b>\$10,830,816</b>	<b>\$61,145,377</b>

## 5.3 FFY 2015 PROJECT LIST

Table 5.1 is a list of projects and an estimated amount of Federal funds for each project that the State proposes to conduct in FFY 2015 to meet the performance targets identified in the HSP.

**Table 5.1 FFY 2015 Project List**

<b>Project Number</b>	<b>Agency Name</b>	<b>Project Title</b>	<b>Source of Funding</b>	<b>Amount</b>	<b>Local Benefit</b>	<b>State Match</b>
2015-01-00	Planning and Administration	Planning and Administration	Section 402	\$309,393.00		\$503,993.00
2015-01-10	H&M Consulting	LHSC Statistical Analysis	Section 402	\$49,000.00		
2015-01-11	Cambridge Systematics, Inc.	LHSC Planning and Reporting	Section 402	\$49,900.00		
2015-01-12	Travel/Training	Travel/Training	Section 402	\$25,000.00		
2015-01-13	Robert R. Breland	Traffic Safety Consultant	Section 402	\$35,000.00		
2015-10-00	Program Management – Impaired Driving	Program Management – Impaired Driving	Section 402	\$242,597.00		
2015-15-10	Preusser Research Group	LHSC Program Surveys	Section 402	\$35,700.00		
2015-20-00	Program Management – Occupant Protection	Program Management – Occupant Protection	Section 402	\$159,811.00		
2015-30-00	Program Management – Police Traffic Services	Program Management – Police Traffic Services	Section 402	\$263,743.00		
2015-30-11	Alexandria Police Department	Alexandria Police Department	Section 402	\$840.00	\$840.00	
2015-30-11	Alexandria Police Department	Ascension Parish Sheriff’s Office	Section 402	\$5,000.00	\$5,000.00	
2015-30-12	Ascension Parish Sheriff’s Office	Ascension Parish Sheriff’s Office	Section 402	\$840.00	\$840.00	
2015-30-12	Ascension Parish Sheriff’s Office	Ascension Parish Sheriff’s Office	Section 402	\$17,500.00	\$17,500.00	
2015-30-13	Baton Rouge Police Department	Baton Rouge Police Department	Section 402	\$960.00	\$960.00	
2015-30-13	Baton Rouge Police Department	Baton Rouge Police Department	Section 402	\$310,000.00	\$310,000.00	
2015-30-13	Baton Rouge Police Department	Baton Rouge Police Department	Section 402	\$160,000.00	\$160,000.00	
2015-30-13	Baton Rouge Police Department	Baton Rouge Police Department	Section 402	\$48,000.00	\$48,000.00	
2015-30-14	Bogalusa Police Department	Bogalusa Police Department	Section 402	\$1,103.00	\$1,103.00	
2015-30-17	Caddo Parish Sheriff’s Office	Caddo Parish Sheriff’s Office	Section 402	\$923.00	\$923.00	
2015-30-17	Caddo Parish Sheriff’s Office	Caddo Parish Sheriff’s Office	Section 402	\$11,000.00	\$11,000.00	
2015-30-18	Calcasieu Parish Sheriff’s Office	Calcasieu Parish Sheriff’s Office	Section 402	\$840.00	\$840.00	

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-30-18	Calcasieu Parish Sheriff's Office	Calcasieu Parish Sheriff's Office	Section 402	\$5,000.00	\$5,000.00	
2015-30-19	Covington Police Department	Covington Police Department	Section 402	\$804.00	\$804.00	
2015-30-21	East Baton Rouge Parish Sheriff's Office	East Baton Rouge Parish Sheriff's Office	Section 402	\$960.00	\$960.00	
2015-30-21	East Baton Rouge Parish Sheriff's Office	East Baton Rouge Parish Sheriff's Office	Section 402	\$40,000.00	\$40,000.00	
2015-30-21	East Baton Rouge Parish Sheriff's Office	East Baton Rouge Parish Sheriff's Office	Section 402	\$100,000.00	\$100,000.00	
2015-30-21	East Baton Rouge Parish Sheriff's Office	East Baton Rouge Parish Sheriff's Office	Section 402	\$80,000.00	\$80,000.00	
2015-30-23	Franklinton Police Department	Franklinton Police Department	Section 402	\$833.00	\$833.00	
2015-30-23	Franklinton Police Department	Franklinton Police Department	Section 402	\$25,012.00	\$25,012.00	
2015-30-27	Hammond Police Department	Hammond Police Department	Section 402	\$1,080.00	\$1,080.00	
2015-30-29	Houma Police Department	Houma Police Department	Section 402	\$888.00	\$888.00	
2015-30-30	Iberia Parish Sheriff's Office	Iberia Parish Sheriff's Office	Section 402	\$600.00	\$600.00	
2015-30-33	Jefferson Parish Sheriff's Office	Jefferson Parish Sheriff's Office	Section 402	\$888.00	\$888.00	
2015-30-33	Jefferson Parish Sheriff's Office	Jefferson Parish Sheriff's Office	Section 402	\$37,000.00	\$37,000.00	
2015-30-33	Jefferson Parish Sheriff's Office	Jefferson Parish Sheriff's Office	Section 402	\$173,604.00	\$173,604.00	
2015-30-36	Lafayette Police Department	Lafayette Police Department	Section 402	\$895.00	\$895.00	
2015-30-36	Lafayette Police Department	Lafayette Police Department	Section 402	\$81,946.00	\$81,946.00	
2015-30-37	Lafourche Parish Sheriff's Office	Lafourche Parish Sheriff's Office	Section 402	\$768.00	\$768.00	
2015-30-37	Lafourche Parish Sheriff's Office	Lafourche Parish Sheriff's Office	Section 402	\$32,640.00	\$32,640.00	
2015-30-38	Lake Charles Police Department	Lake Charles Police Department	Section 402	\$876.00	\$876.00	
2015-30-39	Livingston Parish Sheriff Office	Livingston Parish Sheriff Office	Section 402	\$1,080.00	\$1,080.00	
2015-30-39	Livingston Parish Sheriff Office	Livingston Parish Sheriff Office	Section 402	\$40,500.00	\$40,500.00	
2015-30-39	Livingston Parish Sheriff Office	Livingston Parish Sheriff Office	Section 402	\$13,500.00	\$13,500.00	

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-30-41	Louisiana State Police	Louisiana State Police	Section 402	\$93,344.00		
2015-30-41	Louisiana State Police	Louisiana State Police	Section 402	\$208,680.00	\$104,340.00	
2015-30-42	Mandeville Police Department	Mandeville Police Department	Section 402	\$1,070.00	\$1,070.00	
2015-30-42	Mandeville Police Department	Mandeville Police Department	Section 402	\$20,000.00	\$20,000.00	
2015-30-43	Monroe Police Department	Monroe Police Department	Section 402	\$778.00	\$778.00	
2015-30-43	Monroe Police Department	Monroe Police Department	Section 402	\$25,000.00	\$25,000.00	
2015-30-44	Natchitoches Police Department	Natchitoches Police Department	Section 402	\$655.00	\$655.00	
2015-30-45	New Orleans Police Department	New Orleans Police Department	Section 402	\$25,000.00	\$25,000.00	
2015-30-46	Opelousas Police Department	Opelousas Police Department	Section 402	\$720.00	\$720.00	
2015-30-48	Plaquemines Parish Sheriff's Office	Plaquemines Parish Sheriff's Office	Section 402	\$960.00	\$960.00	
2015-30-48	Plaquemines Parish Sheriff's Office	Plaquemines Parish Sheriff's Office	Section 402	\$10,000.00	\$10,000.00	
2015-30-49	Rapides Parish Sheriff's Office	Rapides Parish Sheriff's Office	Section 402	\$840.00	\$840.00	
2015-30-51	Shreveport Police Department	Shreveport Police Department	Section 402	\$50,000.00	\$50,000.00	
2015-30-51	Shreveport Police Department	Shreveport Police Department	Section 402	\$10,000.00	\$10,000.00	
2015-30-52	St. Charles Parish Sheriff's Office	St. Charles Parish Sheriff's Office	Section 402	\$4,400.00	\$4,400.00	
2015-30-53	St. Tammany Parish Sheriff's Office	St. Tammany Parish Sheriff's Office	Section 402	\$966.00	\$966.00	
2015-30-53	St. Tammany Parish Sheriff's Office	St. Tammany Parish Sheriff's Office	Section 402	\$33,770.00	\$33,770.00	
2015-30-55	Tangipahoa Parish Sheriff's Office	Tangipahoa Parish Sheriff's Office	Section 402	\$626.00	\$626.00	
2015-30-55	Tangipahoa Parish Sheriff's Office	Tangipahoa Parish Sheriff's Office	Section 402	\$18,500.00	\$18,500.00	
2015-30-56	Terrebonne Parish Sheriff's Office	Terrebonne Parish Sheriff's Office	Section 402	\$672.00	\$672.00	
2015-30-56	Terrebonne Parish Sheriff's Office	Terrebonne Parish Sheriff's Office	Section 402	\$16,800.00	\$16,800.00	
2015-30-57	Thibodaux Police Department	Thibodaux Police Department	Section 402	\$838.00	\$838.00	
2015-30-57	Thibodaux Police Department	Thibodaux Police Department	Section 402	\$15,600.00	\$15,600.00	
2015-30-58	Washington Parish Sheriff's Office	Washington Parish Sheriff's Office	Section 402	\$612.00	\$612.00	

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-30-58	Washington Parish Sheriff's Office	Washington Parish Sheriff's Office	Section 402	\$8,000.00	\$8,000.00	
2015-30-59	West Baton Rouge Sheriff's Office	West Baton Rouge Sheriff's Office	Section 402	\$1,008.00	\$1,008.00	
2015-30-60	West Monroe Police Department	West Monroe Police Department	Section 402	\$720.00	\$720.00	
2015-30-60	West Monroe Police Department	West Monroe Police Department	Section 402	\$30,000.00	\$30,000.00	
2015-30-60	West Monroe Police Department	West Monroe Police Department	Section 402	\$14,000.00	\$14,000.00	
2015-30-61	Westwego Police Department	Westwego Police Department	Section 402	\$984.00	\$984.00	
2015-30-63	Pineville Police Department	Pineville Police Department	Section 402	\$720.00	\$720.00	
2015-30-64	Slidell Police Department	Slidell Police Department	Section 402	\$788.00	\$788.00	
2015-30-65	Southeastern Louisiana University	Southeastern Louisiana University	Section 402	\$840.00	\$840.00	
2015-30-90	Darrell C. Hebert	Contract – PTS Coordinator	Section 402	\$49,950.00		
2015-30-91	Kenneth Henry Williams	Contract – PTS Coordinator	Section 402	\$49,950.00		
2015-30-92	Aaron B. Chabaud – Law Enforcement Liaison	Law Enforcement Liaison – Troop L	Section 402	\$49,900.00		
2015-30-93	Bradford E. McGlothren	Law Enforcement Liaison – Troop B	Section 402	\$49,900.00		
2015-30-94	Donald R. Campbell	Law Enforcement Liaison – Troop G	Section 402	\$49,900.00		
2015-30-95	J.E. “Pete” Stout	Law Enforcement Liaison – Troop I	Section 402	\$49,900.00		
2015-30-96	Larkin T. “Ted” Riser	Law Enforcement Liaison – Troop F	Section 402	\$49,900.00		
2015-30-97	Morris Beverly	Law Enforcement Liaison – Troop C	Section 402	\$49,900.00		
2015-30-98	Wayne McElveen	Law Enforcement Liaison – Troop D	Section 402	\$49,900.00		
2015-30-99	William Stewart	Law Enforcement Liaison – Troop A	Section 402	\$49,900.00		
2015-40-00	Program Management – Traffic Records	Program Management – Traffic Records	Section 402	\$146,251.00		
2015-40-01	Department of Public Safety Services – Data Processing	DPS Data Processing Technical Support	Section 402	\$110,000.00		
2015-50-00	Program Management – Motorcycle	Program Management – Motorcycle	Section 402	\$32,013.00		



Louisiana Highway Safety Plan

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-55-00	Program Management – Teen Safety Program	Program Management – Teen Safety Program	Section 402	\$12,488.00		
2015-55-10	University Medical Center Management Corporation	Sudden Impact Statewide Teen Injury Prevention Program	Section 402	\$49,926.00		
2015-55-11	Lexlee’s Kids, Inc.	Ready Set Drive	Section 402	\$14,985.00		
2015-55-11	Lexlee’s Kids, Inc.	Ready Set Drive	Section 402	\$19,980.00		
2015-55-12	ThinkFirst of Ark-La-Tex, Inc.	ThinkFirst Traffic Safety Presentation	Section 402	\$49,250.00		
2015-55-12	ThinkFirst of Ark-La-Tex, Inc.	ThinkFirst Traffic Safety Presentation	Section 402	\$9,850.00		
2015-60-00	Program Management – Railroad Highway	Program Management – Railroad Highway	Section 402	\$2,205.00		
2015-60-10	Louisiana Operation Lifesaver	Louisiana Operation Lifesaver	Section 402	\$36,726.00		
2015-70-00	Program Management – Community Traffic Safety Program	Program Management – Community Traffic Safety Program	Section 402	\$40,581.00		
2015-70-12	South Central Planning and Development Commission	South Central Safe Community Partnership	Section 402	\$12,000.00	\$12,000.00	
2015-70-12	South Central Planning and Development Commission	South Central Safe Community Partnership	Section 402	\$4,000.00	\$4,000.00	
2015-70-13	Metro Bicycle Coalition – DBA Bike Easy	Toward Zero Deaths: Protecting Vulnerable Road Users	Section 402	\$49,950.00	\$49,950.00	
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 402	Section 402			\$509,062.00
<b>Section 402 Total</b>				<b>\$4,052,220.00</b>	<b>\$1,661,037.00</b>	<b>\$1,013,055.00</b>
2015-30-10	Abbeville Police Department	Abbeville Police Department	405B LOW	\$10,500.00		
2015-30-11	Alexandria Police Department	Alexandria Police Department	405B LOW	\$10,000.00		
2015-30-12	Ascension Parish Sheriff’s Office	Ascension Parish Sheriff’s Office	405B LOW	\$10,000.00		
2015-30-13	Baton Rouge Police Department	Baton Rouge Police Department	405B LOW	\$208,000.00		
2015-30-14	Bogalusa Police Department	Bogalusa Police Department	405B LOW	\$6,000.00		
2015-30-15	Bossier City Police Department	Bossier City Police Department	405B LOW	\$14,582.00		

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-30-17	Caddo Parish Sheriff's Office	Caddo Parish Sheriff's Office	405B LOW	\$19,220.00		
2015-30-19	Covington Police Department	Covington Police Department	405B LOW	\$16,750.00		
2015-30-20	Denham Springs	Denham Springs	405B LOW	\$10,000.00		
2015-30-21	East Baton Rouge Parish Sheriff's Office	East Baton Rouge Parish Sheriff's Office	405B LOW	\$80,000.00		
2015-30-24	Gonzales Police Department	Gonzales Police Department	405B LOW	\$26,600.00		
2015-30-25	Grambling Police Department	Grambling Police Department	405B LOW	\$16,800.00		
2015-30-26	Greenwood Police Department	Greenwood Police Department	405B LOW	\$9,600.00		
2015-30-27	Hammond Police Department	Hammond Police Department	405B LOW	\$15,600.00		
2015-30-28	Harahan Police Department	Harahan Police Department	405B LOW	\$1,416.00		
2015-30-29	Houma Police Department	Houma Police Department	405B LOW	\$27,084.00		
2015-30-30	Iberia Parish Sheriff's Office	Iberia Parish Sheriff's Office	405B LOW	\$18,000.00		
2015-30-33	Jefferson Parish Sheriff's Office	Jefferson Parish Sheriff's Office	405B LOW	\$55,500.00		
2015-30-34	Kenner Police Department	Kenner Police Department	405B LOW	\$22,500.00		
2015-30-44	Natchitoches Police Department	Natchitoches Police Department	405B LOW	\$8,269.00		
2015-30-45	New Orleans Police Department	New Orleans Police Department	405B LOW	\$91,152.00		
2015-30-63	Pineville Police Department	Pineville Police Department	405B LOW	\$21,600.00		
2015-30-64	Slidell Police Department	Slidell Police Department	405B LOW	\$23,034.00		
2015-30-80	PTS Projects TBD	PTS Projects TBD	405B LOW	\$302,782.00		
2015-80-01	Graham Group	Paid Media placements	405B LOW	\$761,700.00		
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 405B Low	405B LOW			\$446,672.25
			<b>405B LOW Total</b>	<b>\$1,786,689.00</b>	<b>\$0.00</b>	<b>\$446,672.25</b>
2015-40-10		Traffic Records Initiatives	Section 405c	\$987,929.00		
2015-40-11	LSU Office of Sponsored Programs	Highway Safety Research Group GAs and Student Workers	Section 405c	\$49,950.00		

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-40-12	LSU Office of Sponsored Programs	Highway Safety Research Group Hardware and Software	Section 405c	\$45,000.00		
2015-40-13	LSU Office of Sponsored Programs	Highway Safety Research Group TRCC Coordinator	Section 405c	\$100,000.00		
2015-40-14	LSU Office of Sponsored Programs	Highway Safety Research Group Meeting Support	Section 405c	\$49,000.00		
2015-40-31	Louisiana Emergency Response Network (LERN)	LERN Traffic Records Project	Section 405c	\$49,000.00		
2015-40-10	Traffic Records Coordinating Committee	Traffic Records Initiatives	Section 405c	\$604,725.00		
2015-40-41	New Orleans Police Department	Vehicle Data Recorder Upgrade	Section 405c	\$4,399.00		
2015-40-43	Vidalia Police Department	Computer Equipment	Section 405c	\$3,684.00		
2015-40-99	Louisiana State Police	Louisiana State Police Traffic Program Match 405c	Section 405c			\$473,421.75
<b>Section 405c Total</b>				<b>\$1,893,687.00</b>	<b>\$0.00</b>	<b>\$473,421.75</b>
2015-30-14	Bogalusa Police Department	Bogalusa Police Department	Section 405d High	\$30,326.00		
2015-30-14	Bogalusa Police Department	Bogalusa Police Department	Section 405d High	\$5,000.00		
2015-30-24	Gonzales Police Department	Gonzales Police Department	Section 405d High	\$21,700.00		
2015-30-24	Gonzales Police Department	Gonzales Police Department	Section 405d High	\$2,800.00		
2015-30-26	Greenwood Police Department	Greenwood Police Department	Section 405d High	\$12,000.00		
2015-30-29	Houma Police Department	Houma Police Department	Section 405d High	\$50,616.00		
2015-30-29	Houma Police Department	Houma Police Department	Section 405d High	\$25,900.00		
2015-30-37	Lafourche Parish Sheriff's Office	Lafourche Parish Sheriff's Office	Section 405d High	\$104,640.00		
2015-30-37	Lafourche Parish Sheriff's Office	Lafourche Parish Sheriff's Office	Section 405d High	\$12,800.00		
2015-30-39	Livingston Parish Sheriff's Office	Livingston Parish Sheriff's Office	Section 405d High	\$69,750.00		
2015-30-42	Mandeville Police Department	Mandeville Police Department	Section 405d High	\$15,000.00		
2015-30-42	Mandeville Police Department	Mandeville Police Department	Section 405d High	\$15,000.00		

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-30-45	New Orleans Police Department	New Orleans Police Department	Section 405d High	\$70,000.00		
2015-30-45	New Orleans Police Department	New Orleans Police Department	Section 405d High	\$20,000.00		
2015-30-55	Tangipahoa Parish Sheriff's Office	Tangipahoa Parish Sheriff's Office	Section 405d High	\$17,500.00		
2015-30-55	Tangipahoa Parish Sheriff's Office	Tangipahoa Parish Sheriff's Office	Section 405d High	\$15,000.00		
2015-30-57	Thibodaux Police Department	Thibodaux Police Department	Section 405d High	\$42,425.00		
2015-30-57	Thibodaux Police Department	Thibodaux Police Department	Section 405d High	\$46,500.00		
2015-30-64	Slidell Police Department	Slidell Police Department	Section 405d High	\$20,940.00		
2015-30-64	Slidell Police Department	Slidell Police Department	Section 405d High	\$40,000.00		
2015-30-80	PTS Projects TBD	PTS Projects TBD 405d Mid	Section 405d High	\$353,604.00		
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 405d High	Section 405d High			\$247,875.25
<b>Section 405d High Total</b>				<b>\$991,501.00</b>	<b>\$0.00</b>	<b>\$247,875.25</b>
2015-10-10	Tangipahoa Parish Government – TRACC Coalition	TRACC Coalition Community Safety Program	Section 405d Mid	\$23,500.00		
2015-10-10	Tangipahoa Parish Government – TRACC Coalition	TRACC Coalition Community Safety Program	Section 405d Mid	\$1,500.00		
2015-10-11	Catherine Childers Consulting	Impaired Driving Policy Specialist	Section 405d Mid	\$48,999.00		
2015-10-12	Linda Hull	DWI Awards Program Coordinator	Section 405d Mid	\$11,000.00		
2015-10-13	Louisiana District Attorneys Association	Prosecutor/Law Enforcement Training Program	Section 405d Mid	\$127,000.00		
2015-10-14	DPS Legal Department	Legal Assistant for DWI Cases	Section 405d Mid	\$25,000.00		
2015-10-15	Mike Barron	Louisiana Impaired Driving Assessment Implementation Coordinator	Section 405d Mid	\$48,900.00		
2015-10-17	Mothers Against Drunk Driving	MADD – Court Monitoring	Section 405d Mid	\$175,000.00		
2015-10-18	Judicial Outreach Liaison	Judicial Outreach Project	Section 405d Mid	\$100,000.00		

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-10-19	North Louisiana Criminalistics Laboratory Commission	Forensic Toxicology Section Development for the North Louisiana Crime Lab	Section 405d Mid	\$68,100.00		
2015-10-21	14 <sup>th</sup> Judicial District Attorney's Office	14 <sup>th</sup> Judicial District DWI Court	Section 405d Mid	\$75,000.00		
2015-10-22	4 <sup>th</sup> Judicial District Attorney's Office	4 <sup>th</sup> Judicial District Attorney's Office DWI Court	Section 405d Mid	\$73,000.00		
2015-10-23	Terrebonne Parish District Attorney	Terrebonne Parish DWI Court	Section 405d Mid	\$72,675.00		
2015-10-24	Northwestern State University	NSU Alcohol Education and Prevention Program	Section 405d Mid	\$30,670.00		
2015-10-25	Southwest Louisiana Area Health Education Center	Project SNAP (Social Norms for Alcohol Prevention)	Section 405d Mid	\$137,738.00		
2015-10-30	East Baton Rouge Alcoholic Beverage Control	Alcoholic Beverage Control J.U.D.E. Task Force	Section 405d Mid	\$100,000.00		
2015-10-31	Louisiana Alcohol and Tobacco Control	Louisiana Cops In Shops Program	Section 405d Mid	\$150,000.00		
2015-30-10	Abbeville Police Department	Abbeville Police Department	Section 405d Mid	\$8,000.00		
2015-30-11	Alexandria Police Department	Alexandria Police Department	Section 405d Mid	\$8,000.00		
2015-30-12	Ascension Parish Sheriff's Office	Ascension Parish Sheriff's Office	Section 405d Mid	\$35,000.00		
2015-30-15	Bossier City Police Department	Bossier City Police Department	Section 405d Mid	\$20,000.00		
2015-30-16	Bossier Parish Sheriff's Office	Bossier Parish Sheriff's Office	Section 405d Mid	\$14,040.00		
2015-30-17	Caddo Parish Sheriff's Office	Caddo Parish Sheriff's Office	Section 405d Mid	\$19,220.00		
2015-30-18	Calcasieu Parish Sheriff's Office	Calcasieu Parish Sheriff's Office	Section 405d Mid	\$52,500.00		
2015-30-18	Calcasieu Parish Sheriff's Office	Calcasieu Parish Sheriff's Office	Section 405d Mid	\$15,120.00		
2015-30-19	Covington Police Department	Covington Police Department	Section 405d Mid	\$12,563.00		
2015-30-20	Denham Springs	Denham Springs	Section 405d Mid	\$15,000.00		
2015-30-25	Grambling Police Department	Grambling Police Department	Section 405d Mid	\$20,000.00		
2015-30-25	Grambling Police Department	Grambling Police Department	Section 405d Mid	\$4,200.00		
2015-30-27	Hammond Police Department	Hammond Police Department	Section 405d Mid	\$15,000.00		

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-30-27	Hammond Police Department	Hammond Police Department	Section 405d Mid	\$12,480.00		
2015-30-28	Harahan Police Department	Harahan Police Department	Section 405d Mid	\$14,165.00		
2015-30-30	Iberia Parish Sheriff's Office	Iberia Parish Sheriff's Office	Section 405d Mid	\$27,000.00		
2015-30-34	Kenner Police Department	Kenner Police Department	Section 405d Mid	\$22,500.00		
2015-30-35	Killian Police Department	Killian Police Department	Section 405d Mid	\$7,000.00		
2015-30-38	Lake Charles Police Department	Lake Charles Police Department	Section 405d Mid	\$54,040.00		
2015-30-38	Lake Charles Police Department	Lake Charles Police Department	Section 405d Mid	\$10,000.00		
2015-30-41	Louisiana State Police	Louisiana State Police	Section 405d Mid	\$493,495.00		
2015-30-44	Natchitoches Police Department	Natchitoches Police Department	Section 405d Mid	\$20,304.00		
2015-30-46	Opelousas Police Department	Opelousas Police Department	Section 405d Mid	\$18,000.00		
2015-30-47	Patterson Police Department	Patterson Police Department	Section 405d Mid	\$10,000.00		
2015-30-48	Plaquemines Parish Sheriff's Office	Plaquemines Parish Sheriff's Office	Section 405d Mid	\$16,000.00		
2015-30-49	Rapides Parish Sheriff's Office	Rapides Parish Sheriff's Office	Section 405d Mid	\$30,000.00		
2015-30-51	Shreveport Police Department	Shreveport Police Department	Section 405d Mid	\$41,040.00		
2015-30-52	St. Charles Parish Sheriff's Office	St. Charles Parish Sheriff's Office	Section 405d Mid	\$15,040.00		
2015-30-53	St. Tammany Parish Sheriff's Office	St. Tammany Parish Sheriff's Office	Section 405d Mid	\$101,310.00		
2015-30-53	St. Tammany Parish Sheriff's Office	St. Tammany Parish Sheriff's Office	Section 405d Mid	\$29,178.00		
2015-30-54	Sulphur City Police Department	Sulphur City Police Department	Section 405d Mid	\$10,500.00		
2015-30-56	Terrebonne Parish Sheriff's Office	Terrebonne Parish Sheriff's Office	Section 405d Mid	\$10,000.00		
2015-30-56	Terrebonne Parish Sheriff's Office	Terrebonne Parish Sheriff's Office	Section 405d Mid	\$8,400.00		
2015-30-58	Washington Parish Sheriff's Office	Washington Parish Sheriff's Office	Section 405d Mid	\$14,000.00		
2015-30-58	Washington Parish Sheriff's Office	Washington Parish Sheriff's Office	Section 405d Mid	\$6,000.00		
2015-30-59	West Baton Rouge Sheriff's Office	West Baton Rouge Sheriff's Office	Section 405d Mid	\$23,100.00		
2015-30-61	Westwego Police Department	Westwego Police Department	Section 405d Mid	\$15,000.00		

Louisiana Highway Safety Plan

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match	
2015-30-62	Zachary Police Department	Zachary Police Department	Section 405d Mid	\$10,000.00			
2015-30-63	Pineville Police Department	Pineville Police Department	Section 405d Mid	\$15,000.00			
2015-30-65	Southeastern Louisiana University	Southeastern Louisiana University	Section 405d Mid	\$5,000.00			
2015-30-80	PTS Projects TBD	PTS Projects TBD	Section 405d Mid	\$223,122.00			
2015-55-10	University Medical Center Management Corporation	Sudden Impact Statewide Teen Injury Prevention Program	Section 405d Mid	\$99,851.00			
2015-80-02	Graham Group	Paid Media Supplement for Production	Section 405d Mid	\$16,000.00			
2015-80-03	Catherine S. Heitman	LHSC Earned Media Campaign	Section 405d Mid	\$24,750.00			
2015-80-04	Rafael Bermudez	LHSC Earned Media Campaign Support	Section 405d Mid	\$2,500.00			
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 405d Mid	Section 405d Mid			\$727,875.00	
				<b>Section 405d Mid Total</b>	<b>\$2,911,500.00</b>	<b>\$0.00</b>	<b>\$727,875.00</b>
2015-50-10	Louisiana Department of Public Safety	DPS Motorcycle Safety and Operator Training Program	Section 405f	\$139,561.00			
2015-50-11	Motorcycle Awareness Campaign	Motorcycle Awareness Campaign	Section 405f	\$40,000.00			
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 405f	Section 405f			\$44,890.25	
				<b>Section 405f Total</b>	<b>\$179,561.00</b>	<b>\$0.00</b>	<b>\$44,890.25</b>
2015-40-32	Louisiana State Police (Crime Lab)	LSP Crime Lab Equipment/Training	Section 408	\$604,725.00			
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 408	Section 408			\$151,181.25	
				<b>Section 408 Total</b>	<b>\$604,725.00</b>	<b>\$0.00</b>	<b>\$151,181.25</b>
2015-10-20	Louisiana Supreme Court Drug Court Office	DWI Court Programs	Section 410	\$550,800.00			
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 410	Section 410			\$1,652,400.00	
				<b>Section 410 Total</b>	<b>\$550,800.00</b>	<b>\$0.00</b>	<b>\$1,652,400.00</b>

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-10-20	Louisiana Supreme Court Drug Court Office	DWI Court Programs	Section 410FR	\$139,300.00		
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 410FR	Section 410FR			\$417,900.00
<b>Section 410FR Total</b>				<b>\$139,300.00</b>	<b>\$0.00</b>	<b>\$417,900.00</b>
2015-30-36	Lafayette Police Department	Lafayette Police Department	Section 410HVE	\$83,600.00		
2015-30-43	Monroe Police Department	Monroe Police Department	Section 410HVE	\$60,000.00		
2015-30-60	West Monroe Police Department	West Monroe Police Department	Section 410HVE	\$126,000.00		
2015-99-00	Louisiana State Police	Louisiana State Police Traffic Program Match 410HVE	Section 410HVE			\$808,800.00
<b>Section 410HVE Total</b>				<b>\$269,600.00</b>	<b>\$0.00</b>	<b>\$808,800.00</b>
2015-30-70-00	Special Overtime Enforcement Waves	DSGPO Special Waves	Section 154AL	\$273,250.00	\$273,250.00	
2015-30-70-01	Baker Police Department	Special Wave Enforcement	Section 154AL	\$2,500.00	\$2,500.00	
2015-30-70-02	Bunkie Police Department	Special Wave Enforcement	Section 154AL	\$2,500.00	\$2,500.00	
2015-30-70-03	Minden Police Department	Special Wave Enforcement	Section 154AL	\$5,000.00	\$5,000.00	
2015-30-70-04	Walker Police Department	Special Wave Enforcement	Section 154AL	\$5,000.00	\$5,000.00	
2015-30-70-05	Winn Parish Sheriff's Office	Special Wave Enforcement	Section 154AL	\$2,500.00	\$2,500.00	
2015-30-70-06	Winnfield Police Department	Special Wave Enforcement	Section 154AL	\$2,500.00	\$2,500.00	
2015-30-70-07	Franklin Police Department	Franklin Police Department	Section 154AL	\$3,125.00	\$3,125.00	
2015-30-70-08	Independence Police Department	Independence Police Department	Section 154AL	\$3,000.00	\$3,000.00	
2015-30-80	PTS Projects TBD	PTS Projects TBD	Section 154AL	\$945,768.00	\$945,768.00	
2015-70-20	Regional Coalition Programmatic Grants	Regional Coalition Programmatic Grants	Section 154AL	\$100,000.00	\$100,000.00	
2015-80-01	Graham Group	Paid Media Placements	Section 154AL	\$1,545,000.00		
<b>Section 154AL Total</b>				<b>\$2,890,143.00</b>	<b>\$1,345,143.00</b>	<b>\$0.00</b>



Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-90-00	Department of Transportation and Development	DOTD Hazard Elimination – Open Container	Section 154HE	\$18,340,000.00		
				<b>Section 154HE Total</b>	<b>\$18,340,000.00</b>	<b>\$0.00</b>
2015-10-41	John M. Aranyosi	LADRIVING Project Assistant	Section 164AL	\$49,900.00		
2015-10-42	DWI Automation Project	DWI Automation Project	Section 164AL	\$4,629,236.00	\$4,629,236.00	
2015-30-80	PTS Projects TBD	PTS Projects TBD	Section 164AL	\$550,655.00	\$550,655.00	
2015-80-05	Paid Media TBD	Paid Media Placements TBD	Section 164AL	\$30,445.50		
				<b>Section 164AL Total</b>	<b>\$5,260,236.50</b>	<b>\$5,179,891.00</b>
2015-90-00	Department of Transportation and Development	DOTD Hazard Elimination – Repeat Offender	Section 164HE	\$18,340,000.00		
				<b>Section 164HE Total</b>	<b>\$18,340,000.00</b>	<b>\$0.00</b>
2015-15-10	Preusser Research Group	LHSC Program Surveys	HSIP	\$166,500.00		
2015-20-10	Dinnika T. Lawrence	Louisiana Passenger Safety Task Force Administrative Coordinator	HSIP	\$45,000.00		
2015-20-11	University Medical Center Medical Corporation	Louisiana Passenger Safety Task Force	HSIP	\$249,900.00		
2015-20-12	Hispanic Committee of the South	Hispanic Outreach Occupant Protection Program	HSIP	\$57,100.00		
2015-20-13	YMCA of Greater New Orleans	YMCA Highway Safety Initiative	HSIP	\$49,999.00		
2015-20-14	Mu Sigma Chapter – Sigma Gamma Rho Sorority, Inc.	OP Public Information Project	HSIP	\$10,000.00		
2015-30-18	Calcasieu Parish Sheriff’s Office	Calcasieu Parish Sheriff’s Office	HSIP	\$52,500.00		
2015-30-23	Franklinton Police Department	Franklinton Police Department	HSIP	\$15,000.00		
2015-30-35	Killian Police Department	Killian Police Department	HSIP	\$7,000.00		
2015-30-38	Lake Charles Police Department	Lake Charles Police Department	HSIP	\$52,450.00		
2015-30-41	Louisiana State Police	Louisiana State Police	HSIP	\$464,370.00		
2015-30-46	Opelousas Police Department	Opelousas Police Department	HSIP	\$12,000.00		

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-30-47	Patterson Police Department	Patterson Police Department	HSIP	\$10,000.00		
2015-30-48	Plaquemines Parish Sheriff's Office	Plaquemines Parish Sheriff's Office	HSIP	\$16,000.00		
2015-30-49	Rapides Parish Sheriff's Office	Rapides Parish Sheriff's Office	HSIP	\$20,000.00		
2015-30-52	St. Charles Parish Sheriff's Office	St. Charles Parish Sheriff's Office	HSIP	\$10,560.00		
2015-30-54	Sulphur City Police Department	Sulphur City Police Department	HSIP	\$10,500.00		
2015-30-59	West Baton Rouge Sheriff's Office	West Baton Rouge Sheriff's Office	HSIP	\$2,500.00		
2015-30-61	Westwego Police Department	Westwego Police Department	HSIP	\$15,000.00		
2015-30-62	Zachary Police Department	Zachary Police Department	HSIP	\$10,000.00		
2015-30-65	Southeastern Louisiana University	Southeastern Louisiana University	HSIP	\$5,000.00		
2015-30-70-00	Special Overtime Enforcement Waves	CIOT Special Waves	HSIP	\$273,875.00		
2015-30-70-01	Baker Police Department	Special Wave Enforcement	HSIP	\$2,500.00		
2015-30-70-02	Bunkie Police Department	Special Wave Enforcement	HSIP	\$2,500.00		
2015-30-70-04	Walker Police Department	Special Wave Enforcement	HSIP	\$5,000.00		
2015-30-70-05	Winn Parish Sheriff's Office	Special Wave Enforcement	HSIP	\$2,500.00		
2015-30-70-06	Winnfield Police Department	Special Wave Enforcement	HSIP	\$2,500.00		
2015-30-70-07	Franklin Police Department	Franklin Police Department	HSIP	\$1,250.00		
2015-30-70-08	Independence Police Department	Independence Police Department	HSIP	\$3,000.00		
2015-30-70-09	Jefferson Davis Parish Sheriff Office	Jefferson Davis Parish Sheriff Office	HSIP	\$2,500.00		
2015-55-10	University Medical Center Management Corporation	Sudden Impact Statewide Teen Injury Prevention Program	HSIP	\$99,851.00		
2015-55-11	Lexlee's Kids, Inc.	Ready Set Drive	HSIP	\$14,985.00		
2015-55-12	ThinkFirst of Ark-La-Tex, Inc.	ThinkFirst Traffic Safety Presentation	HSIP	\$39,400.00		
2015-70-10	Friends of Safety Town	Sheriff's Safety Town	HSIP	\$12,000.00		
2015-70-12	South Central Planning and Development Commission	South Central Safe Community Partnership	HSIP	\$12,000.00		

Project Number	Agency Name	Project Title	Source of Funding	Amount	Local Benefit	State Match
2015-70-20	Regional Coalition Programmatic Grants	Regional Coalition Programmatic Grants	HSIP	\$100,000.00		
2015-80-01	Graham Group	Paid Media Placements	HSIP	\$783,300.00		
2015-80-02	Graham Group	Paid Media Supplement for Production	HSIP	\$16,000.00		
2015-80-03	Catherine S. Heitman	LHSC Earned Media Campaign	HSIP	\$24,750.00		
2015-80-04	Rafael Bermudez	LHSC Earned Media Campaign Support	HSIP	\$2,500.00		
			<b>HSIP Total</b>	<b>\$2,681,790.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
			<b>Grand Total</b>	<b>\$60,891,752.50</b>	<b>\$8,186,071.00</b>	<b>\$5,984,070.75</b>

## **6.0 Certifications and Assurances**

### **6.1 APPENDIX A TO PART 1200**

The Federal Fiscal Year 2015 Appendix A To Part 1200 – Certification and Assurances For Highway Safety Grants (23 U.S.C. Chapter 4) begins on the next page.

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

State: Louisiana Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

**GENERAL REQUIREMENTS**

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

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

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each subgrant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being

made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

**BUY AMERICA ACT**  
**(applies to subrecipients as well as States)**

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

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

**POLITICAL ACTIVITY (HATCHACT) (applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING (applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to subrecipients as well as States)**

Instructions for Primary Certification

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

coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in

connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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

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

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

#### Instructions for Lower Tier Certification

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

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

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

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower

tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered

in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or reevaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **ENVIRONMENTAL IMPACT**

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

### **SECTION 402 REQUIREMENTS**

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

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

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

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

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



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

June 30, 2014

\_\_\_\_\_  
Date

John A. LeBlanc

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



# 7.0 Teen Traffic Safety Program

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

State: **Louisiana**

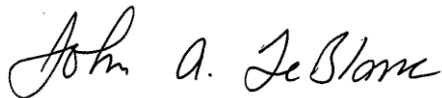
Fiscal Year: **2015**

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

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

The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page numbers 80 through 82 as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to:

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



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

June 30, 2014

\_\_\_\_\_  
Date

John A. LeBlanc

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





## 8.0 Section 405 Grant Application

For FFY 2015, Louisiana is applying for the following 405-incentive grants programs:

- Part 1 – Occupant Protection (23 CFR 1200.21);
- Part 2 – State Traffic Safety Information System Improvements (23 CFR 1200.22);
- Part 3 – Impaired Driving Countermeasures (23 CFR 1200.23);
- Part 5 – Motorcyclist Safety (23 CFR 1200.25).

The 405 application, which is signed by Louisiana’s Governor’s Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 – Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.