



**LOUISIANA
HIGHWAY SAFETY
AND
PERFORMANCE PLAN
for
Federal Fiscal Year 2011**



PREPARED BY
LOUISIANA HIGHWAY SAFETY COMMISSION
7919 Independence Blvd, Suite 2100
BATON ROUGE, LOUISIANA 70806
www.lahighwafety.org
225-925-6991

Table of Contents

1.0	Introduction to the Louisiana Highway Safety Planning Process	1
1.1	Executive Summary	1
1.2	Highway Safety Planning	2
1.3	Legislative Efforts	5
 2.0	 Highway Safety Performance Plan	 11
2.1	Highway Safety Problem Identification Process	11
2.2	Louisiana State Demographics	13
2.3	Statewide Performance Trends and Problem Identification	16
2.4	Louisiana Highway Safety Problem ID Parishes	36
2.5	Louisiana Highway Safety Goals and Performance Measures	36
 3.0	 Highway Safety Plan	 41
3.1	Impaired Driving	41
3.2	Occupant Protection	58
3.3	Traffic Records Program Area	65
3.4	Motorcycle Safety Program Area	75
3.5	Police Traffic Services Program Area	77
3.6	Safe Communities	88
3.7	Railgrade/Highway Safety	92
3.8	Hazard Elimination	94
3.9	Planning and Administration	95
 4.0	 Certifications and Assurances	 124
Environmental Impact		133
State Certification for Seat Belt Use.....		134
Documentation to Support Appropriate Use of Funds Received by the LHSC		135
2011 Indirect Cost Rate Calculation		136
FFY 2011 Available Funding		137
 5.0	 Program Cost Summary	 138

List of Tables

1.	Annual HSPP Planning Calendar, 2011	4
2.	Traffic Safety-Related Bills Introduced in 2010	9
3.	Traffic Information Overview	15
4.	Louisiana Statewide Summary of Traffic Safety Trends <i>2004 to 2009</i>	18
5.	Louisiana Statewide Summary of Traffic Safety Trends – Additional Detail <i>2004 to 2009</i>	19
6.	Program Area Goals and Performance Measures	37
7.	Planning and Administration Activities	96
8.	Positions and Funding Source	97
9.	Project Summary Table for FFY 2011.....	98
10.	FFY 2011 Proposed Equipment Purchases	123

List of Figures

1.	Organizational Chart.....	2
2.	Louisiana Population Demographics 2009.....	13
3.	Percent of Louisiana Fatal and Injury Crashes by Month 2009.....	17
4.	Percent of Louisiana Fatal and Injury Crashes by Day-of-Week 2009.....	17
5.	Percent of Louisiana Fatal and Injury Crashes by Time-of-Day 2009.....	18
6.	Fatal Crashes.....	22
7.	Total Fatalities.....	23
8.	Fatality Rate per 100 Million VMT.....	23
9.	Fatality Rate per 100,000 Population.....	24
10.	Total Injury Crashes.....	24
11.	Total Injuries.....	25
12.	Injury Rate per 100 Million VMT.....	25
13.	Injury Rate per 100,000 Population.....	26
14.	Total Fatal and Injury Crashes.....	26
15.	Fatal and Injury Crash Rate per 100 Million VMT.....	27
16.	Fatal and Injury Rate per 100,000 Population.....	27
17.	Rural Fatal and Injury Crashes Compared to Urban.....	28
18.	Alcohol-Related Fatalities and Fatal Crashes.....	28
19.	Alcohol-Related Fatalities as Percent of Total Fatalities.....	29
20.	Statewide Seat Belt Use Compared to U.S. Average.....	29
21.	Percent of Unrestrained Fatalities.....	30
22.	Older Drivers as Percent of all Licensed Drivers and Involvement in Fatal Crashes.....	31
23.	Drivers Age 15 to 17 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	31
24.	Drivers Age 18 to 20 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	32
25.	Drivers Age 21 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	32
26.	Young Drivers Age 15 to 24 as Percent of Licensed Drivers and Involvement in Fatal Crashes.....	33
27.	Pedestrian and Bicyclist Fatalities as Percent of Total Fatalities.....	33
28.	Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Fatalities, and Single Vehicle Fatalities.....	34
29.	Railroad Fatalities as Percent of Total Fatalities.....	34
30.	Large Truck and Bus Fatalities as Percent of Total Fatalities.....	35

31.	Costs of Louisiana Crashes in Millions.....	35
32.	Observed Seat Belt Use	58
33.	Percent of Unrestrained Fatalities.....	59
34.	Speed Involvement in Louisiana Fatalities Compared to U.S. Average.....	77

List of Acronyms

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

1.0 Introduction to the Louisiana Highway Safety Planning Process

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

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

1.1 Executive Summary

The Louisiana HSPP for Federal Fiscal Year (FFY) 2011 serves as the State of Louisiana's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The LHSC's goals, strategies, and performance measures are described in this plan.

Louisiana continues to face a roadway safety crisis, despite some improvements in 2009. A total of 824 lives were lost on Louisiana roadways in 2009, a decrease of 9.9 percent from 2008. Motorcycle involved fatalities increased from 81 in 2008 to 104 in 2009; an increase of 28.4 percent. The involvement of drivers age 15 through 24 in fatal crashes dropped by 2.1 percentage points in 2009. However, in 2009 the motor vehicle crash fatality rate per 100 million vehicle miles traveled (VMT) was 1.8. Nearly one-half of all fatal crashes were alcohol-related (49 percent). Nearly 73 percent of passengers killed under the age of five in crashes were not properly restrained, and 63 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 75.9 percent in 2010, based on observational survey data. Railroad fatalities decreased from 15 in 2008 to 6 in 2009. Based on these facts, and the data presented in Sections 2.0 and 3.0, the LHSC has identified the following program areas to be addressed through this plan for FFY 2011: alcohol impaired driving (including alcohol impaired young drivers), occupant protection, traffic records, motorcycle safety, police traffic services, paid media, additional programs (including safe communities and railgrade/highway safety), and planning and administration. In addition, the LHSC has programmed strategies that will potentially impact multiple problem areas, including law enforcement activities, public education and outreach, and traffic records strategies.

1.2 Highway Safety Planning

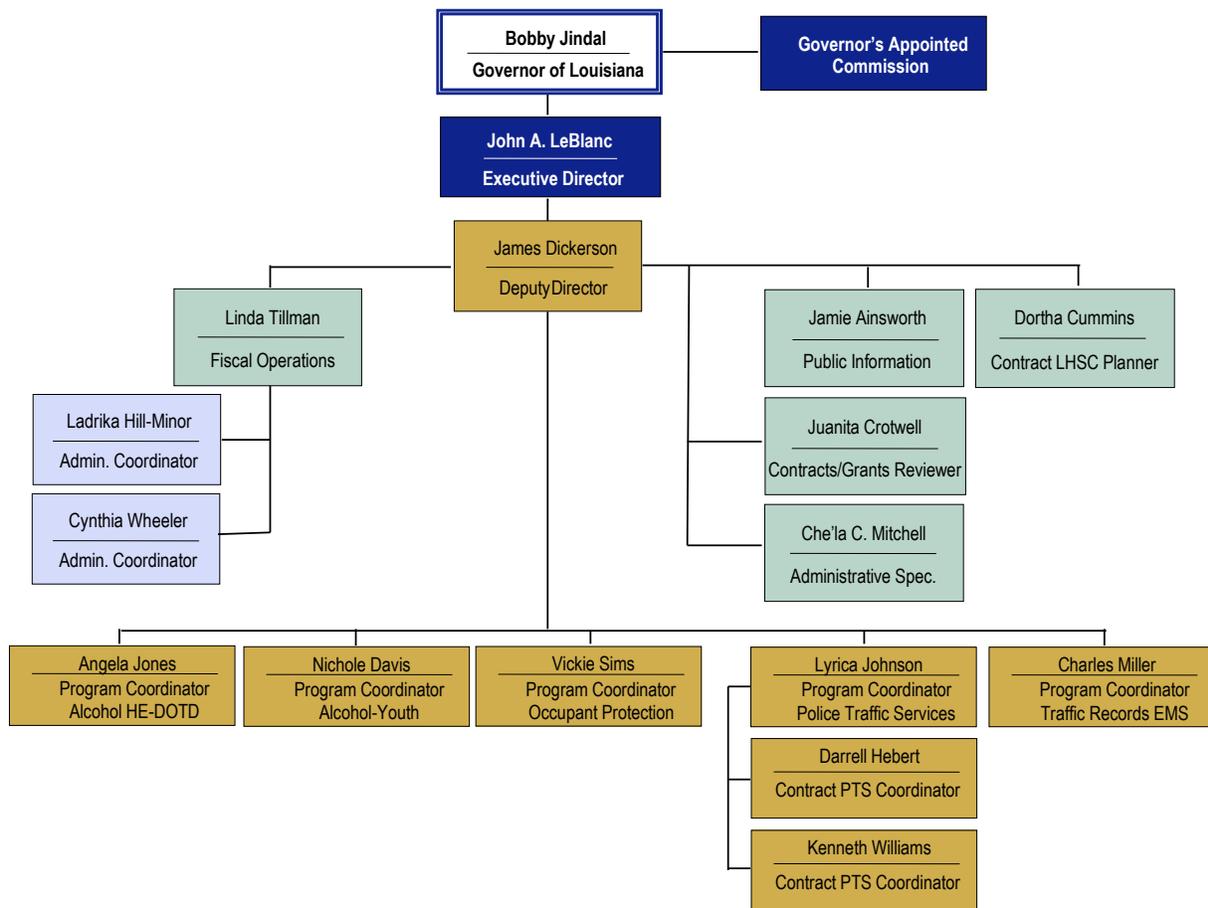
Mission Statement

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

Organization

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

Figure 1. Organizational Chart



LHSC Planning Process

The planning process for the LHSC is a cyclical process that is in constant review, assessment, and modification and is reflected in the annual planning calendar in Table 1. This Performance Plan contains the goals, performance measures, and strategies Louisiana has set for FFY 2011 and is provided as part of the Louisiana application for FFY 2011 Federal highway safety funds.

Numerous stakeholder meetings, data analysis, and opportunities for partner feedback occur throughout the year to examine needs and potential solutions. Analysis of problem identification was conducted to determine the priority problem areas. The budget was planned

to address identified problem areas. Additional meetings were held to assess data improvements and reassess areas of need. The LHSC program coordinators provided recommendations to a review panel consisting of the Executive Director, Deputy Director, Accountant, and Planner regarding programming to address the problem areas. Projects were identified and will be awarded to local agencies, law enforcement, nonprofits, governmental agencies, and other entities.

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

Sheriff Rodney Arbuckle	DeSoto Parish	4th Congressional District
Mr. Bryan Bossier, Sr.	Rapides Parish	5th Congressional District
Chief Randall Bryan	Vernon Parish	4th Congressional District
Sheriff Robert Buckley	Union Parish	5th Congressional District
Chief Jim Craft	Lafayette Parish	7th Congressional District
Mr. Mark Cooper	E. Baton Rouge Parish	6th Congressional District
Mr. Bobby Deen	Grant Parish	4th Congressional District
Mr. Johnny Gaspard	Vermilion Parish	7th Congressional District
Mr. Stephen Gremillion	Avoyelles Parish	5th Congressional District
Chief Alexcie Guillory	St. Landry Parish	7th Congressional District
Mr. Tommy Head	Caddo Parish	4th Congressional District
Sheriff Tony Mancuso, Chair	Calcasieu Parish	7th Congressional District
Sheriff Charles McDonald	Richland Parish	5th Congressional District
Mr. Russ McInnis	Winn Parish	5th Congressional District
Mr. Jeffery McKneely	Tangipahoa Parish	1st Congressional District
Mr. Ray Morvant	Vermilion Parish	7th Congressional District
Chief Dwayne Munch	Jefferson Parish	2nd Congressional District
Lt. Col. Mark Oxley	Calcasieu Parish	7th Congressional District
Mr. Carl Pendley	Caddo Parish	4th Congressional District
Mayor Reggie Skains	Union Parish	5th Congressional District
Chief Warren Vedros, Sr.	Lafourche Parish	3rd Congressional District

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

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

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

Table 1. Annual HSPP Planning Calendar, 2011

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

Planning Partners

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

- 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 for Addictive Disorders;
- 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;
- Grambling University
- 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;
- McNeese State University;
- 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; and
- University Louisiana Monroe.

1.3 Legislative Efforts

Legislative Summary

The 2010 regular session of the Louisiana Legislature was a significant one for traffic safety, both in terms of bills that passed and bills that were defeated. Some of the more notable actions by the Legislature are as follows:

Measures That Passed

Several bills increased penalties, whether fines or periods of incarceration, for violations of existing impaired driving laws.

Act 403 by Representative Jonathan Perry suspends the driver's license of a person convicted of third degree feticide resulting from the operation of a motor vehicle. The existing third degree feticide statute included driving while intoxicated as a qualifying act, but did not include driver's license suspension as a sanction.

Act 405, also by Representative Perry, provides for a code to be placed on the driver's licenses of DWI offenders required to have an ignition interlock device installed on their vehicles as a condition of license reinstatement.

Acts 403 and 405 resulted from a recommendation by the Governor's Task Force on DWI and Vehicular Homicide.

Act 409 by Representative Nickie Monica requires drivers convicted of second offense DWI and/or vehicular negligent injuring to serve 45 days of a two year driver's license suspension and have an ignition interlock device installed before obtaining a restricted driver's license. Louisiana's existing law did not call for a minimum hard suspension. Act 409 resulted from a recommendation by the Governor's Task Force on DWI and Vehicular Homicide.

Act 410 by Representative Nancy Landry disqualifies commercial drivers from operating school buses for 10 years after a conviction of driving under the influence or refusing to submit to an alcohol concentration or drug test. The period of disqualification may be reduced if, after five years, the driver has not been convicted of impaired driving or refused a chemical test and has completed state-approved medical treatment and/or therapy.

Act 801 by Senator Willie Mount is a compilation of several bills designed to strengthen existing statutes. The new law gives prosecuting attorneys discretion in the vehicle seizure and sale for felony DWI convictions and distributes funds resulting from the sale of the vehicle as follows: 60% to the arresting agency, 20% to the prosecuting agency, 20% to the Louisiana Property and Casualty Commission. In addition, Act 801 increases the mandatory minimum period of incarceration from 45 days to one year for third offense DWI and from 75 days to two years for fourth or subsequent offense DWI. It gives the Court the authority to suspend the sentence with the prosecutor's approval if the offender completes drug court, DWI court or one year in an approved residential treatment program.

Act 844 by Representative Walt Leger, III provides for the driver's license suspension of a person who prematurely removes a required ignition interlock device and allows for driver's license reinstatement only after proof of re-installment of the device and payment of reinstatement fees. Act 844 resulted from a recommendation by the Governor's Task Force on DWI and Vehicular Homicide.

Three bills passed that will facilitate the issuance of electronic signatures for ticketing and/or arrest purposes. These will aid law enforcement and prosecuting agencies as they implement "No Refusal" and "Blood Search Warrant" projects.

Act 58 by Senator Jody Amedee allows for electronic signatures to be accepted on applications for warrants and subpoenas. Act 260 by Representative Bodi White allows for the transmission of written evidence or affidavit by facsimile or other electronic means in probable cause determinations. Act 583 by Representative Damon Baldone authorizes the electronic signature of offenders on any record, bail undertaking, summons, or affidavit to be signed, acknowledged, verified, or made under oath.

Young drivers were the focus of two bills passed by the 2010 Legislature. Act 203 by Senator Butch Gautreaux makes texting while driving a primary offense for all age groups and makes the use of any wireless communications device by drivers age 17 and younger a secondary offense.

Act 1039 by Representative Hollis Downs requires first time driver's license applicants age 17 or older to complete a minimum of 50 hours of supervised driving practice, 15 of which is at nighttime, with a licensed parent, guardian, or adult at least age 21 or older. It allows a learner's license to be converted to an intermediate license at age 16 if the applicant completes the 50 hours of supervised driving (15 at nighttime), passes an on-road driving test, is free of "at fault" accidents and convictions of seatbelt, curfew or moving violations. In addition, Act 1039 requires the intermediate licensee to be accompanied by a licensed parent, guardian, or adult at least age 21 or older if he or she is transporting more than one non-immediate family member passenger under 21 years of age between the hours of 6:00 p.m. and 5:00 a.m. It also requires that the intermediate licensee not be convicted of any laws pertaining to drug or alcohol use for 12 consecutive months after being issued his or her intermediate license before being issued full driving privileges. Finally, Act 1039 requires every occupant of the vehicle to be restrained by a seat belt or other occupant restraint system before the intermediate licensee can place the vehicle in motion.

House Concurrent Resolution 169, originally filed as House Bill 385 by Senator Damon Baldone, requests the Judicial Council of the Supreme Court of Louisiana to develop a uniform form to be used by all courts to notify defendants charged with DWI of their rights and the penalty range for subsequent charges of DWI. Concurrent resolutions do not have the effect of law; rather, they urge and request that an action be taken.

Measures That Failed

Numerous bills which sought to increase penalties against impaired drivers failed to pass during the 2010 Legislative Session. One bill, House Bill 510 by Representative Damon Baldone, actually cleared both the House and the Senate, but the final vote on the Senate floor occurred minutes after the Legislature adjourned sine die, thus causing the bill to fail.

Representative Rickey Hardy introduced several bills aimed at increasing penalties for DWI. House Bill 104 would have required persons arrested with DWI to remain in jail for 48 hours after arrest before being allowed to post bond. House Bill 152 would have provided for a five year suspension of the driver's license for a driving under suspension conviction. House Bill 592 would have revoked the offender's driver's license for 36 months for a third offense DWI conviction, while House Bill 966 would have permanently revoked the driver's license of those convicted of vehicular homicide or 1st degree vehicular negligent injuring. Finally, House Bill 1427 would have extended the driver's license suspension from two years to five years for a vehicular homicide conviction. All five of the Hardy bills failed to pass.

House Bill 510 by Representative Damon Baldone sought to define "drug" as any impairing substance for the purpose of DWI arrest and prosecution. The bill was introduced to address new mind-altering herbal substances being used by some drivers. House Bill 510 actually passed both the House and the Senate, but the final vote on the Senate floor came after 6:00 p.m. on the 82nd calendar day of the Legislature and though unanimous, caused the bill to fail. (La. [Const. Art. III, §2\(A\)\(3\)\(a\)](#)) states "no matter intended to have the effect of law, except a measure proposing a suspension of law, shall be considered on third reading and final passage in either house after six o'clock in the evening of the fifty-seventh legislative day or the eighty-second calendar day, whichever occurs first, except by a favorable record vote of two-thirds of the elected members of each house.") House Bill 510 resulted from a recommendation by the Governor's Task Force on DWI and Vehicular Homicide.

House Bill 1190 by Representative Ernest Wooten would have required installation of an ignition interlock device on vehicle(s) driven by offenders who refuse to submit to a blood alcohol concentration test.

House Bill 1480 by Representative Jerry Gisclair would have created the crime of involuntary vehicular homicide in cases where a driver falls asleep and causes a fatal crash. The existing vehicular homicide statute is limited to drivers who operate a motor vehicle while impaired and cause a fatal crash.

Senate Bill 203 by Senator Dan Claitor would have removed the frozen daiquiri exemption from the state's open container statute. This exemption contributes to Louisiana's failure to meet federal guidelines for its open container law.

Senate Bill 755 by Senator David Heitmeier would have required a state-approved substance abuse evaluation and treatment plan upon conviction of any DWI offense.

Senate Bill 790 by Senator Troy Hebert would have prohibited the inclusion of DWI offenders in any pre-trial diversion or intervention program.

Table 2 gives a complete listing of all traffic safety-related bills introduced in the 2010 regular session of the Louisiana Legislature and their final outcomes.

Table 2. Traffic Safety-Related Bills Introduced in 2010

Act #	Author	Effective	Description
What Passed			
58	Amedee	8/15/2010	Allows for electronic signatures on applications for warrants and subpoenas.
81	McPherson	8/15/2010	Authorizes state DOTD to establish "speed zones" in excess of legal speed limits based on engineering and traffic investigations.
203	B. Gautreaux	8/15/2010	Makes texting while driving a primary offense for all age groups and makes the use of any wireless communications device by drivers age 17 and younger a secondary offense.
229	Burns	8/15/2010	Exempts registered antique vehicles 25 years and older from motor vehicle inspection requirements.
260	White	8/15/2010	Allows for the transmission of written evidence or affidavit by facsimile or other electronic means in probable cause determinations.
319	McPherson	6/18/10	Removes authority for record check fee for Class D and E driver's licenses and requires a refund for fees paid after 3/07/10.
401	Landry	8/15/2010	Disqualifies commercial drivers from operating school buses for 10 years after a conviction of driving under the influence or refusing to submit to an alcohol concentration or drug test. Period of disqualification may be reduced if, after 5 years, the driver has not been convicted of impaired driving or refused a chemical test and has completed state-approved medical treatment and/or therapy.
403	Perry	8/15/2010	Suspends the driver's license of a person convicted of third degree feticide resulting from the operation of a motor vehicle.
405	Perry	1/01/11	Provides for a code to be placed on the driver's licenses of DWI offenders required to have an ignition interlock device installed on their vehicles as a condition of license reinstatement.
409	Monica	8/15/2010	Requires drivers convicted of second offense DWI and vehicular negligent injuring to serve 45 days of 2 year driver's license suspension and have ignition interlock installed before obtaining restricted driver's license.
563	Little	8/15/2010	Authorizes "mini-truck" to operate upon highways where speed limit is 55 miles per hour or less, except interstate, controlled access, or multi-lane divided highways with partial or no control of access. Requires certain safety equipment, registration as off-road vehicle, and decal. Prohibits operation of "mini-truck" upon highways by an unlicensed driver, requires liability insurance. Directs Office of Motor Vehicles to adopt governing rules, and authorizes DOTD, parish, or municipal governments to prohibit "mini-trucks" upon any highway if necessary for public safety.
583	Baldone	8/15/2010	Authorizes electronic signature of offenders on any record, bail undertaking, summons, or affidavit to be signed, acknowledged, verified, or made under oath.
693	Morris	8/15/2010	Requires the party seeking to introduce a certificate of analysis in a criminal proceeding to give 45 days' notice of intent and removes requirement that the person in charge of examining facility sign the analysis.
801	Mount	6/30/10	Gives discretion to district attorney on vehicle seizure and sale for felony DWI convictions and distributes funds resulting from sale of vehicle as follows: 60% to arresting agency, 20% to prosecuting agency, 20% to LA Property and Casualty Commission. Increases the mandatory minimum incarceration from 45 days to 1 year for 3 rd offense DWI and from 75 days to 2 years for 4 th or subsequent offense DWI. The Court may suspend the sentence with prosecutor approval if the offender completes drug court, DWI court or 1 year in an approved residential treatment program.
812	Billiot	8/15/2010	Requires the Court to notify the sheriff or chief law enforcement officer when a defendant has been sentenced to home incarceration in their jurisdiction, and when defendant is on parole, allows the electronic device provider to send notice to the

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Act #	Author	Effective	Description
844	Leger	8/15/2010	sheriff of that jurisdiction. Provides for the driver's license suspension of a person who prematurely removes a required ignition interlock device and allows for reinstatement only after proof of re-installment of the device and payment of reinstatement fees.
995	M. Jackson	8/15/2010	Allows an additional \$7 charge for motor vehicle inspections if parish governing authority place on 10/02/10 or 11/02/10 ballot and majority of voters approve. Requires voter-approved inspections to occur in parish where vehicle is registered and provides for disbursement of fees collected.
1039	Downs	6/29/10	Requires first time driver's license applicants age 17 or older to complete a minimum of 50 hours of supervised driving practice, 15 of which is at nighttime, with a licensed parent, guardian, or adult at least age 21 or older. Allows learner's license to be converted to intermediate license at age 16 if applicant completes the 50 hours of supervised driving (15 at nighttime), passes an on-road driving test, is free of "at fault" accidents and convictions of seatbelt, curfew or moving violations. Requires intermediate licensee to be accompanied by a licensed parent, guardian, or adult at least age 21 or older if transporting more than one non-immediate family member passenger that is under 21 years of age between the hours of 6:00 p.m. and 5:00 a.m. Requires intermediate licensee not be convicted of any laws pertaining to drug or alcohol use for 12 consecutive months after being issued his intermediate license before being issued full driving privileges. Requires every occupant of the vehicle to be restrained by seat belt or other occupant restraint system before intermediate licensee can place vehicle in motion.
HCR 169	Baldone	Signed by Secretary of State 5/25/2010	Requests Judicial Council of the LA Supreme Court to develop a uniform form for courts to notify defendants charged with DWI of their rights and the penalties for subsequent charges of DWI.

Bill #	Author	Description
What Failed		
HB 104	Hardy	Required persons arrested with DWI to remain in jail for 48 hours after arrest before bonding out.
HB 152	Hardy	Provided for 5 year suspension of driver's license for driving under suspension conviction.
HB 510	Baldone	For purposes of DWI, defined "drug" as any impairing substance.
HB 592	Hardy	Revoked driver's license for 36 months for 3 rd offense DWI conviction.
HB 966	Hardy	Permanently revoked driver's license of those convicted of vehicular homicide or 1 st degree vehicular negligent injuring.
HB 1190	Wooten	Required ignition interlock for BAC test refusal.
HB 1427	Hardy	Extended driver's license suspension from 2 years to 5 years for vehicular homicide conviction.
HB 1480	Gisclair	Provided for crime of involuntary vehicular homicide in cases where driver falls asleep and causes fatal crash.
SB 203	Claitor	Removed daiquiri exemption from open container law.
SB 755	Heitmeier	Required substance abuse evaluation and treatment upon conviction of any DWI offense.
SB 790	Hebert	Prohibited inclusion of DWI offenders in pre-trial diversion or intervention.

2.0 Highway Safety Performance Plan

2.1 Highway Safety Problem Identification Process

Data analysis is initially completed by the Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and is provided to the LHSC in an annual publication. The 2009 *Louisiana Traffic Records Data Report* provided the basis for additional data analysis for LHSC program staff. The published data report is available on-line and is readily accessed by a variety of users. Data used by the LHSC staff is subsequently provided to contractors during the contract negotiating process.¹

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

- **Step 1** – Parishes are compared using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.
- **Step 2** – Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs in regard to injury crashes, fatal crashes, and total fatalities. Data from *the Louisiana Traffic Records Data Report* is used to evaluate each parish within population groupings and evaluate a three-year trend in each identified category. Proposals are solicited.
- **Step 3** – A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC goal is to consistently reach 85 percent of the State's population and 70 percent of the state problem in each category. A five-year trend is used for an additional analysis of "hot topic" issues, i.e., motorcycle helmet usage, railroad, pedestrian issues. This year, the LHSC, in addition to examining traffic safety challenges in the most populous parishes, identified additional parishes that exceeded the statewide average rate for specific problem areas. Allocations to program areas are based on the magnitude of each problem based on the analysis.
- **Step 4** – Assigned LHSC program coordinators discuss each of the expected NHTSA grant awards for the next fiscal year distribution and determine current contracts' feasibility and discuss potential new resources that will further assist the LHSC in attaining set goals. Review proposals.
- **Step 5** – The LHSC program coordinators, through consensus, then recommend goals, strategies, and specific projects/programs for funding approval to the Executive Director for consideration.

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

- **Step 6** – The LHSC Executive Director may present the recommendations to the Executive Committee, if requested, and subsequently presents the recommended projects to the LHSC Commission for approval.
- **Step 7** – Upon Commission approval the LHSC staff creates contracts based on Commission approval and solicits participation from the agency identified in the plan.
- **Step 8** – All approved contract agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1st, or immediately upon receipt if after the federal fiscal year date of October 1, 2010 subject to the availability of Federal funds.

Data Sources

The LSU ISDS collects and analyzes data, hosts a web-accessible database, and publishes the annual *Louisiana Traffic Records Data Report*. The performance plan and subsequent highway safety plan are based upon the most recent published data available at <http://lhsc.lsu.edu/>. The source of the number of fatalities and fatal crashes, however, is the LDOTD FARS Analyst. At the time of reporting, the State's data indicated 824 fatalities in 2009 resulting from 729 fatal crashes. The LHSC Planner utilizes the published report to analyze parish level data on licensed driver populations and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services.

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

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

- <http://bus.lsu.edu/hsrg/>;
- <http://lacrash.lsu.edu/>;
- <http://lacrashdata.lsu.edu/>;
- <http://www.lahighwaysafety.org/>;
- <http://www-fars.nhtsa.dot.gov/Main/index.aspx>
- <http://www.nhtsa.dot.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/2008/22_LA_2008.htm.

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

The LHSC conducts annual attitudinal surveys to assess self reported behavior, campaign recognition, and judge effective messaging of various campaigns. These surveys assist the LHSC in determining appropriate messaging for our target demographics and judge

effectiveness on the LHSC’s ability to affect social marketing of traffic safety issues. These assessments and evaluations can be accessed at:

- <http://lhsc.lsu.edu/Reports/SpecializedReports/>

2.2 Louisiana State Demographics

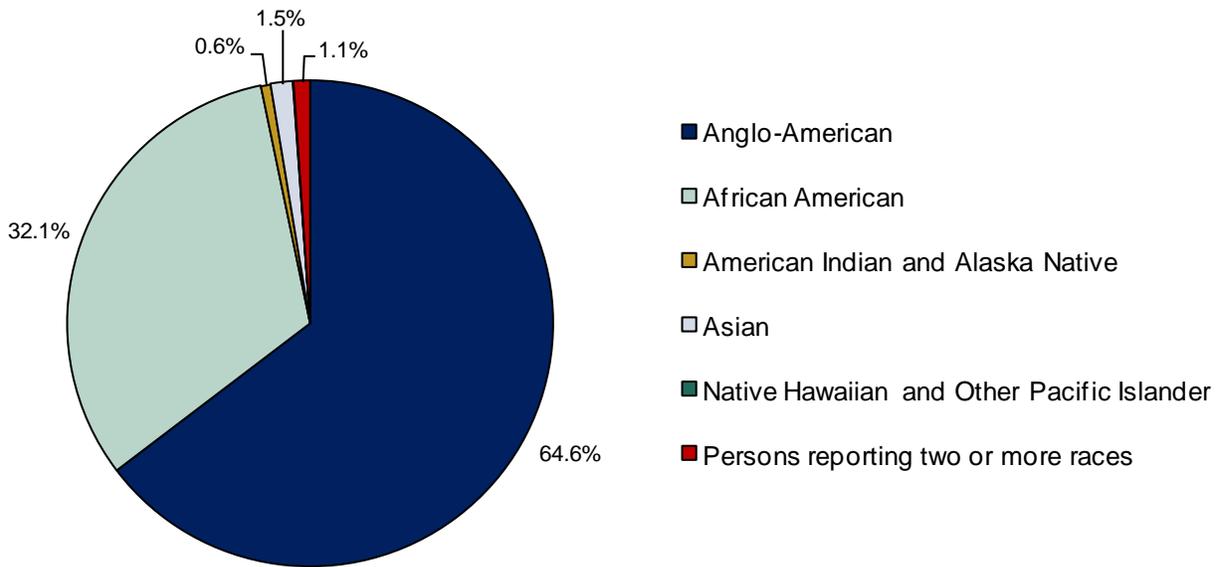
Louisiana covers 51,885 sq mi (135,382 square kilometers); its capital is Baton Rouge. It can be divided physically into the Mississippi River flood plain and delta, and the low hills of the Gulf of Mexico coastal plain. It is the only U.S. state to be governed under the Napoleonic Code.

The 2009 population estimates identified Louisiana as having a population of 4,492,076 people. The population is distributed with approximately 66 percent in urbanized areas and 34 percent in rural areas. Most of the people live in the metropolitan areas of Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport–Bossier City. There continues to be population shifts since the hurricane season of 2005.

The median household income is \$43,635 in Louisiana compared to \$52,029 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 17.6 percent compared to 13.2 percent nationally.

As shown in Figure 2, Anglo-Americans comprise 64.6 percent of Louisiana’s population with African-Americans comprising 32 percent, the second largest racial group. Asians, American Indians and Alaska Natives, and persons reporting two or more races comprise the remaining 3.3 percent. The Hispanic ethnicity represents 3.6 percent of the population.

Figure 2. Louisiana Population Demographics (2009)



Source: U.S. Census Bureau.

A summary of *The Impact of Katrina: Race and Class in Storm-Damaged Neighborhoods*, a study conducted in 2006 by Sociology Professor John R. Logan at Brown University, reveals the ongoing population shifts that Louisiana is facing. More than a third of the region’s 1.7 million residents lived in areas that suffered flooding or moderate to catastrophic storm damage,

according to FEMA. The majority of people living in damaged areas were in the City of New Orleans (over 350,000), with additional concentrations in suburban Jefferson Parish (175,000) and St. Bernard Parish (53,000) and along the Mississippi Coast (54,000).

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

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

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

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

Table 3. Traffic Information Overview

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities	Driver Fatalities	Number of Vehicles Involved in Fatal Crashes	Property Damage Only Crashes (1,000)
1999	412	2,771	4,372	3,548	45.1	77.3	831	951	589	1,303	107.0
2000	407	2,799	4,469	3,605	48.3	79.5	846	938	618	1,304	108.7
2001	412	2,820	4,470	3,605	48.7	82.8	859	947	629	1,339	109.2
2002	433	2,839	4,483	3,659	50.9	87.1	818	914	590	1,305	114.9
2003	442	2,799	4,494	3,771	48.7	82.8	826	938	623	1,296	111.4
2004	445	2,868	4,496	3,823	50.1	85.1	886	992	648	1,450	113.4
2005	450	2,869	4,507	3,869	49.5	82.9	874	965	649	1,408	108.1
2006	454	2,856	4,288	3,934	48.8	80.1	890	987	688	1,385	112.5
2007	454	2,838	4,293	3,991	48.2	78.9	900	993	662	1,363	110.7
2008	450	2,851	4,293	3,991	46.5	75.9	820	915	595	1,215	110.7
2009	449	2,860	4,293	3,991	45.3	73.9	729	824	556	1,096	109.8
Difference											
1 Year	-0.2%	0.3%	0.0%	0.0%	-2.5%	-2.7%	-11.1%	-9.9%	-6.6%	-9.8%	-0.8%
5 Year	0.9%	-0.3%	-4.5%	4.4%	-9.6%	-13.2%	-17.7%	-16.9%	-14.2%	-24.4%	-3.2%
Average	-0.4%	0.1%	-1.9%	1.8%	-6.7%	-8.3%	-16.6%	-15.1%	-14.3%	-19.7%	-1.1%

Source: Louisiana State University Highway Safety Research Group (state data). Available on-line at: http://lhsc.lsu.edu/Reports/TrafficReports/dynamic_a/2009/a1.asp.

2.3 Statewide Performance Trends and Problem Identification²

Data for the Highway Safety and Performance Plan were extracted from the 2009 *Louisiana Traffic Records Data Report*, unless otherwise noted. The on-line data may change throughout the year as crash data are submitted by law enforcement.

In 2009 there were:³

- 729 fatal crashes, a decrease of 11.1 percent from 2008;
- 824 people killed, a 9.9 percent decrease from 2008;
- 45,335 injury crashes, which represents a decrease of 2.5 percent from 2008;
- 73,856 injuries in motor vehicle crashes, a decrease of 2.7 percent from 2008; and
- 109,800 property damage only (PDO) crashes, a decrease of 0.8 percent from 2008.

Of the fatal crashes in 2009:

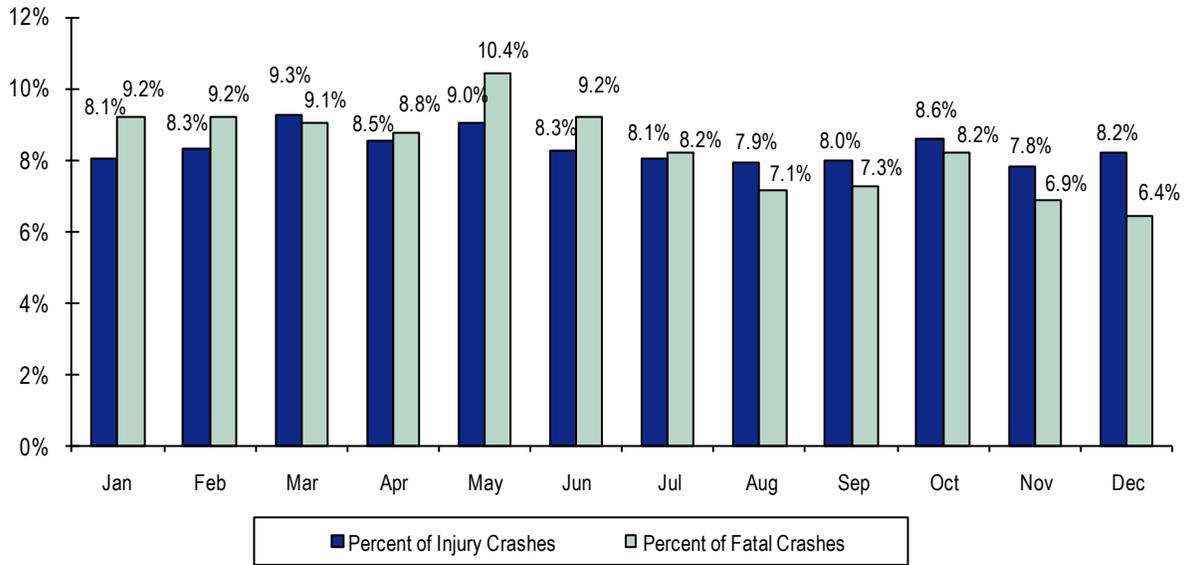
- 73 percent of the passengers (five years and older) killed were not properly restrained, which represents an increase of five percentage points from 2008 (68 percent);
- 49 percent involved alcohol-related driving, no change from 2008;
- 21.5 percent of the drivers involved were age 15 to 24, a decrease of three percentage points from young driver involvement (24.5 percent) in 2008; and
- 9.3 percent involved a motorcycle, an increase of 2.2 percentage points from 2008.

In 2009, crashes on Louisiana roadways cost the State approximately \$7.25 million. Temporal characteristics of 2009 fatal crashes are described in Figures 3 through 5. Tables 4 and 5 provide trend data for 2004 through 2009. This trend information also is illustrated in Figures 6 through 31.

² Note: State data provided throughout this document (obtained through Louisiana State University Highway Safety Research Group) is current as of August 1, 2010, and is subject to change.

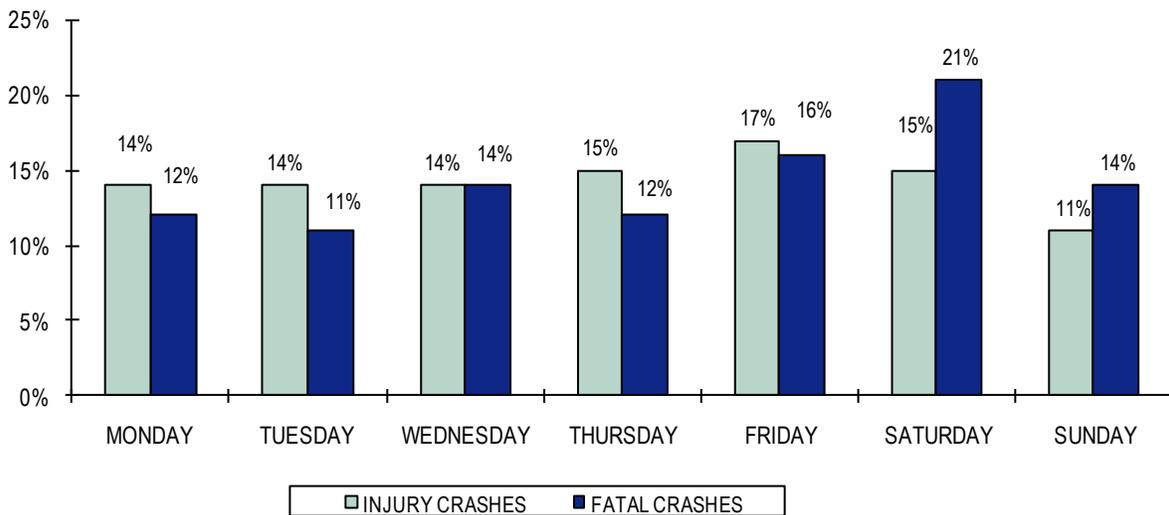
³ Note: All 2009 crash data provided reflects State data (provided by the Louisiana State University Highway Safety Research Group).

Figure 3. Percent of Louisiana Fatal and Injury Crashes by Month 2009



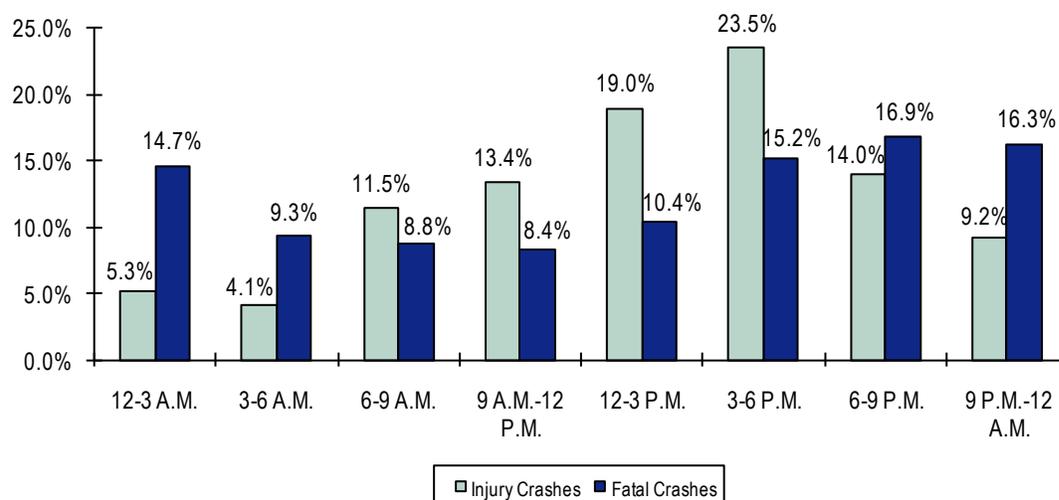
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 4. Percent of Louisiana Fatal and Injury Crashes by Day-of-Week 2009



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

Figure 5. Percent of Louisiana Fatal and Injury Crashes by Time-of-Day 2009



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

Table 4. Louisiana Statewide Summary of Traffic Safety Trends⁴ 2004 to 2009

	2004	2005	2006	2007	2008	2009	2010
Total Fatalities	927	963	987	993	912	824	
Fatality rate / 100 million VMT	2.08	2.14	2.17	2.19	2.02	1.8	
Rural VMT	-	3.24	2.40	2.67	2.58	-	
Urban VMT	-	1.29	2.00	1.83	1.61	-	
Speeding-Related Fatalities	218	181	259	256	250	253	
Alcohol-Impaired Driving Fatalities (w/ \geq .08 BAC)	315	334	371	375	338	330	
Occupant Protection Observed Usage	75%	78%	75%	75%	75%	75%	76%
Unrestrained Passenger Vehicle Occupant Fatalities	410	375	440	437	396	355	
Drivers Age 15 to 20 Involved in Fatal Crashes	183	158	175	175	128	103	
Pedestrian fatalities	103	113	97	111	106	109	
Motorcycle fatalities	73	75	95	89	81	104	

⁴ Note: 2004 to 2008 data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries and citations/arrests, which reflect State data. 2009 reflects preliminary data obtained from the Louisiana State University Highway Safety Research Group (state data); 2009 FARS data not yet available.

**Table 4. Louisiana Statewide Summary of Traffic Safety Trends⁵
2004 to 2009 (continued)**

	2004	2005	2006	2007	2008	2009	2010
Unhelmeted Motorcyclist Fatalities	36	18	12	21	32	N/A*	
Total Serious Injuries ^a	21,852	22,299	20,939	21,345	21,004	20,127	
Number of seat belt citations issued during grant-funded enforcement activities	31,659	22,288	44,540	32,512	20,690	37,088	
Number of impaired driving arrests made during grant-funded enforcement activities	1,903	1,396	1,919	1,854	1,995	2,454	
Number of speeding citations issued during grant-funded enforcement activities	–	–	53,235	30,567	19,983	9,584	
Percent of telephone survey respondents with awareness of Louisiana traffic safety issues and programs	–	–	–	–	–	–	62%

*Data not currently available.

Source: NHTSA Traffic Safety Facts, 2004 to 2008; FARS; Louisiana State University Highway Safety Research Group.

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

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

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

**Table 5. Louisiana Statewide Summary of Traffic Safety Trends –
Additional Detail⁶
2004 to 2009**

	2004	2005	2006	2007	2008	2009
Total population (1,000)	4,496	4,507	4,288	4,293	4,293	4,293
Total licensed driver population (1,000)	2,868	2,869	2,856	2,838	2,851	2,860
Total VMT (100 Million Miles)	445	450	454	454	450	449
Total registered vehicles (1,000)	3,823	3,869	3,934	3,991	3,991	3,991

⁵ Note: 2004 to 2008 data provided in Table 4 is from the Fatality Analysis Reporting System (FARS), with the exception of Total Serious Injuries and citations/arrests, which reflect State data. 2009 reflects preliminary data obtained from the Louisiana State University Highway Safety Research Group (state data); 2009 FARS data not yet available.

⁶ Note: All crash data provided in Table 5 reflects State data (provided by the Louisiana State University Highway Safety Research Group).

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

	2004	2005	2006	2007	2008	2009
Property Damage Only (PDO) Crashes	113,400	108,100	112,500	110,700	110,700	109,800
Total crashes	164,379	158,478	162,140	159,725	158,039	155,857
Total fatalities	992	965	987	993	915	824
Total fatal crashes	886	875	890	900	820	729
Fatality rate/100 million VMT	2.2	2.1	2.2	2.2	2.0	1.8
Fatality rate/100K population	22.1	21.4	23.0	23.1	21.3	19.2
Total injuries	84,693	82,489	79,887	78,760	75,877	73,834
Total injury crashes	50,123	49,482	48,765	48,169	46,519	45,335
Injury rate/100 mill VMT	191.2	184.1	176.5	173.8	169.0	165.0
Injury rate/100K population	1,893	1,838	1,869	1,838	1,769	1,720
Total fatal and injury crashes	51,009	50,357	49,655	49,068	47,339	46,064
Fatal and injury crash rate/100 million VMT	113	110	107	106	103	101
Fatal and injury crash rate/100K population	1,115	1,098	1,137	1,122	1,084	1,056
Rural VMT	-	3.24	2.40	2.67	2.58	-
Urban VMT	-	1.29	2.00	1.83	1.61	-
Total rural injury crash	21,823	21,589	22,639	21,697	20,178	19,123
Total rural fatal crash	681	625	659	653	610	521
Total rural fatal and injury crashes	22,504	22,214	23,298	22,350	20,788	19,644
Total urban injury crash	28,300	27,893	26,126	26,471	26,341	26,212
Total urban fatal crash	205	250	231	247	210	208
Total urban fatal and injury crashes	28,505	28,098	26,331	26,676	26,546	26,417
Speeding-related fatalities	218	181	259	256	250	253
Speeding-related fatalities as percent of total fatalities	22.5%	18.8%	26.2%	25.8%	27.3%	N/A
Alcohol-related fatalities	451	404	457	487	451	402
Alcohol fatalities as percent of all fatalities (Louisiana)	45%	42%	46%	49%	49%	49%
Alcohol fatalities as percent of all fatalities (U.S.)	39%	40%	41%	37%	32%	37%
Alcohol-related fatality rate/VMT	1.01	0.90	1.01	1.07	1.00	0.90
Alcohol-related fatal crashes	395	367	409	439	399	353
Percent alcohol-related fatal crashes	45%	42%	46%	49%	49%	48%
Alcohol-impaired driving fatalities (w/ \geq.08 BAC)	315	334	371	375	338	330
Child restraint (under age 5) observed usage	89%	83%	86%	88%	95%	92%

	2004	2005	2006	2007	2008	2009
Percent children (under age 5) killed not properly restrained	64%	42%	40%	80%	63%	30%

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

	2004	2005	2006	2007	2008	2009
Percent drivers killed not properly restrained	59%	60%	62%	63%	64%	63%
Percent passengers (5 and older) killed not properly restrained	69%	60%	63%	68%	68%	73%
Unrestrained passenger vehicle occupant fatalities	441	389	437	448	406	355
Occupant protection observed usage	75.0%	77.7%	74.8%	75.2%	75.5%	74.5%
National % of population using seat belts (front seat passengers)	80.0%	82.0%	81.0%	82.4%	83.0%	84.0%
Drivers licensed 75 years and older	157,556	158,312	159,357	154,201	162,124	165,763
Drivers Licensed 75 years and older as % of all licensed drivers	5.5%	5.5%	5.6%	5.4%	5.7%	5.8%
Drivers 75 years and older involved in fatal crashes	53	30	39	34	40	55
Drivers age 15 to 20 involved in fatal crashes	188	182	173	176	128	103
Drivers licensed 15-17 years as % of all licensed drivers	2.6%	2.7%	2.6%	2.6%	2.5%	2.5%
Drivers 15-17 involved in fatal crashes as % of all drivers involved in fatal crashes	4.1%	3.9%	3.0%	3.2%	3.4%	1.4%
Drivers 15-17 involved in fatal crashes	59	55	41	43	41	15
Drivers licensed 18-20 years as % of all licensed drivers	5.4%	5.3%	5.2%	5.2%	5.1%	5.1%
Drivers 18-20 involved in fatal crashes as % of all drivers involved in fatal crashes	8.9%	9.0%	9.5%	9.8%	7.2%	8.0%
Drivers 18-20 involved in fatal crashes	129	127	132	133	87	88
Drivers licensed 21-24 years as % of all licensed drivers	7.9%	7.7%	7.7%	7.6%	7.4%	7.3%
Drivers 21-24 involved in fatal crashes as % of all drivers involved in fatal crashes	11.4%	11.9%	10.8%	12.2%	13.3%	11.2%
Drivers 21-24 involved in fatal crashes	166	168	150	166	162	123
Drivers licensed 15-24 years as % of all licensed drivers	15.9%	15.7%	15.5%	15.4%	15.0%	14.9%
Drivers 15-24 involved in fatal crashes as % of all drivers involved in fatal crashes	24.4%	24.8%	23.3%	25.2%	23.9%	20.6%

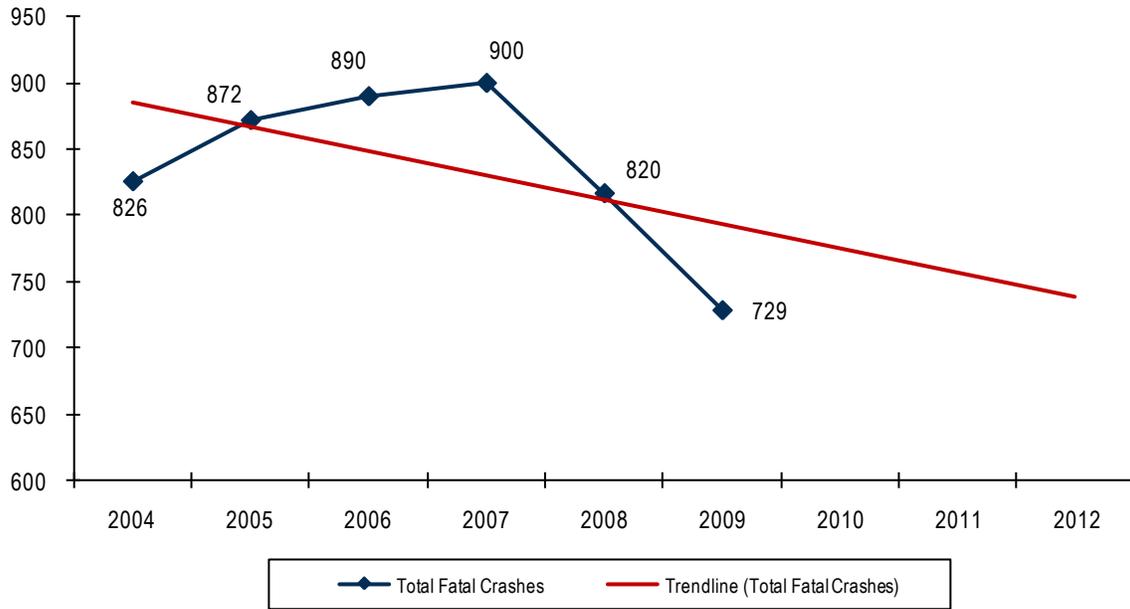
	2004	2005	2006	2007	2008	2009
Drivers 15-24 involved in fatal crashes	354	350	323	342	290	226
Pedestrian fatalities	101	108	99	111	110	109
Pedestrian fatalities as % of all fatalities	10.2%	11.2%	10.0%	11.2%	12.0%	13.2%
Bicyclist fatalities	11	22	23	23	10	12

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

	2004	2005	2006	2007	2008	2009
Bicyclist fatalities as % of all fatalities	1.1%	2.3%	2.3%	2.3%	1.1%	1.5%
Motorcycle fatalities	80	74	94	88	81	104
Motorcycle fatalities as % of all fatalities	8.1%	7.7%	9.5%	8.9%	8.9%	12.6%
Percent of motorcycle fatalities alcohol related	49%	39%	35%	44%	36%	41%
Motorcycle single vehicle fatalities	33	43	42	41	42	46
Percent of motorcycle fatalities single vehicle	41.3%	58.1%	44.7%	46.6%	51.9%	44.2%
Railroad fatalities	19	18	8	9	15	6
Railroad fatalities as % of all fatalities	1.9%	1.9%	0.8%	0.9%	1.6%	0.7%
Large truck and bus fatalities	118	115	119	137	117	90
Large truck and bus fatalities as % of all fatalities	11.9%	11.9%	12.1%	13.8%	12.8%	10.9%
Cost of Louisiana crashes (in millions)	\$ 5,276	\$ 5,454	\$ 6,048	\$ 6,274	\$ 6,008	\$ 7,250

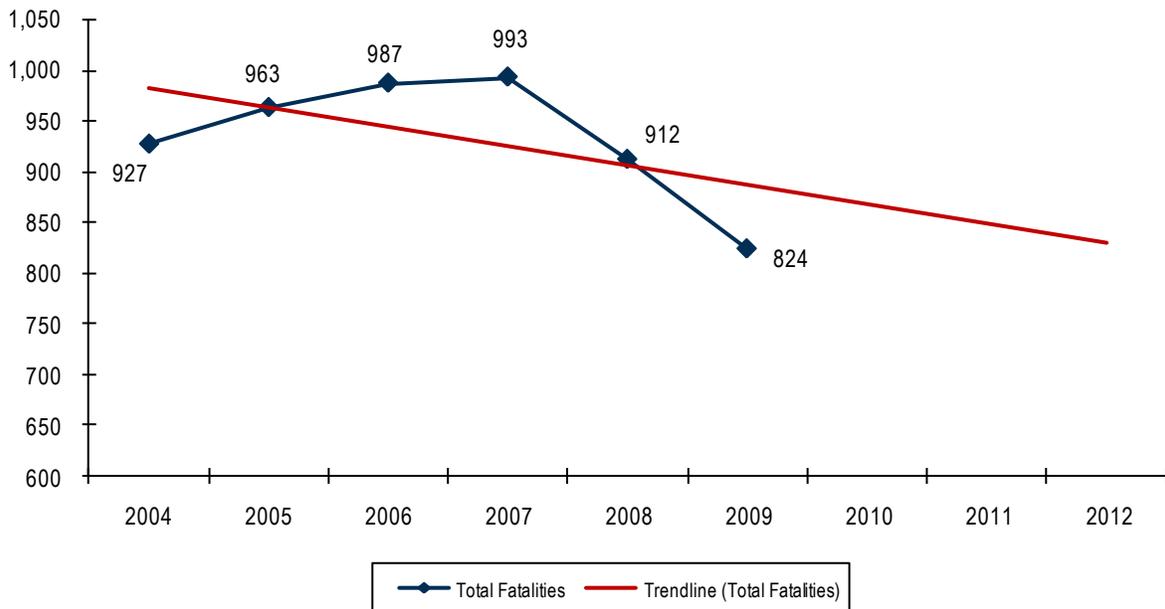
Source: Louisiana State University Highway Safety Research Group (state data). Available on-line at: <http://lhsc.lsu.edu/Reports/TrafficReports/report.asp?year=2009&reportLet=A>.

Figure 6. Fatal Crashes



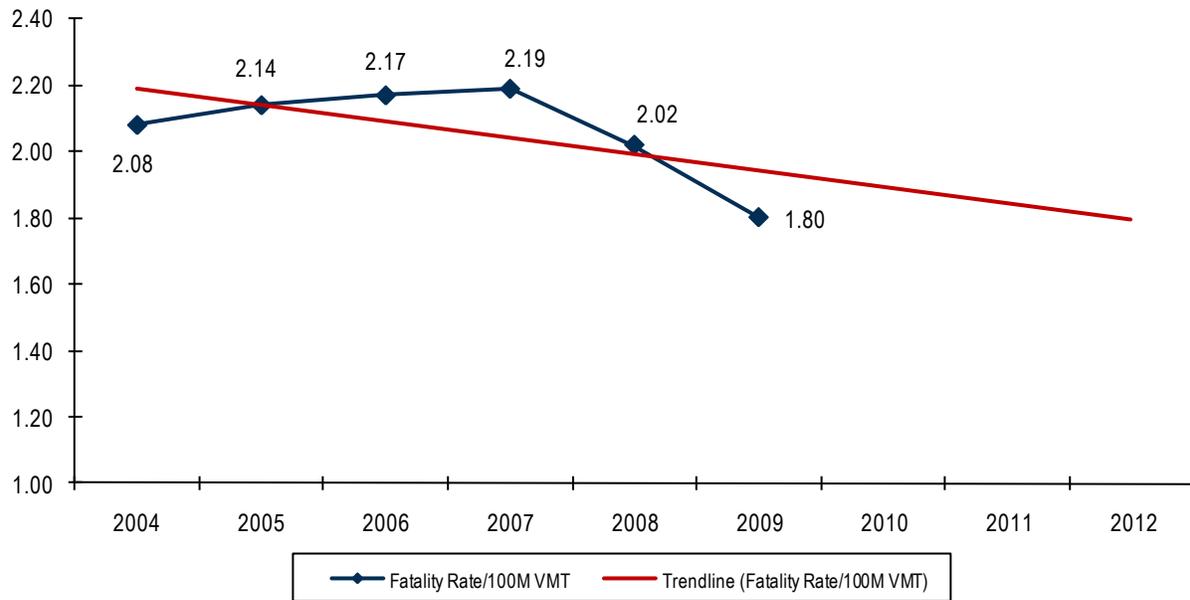
Source: 2004-2008 FARS; 2009 Louisiana State University Highway Safety Research Group (state data).

Figure 7. Total Fatalities



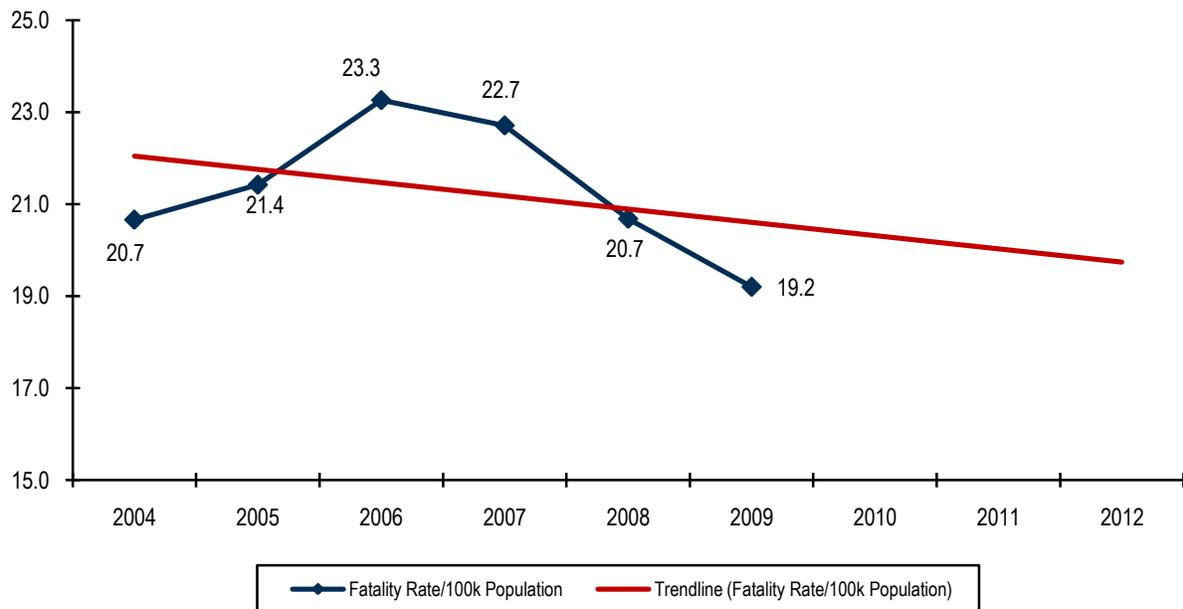
Source: 2004-2008 FARS; 2009 Louisiana State University Highway Safety Research Group (state data).

Figure 8. Fatality Rate per 100 Million VMT



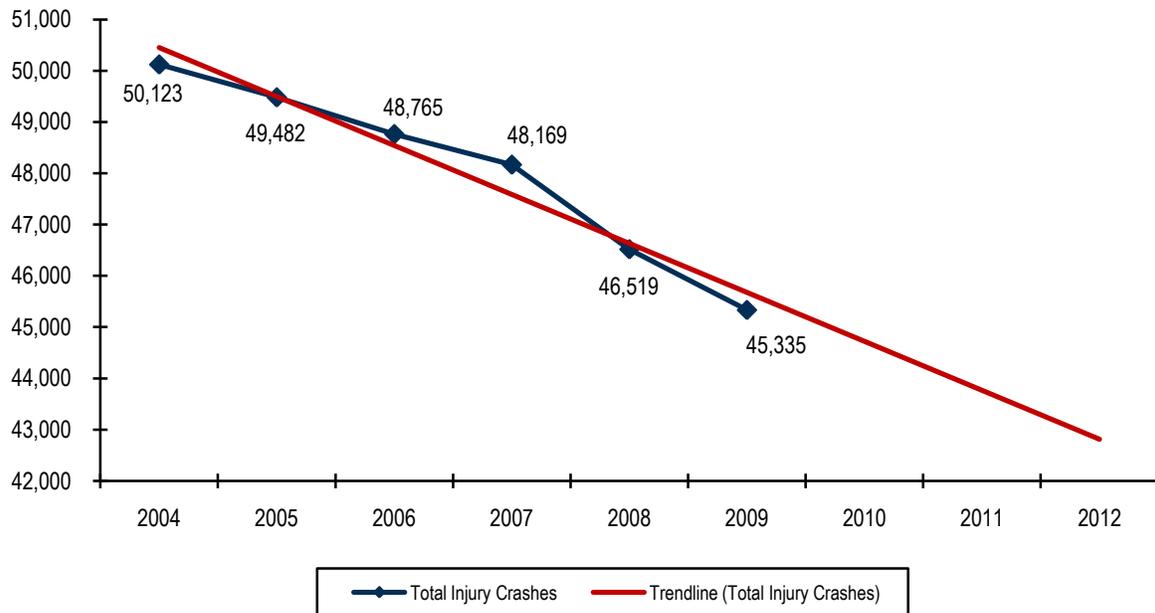
Source: 2004-2008 FARS; 2009 Louisiana State University Highway Safety Research Group (state data).

Figure 9. Fatality Rate per 100,000 Population



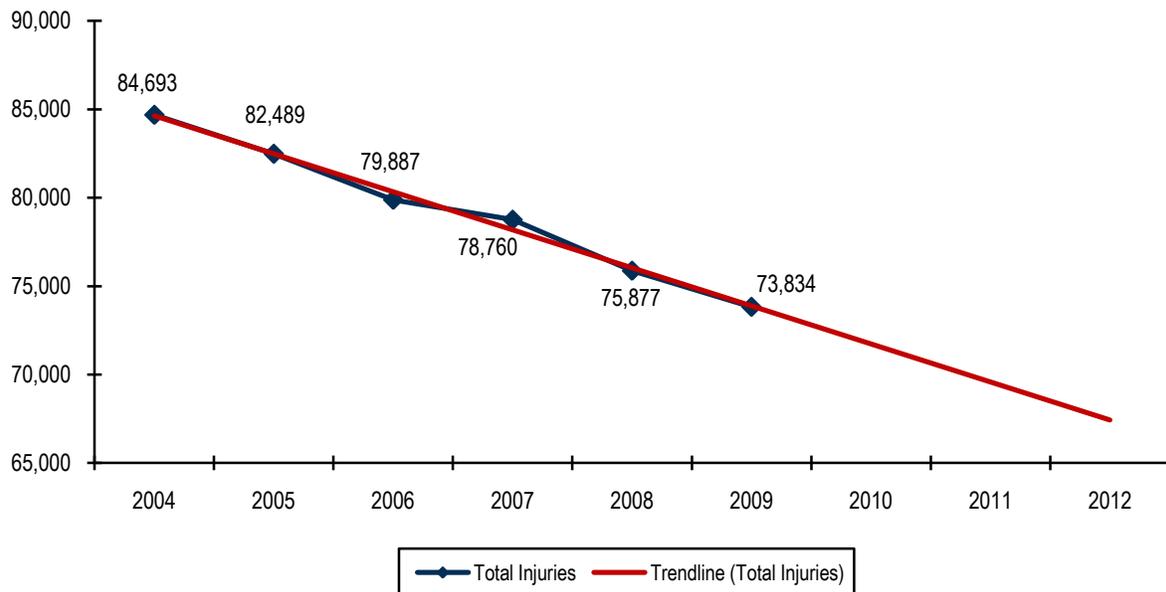
Source: 2004-2008 FARS; 2009 Louisiana State University Highway Safety Research Group (state data).

Figure 10. Total Injury Crashes



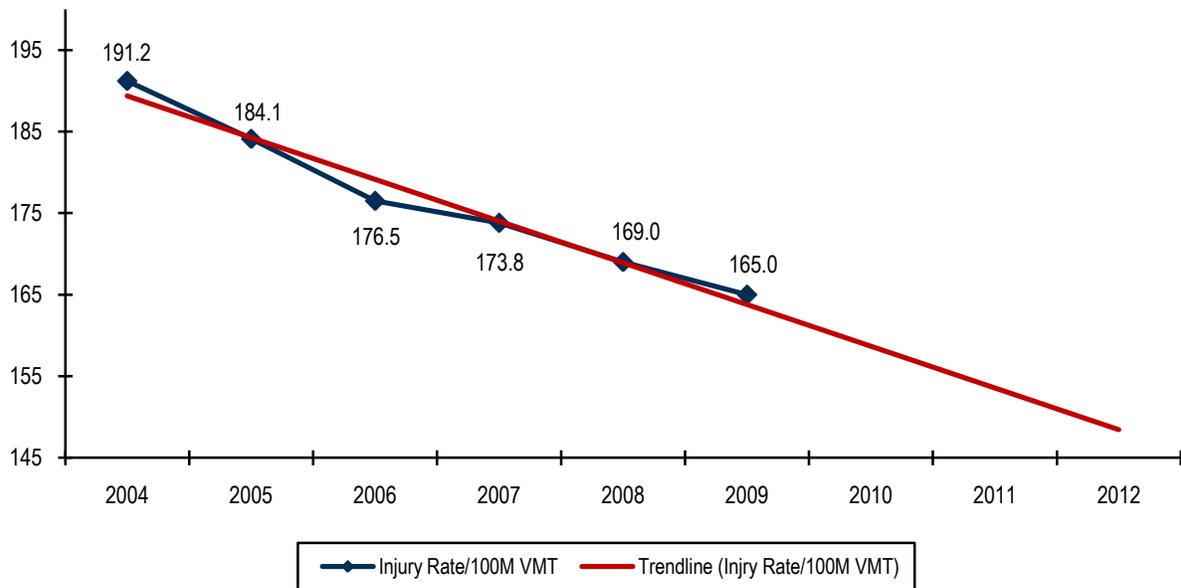
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 11. Total Injuries



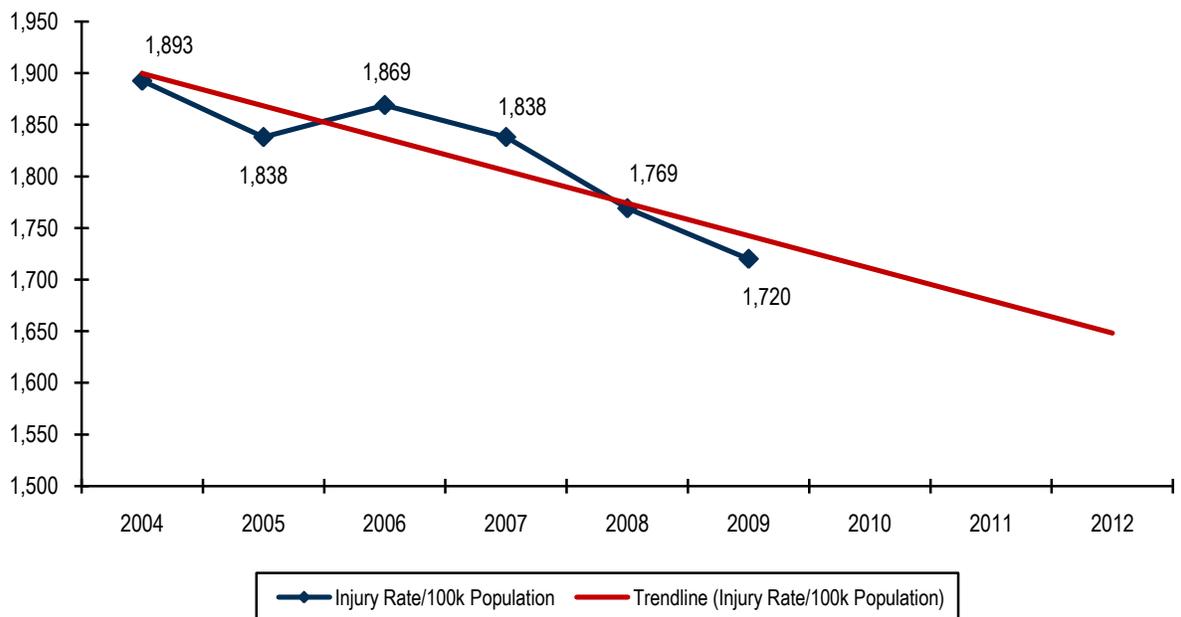
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 12. Injury Rate per 100 Million VMT



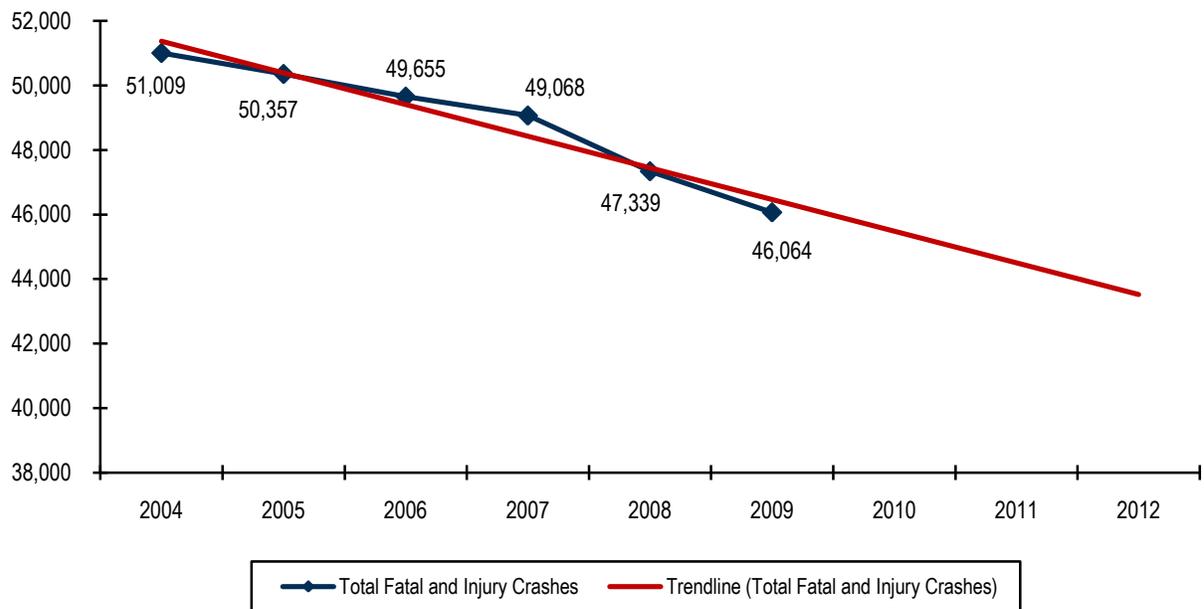
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 13. Injury Rate per 100,000 Population



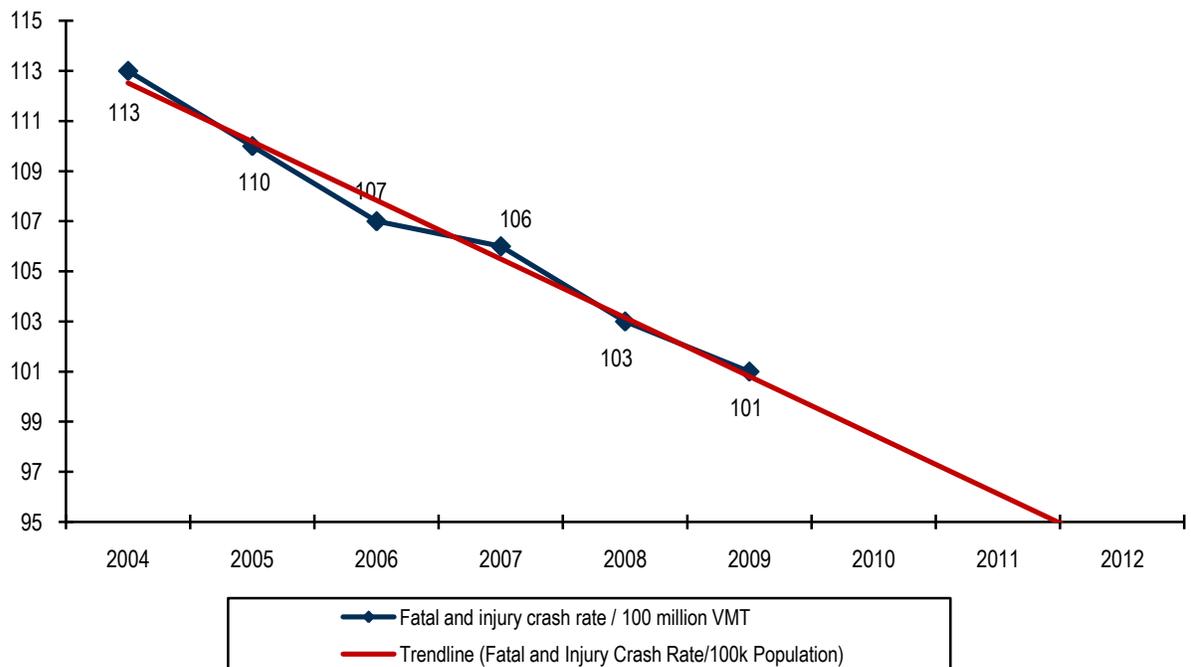
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 14. Total Fatal and Injury Crashes



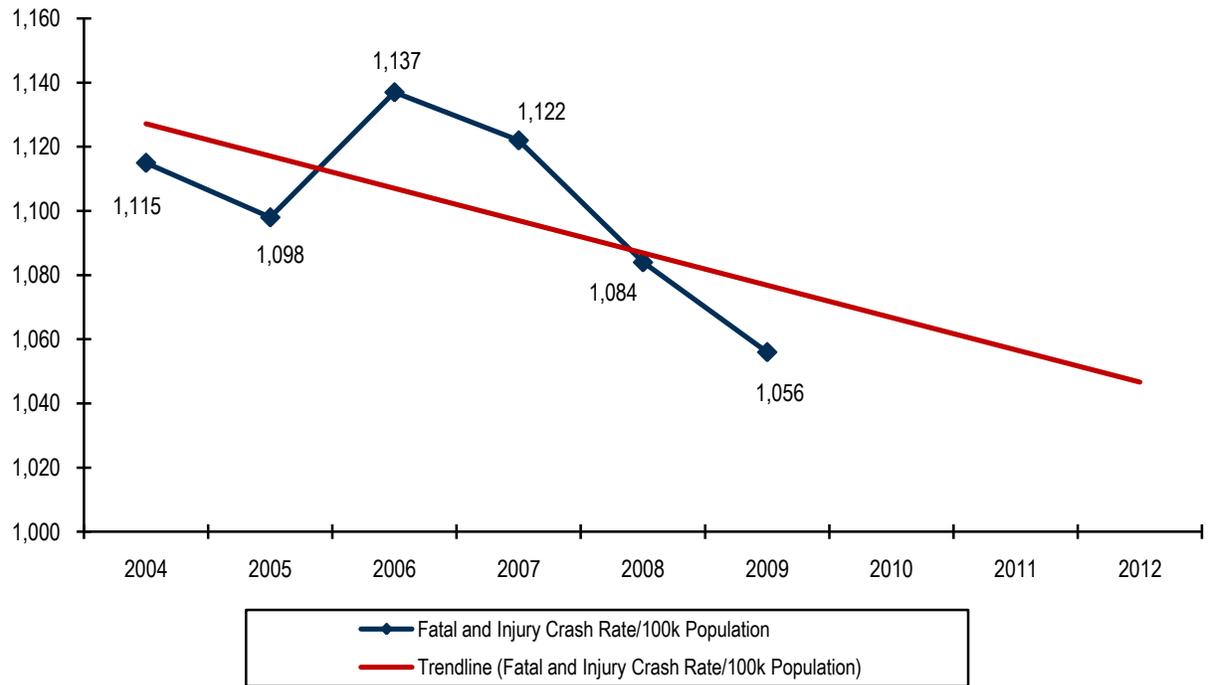
Source: Louisiana State University Highway Safety Research Group (state data).

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



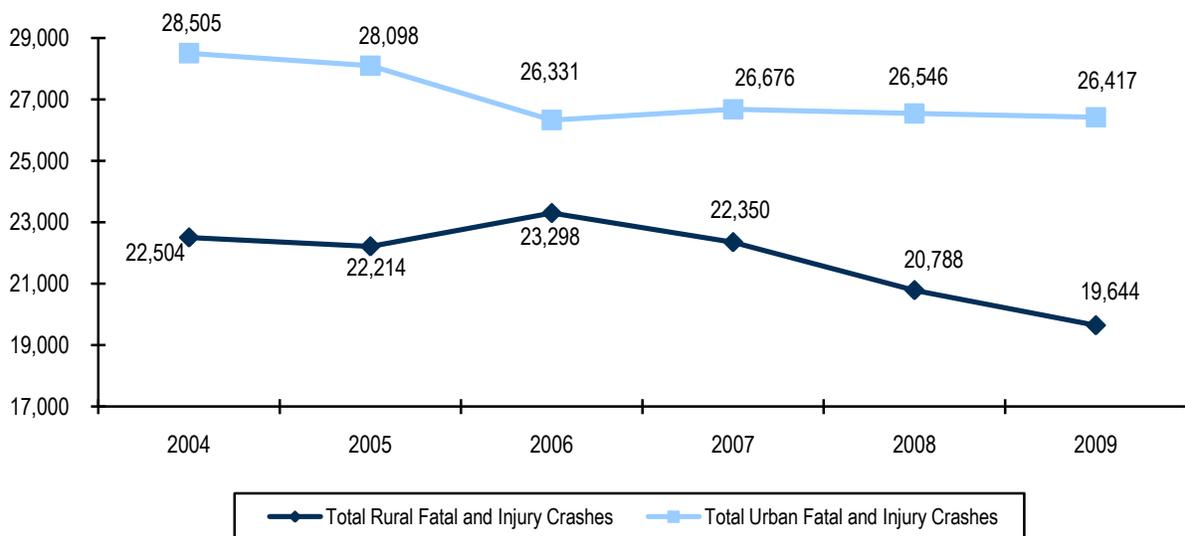
Source: Louisiana State University Highway Safety Research Group (state data).

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



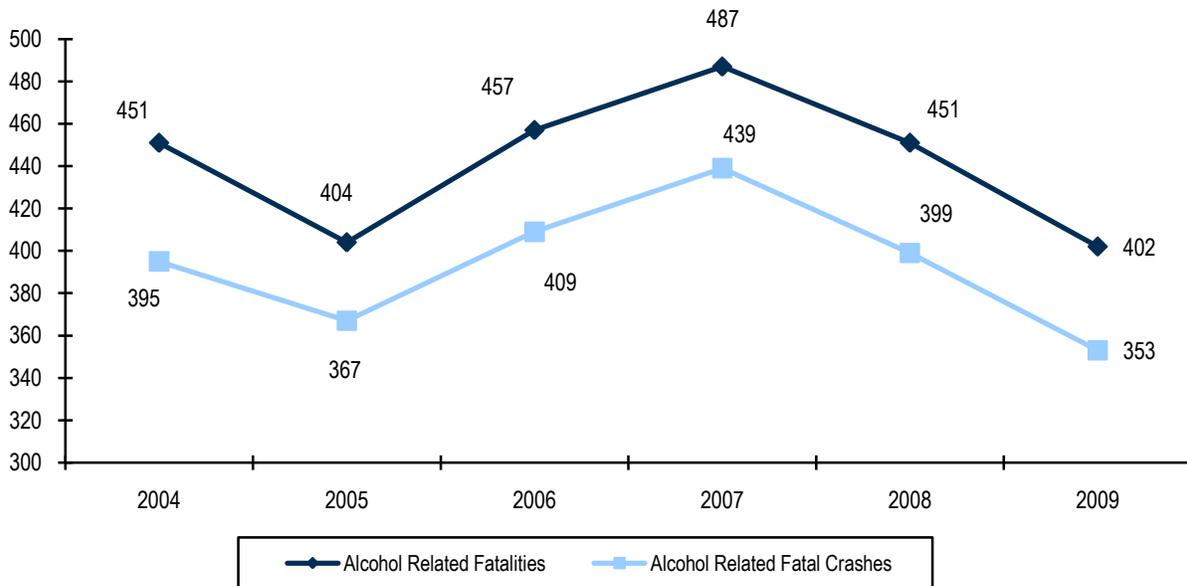
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 17. Rural Fatal and Injury Crashes Compared to Urban



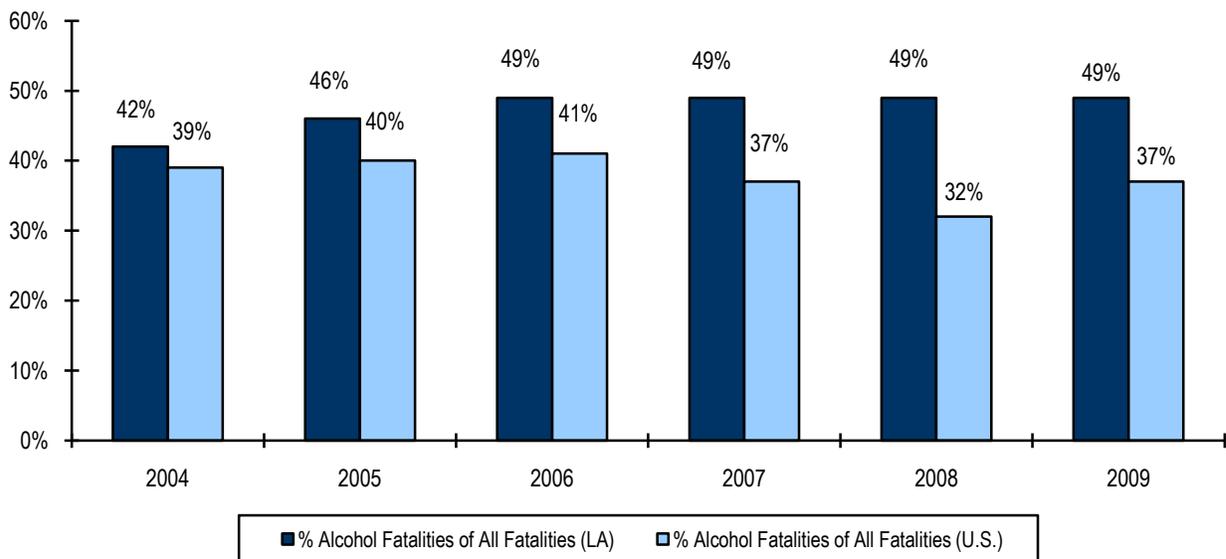
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 18. Alcohol-Related Fatalities and Fatal Crashes



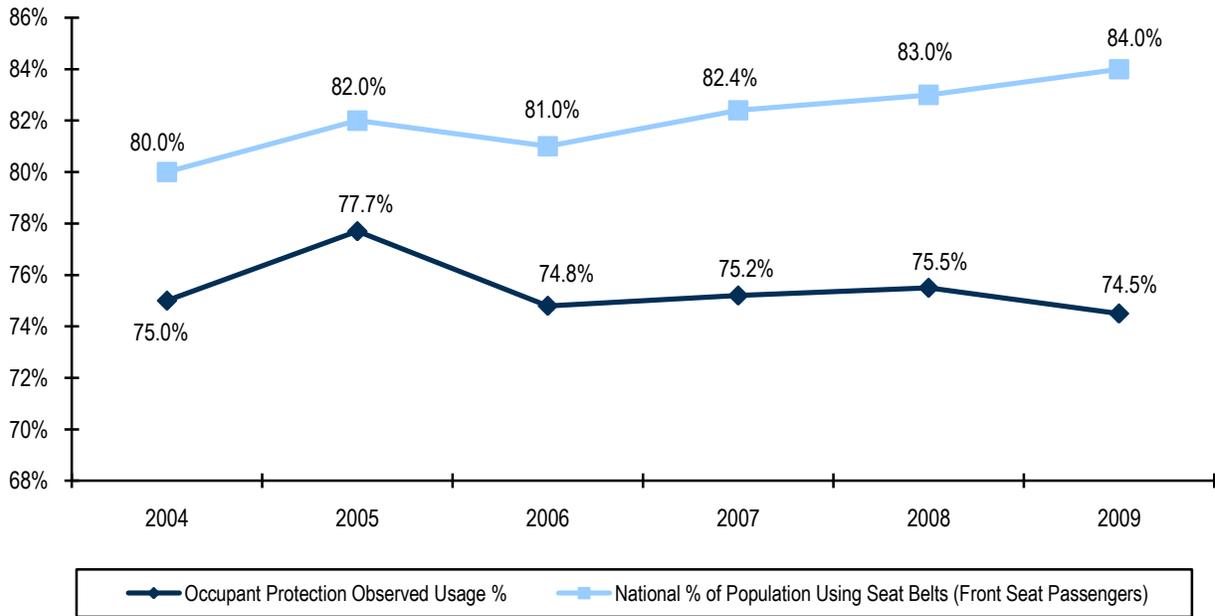
Source: Louisiana State University Highway Safety Research Group (state data).

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



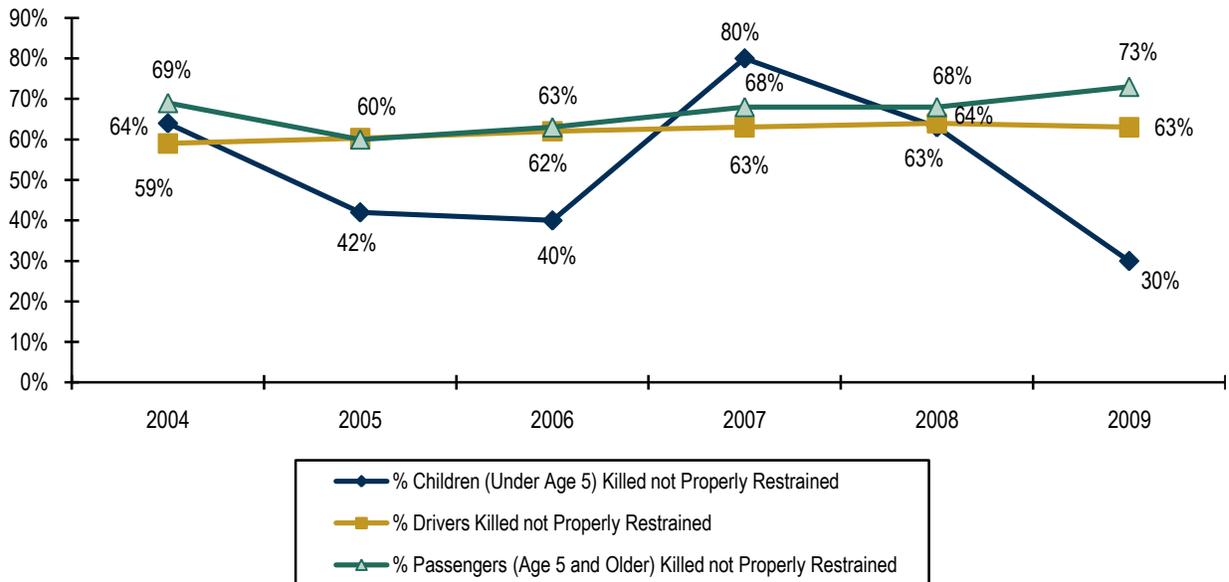
Source: Louisiana State University Highway Safety Research Group (state data).

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



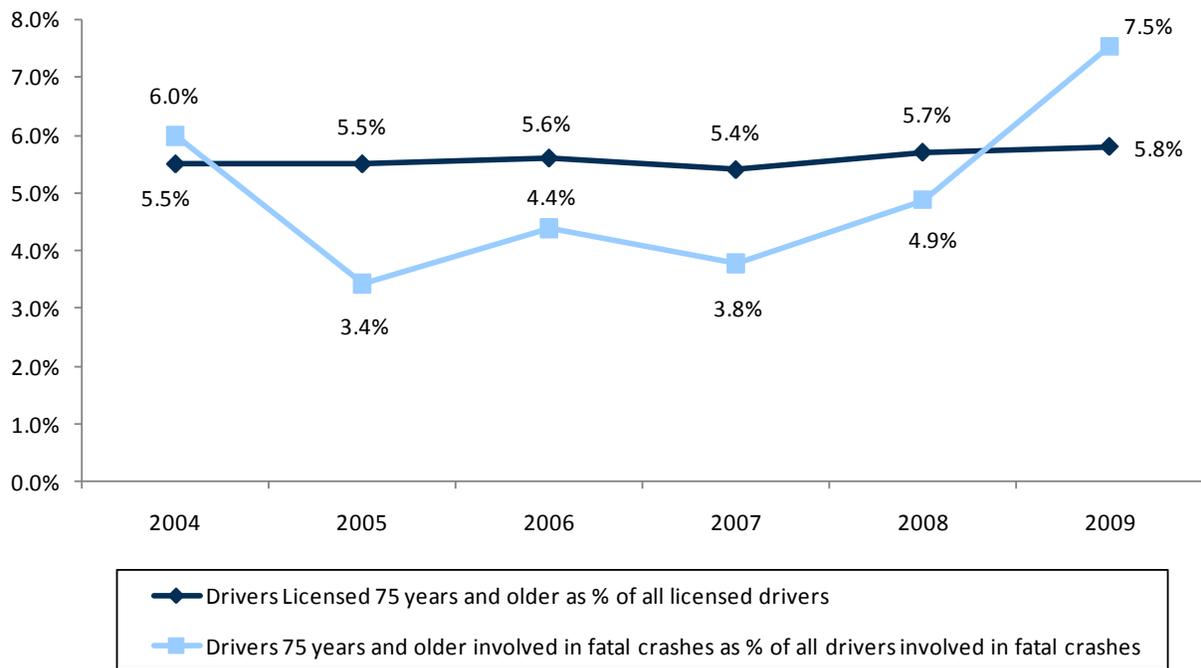
Source: Louisiana State University Highway Safety Research Group (state data); NHTSA.

Figure 21. Percent of Unrestrained Fatalities



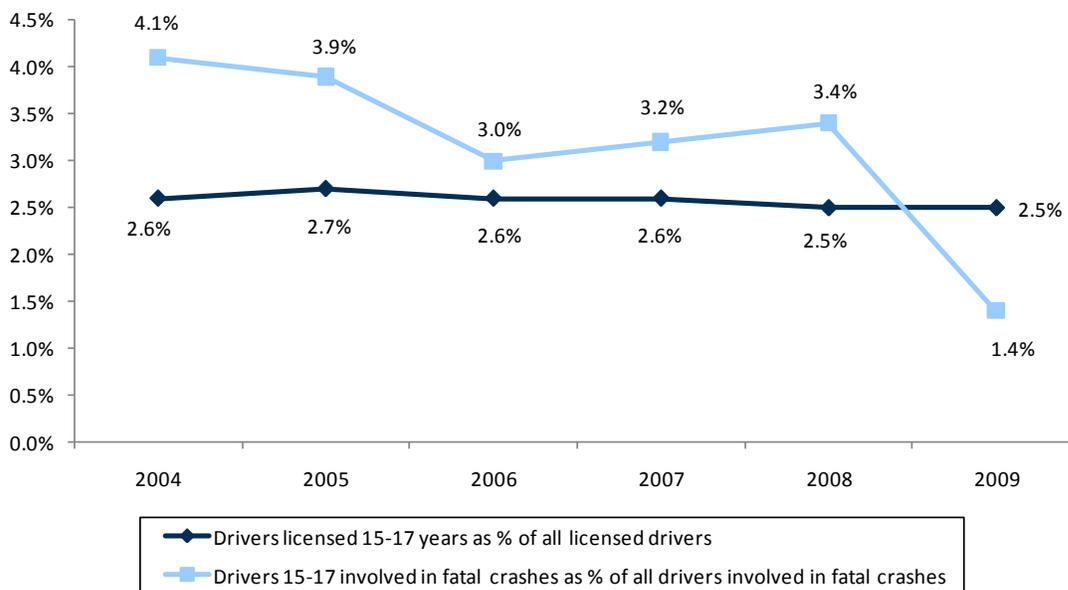
Source: Louisiana State University Highway Safety Research Group (state data).

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



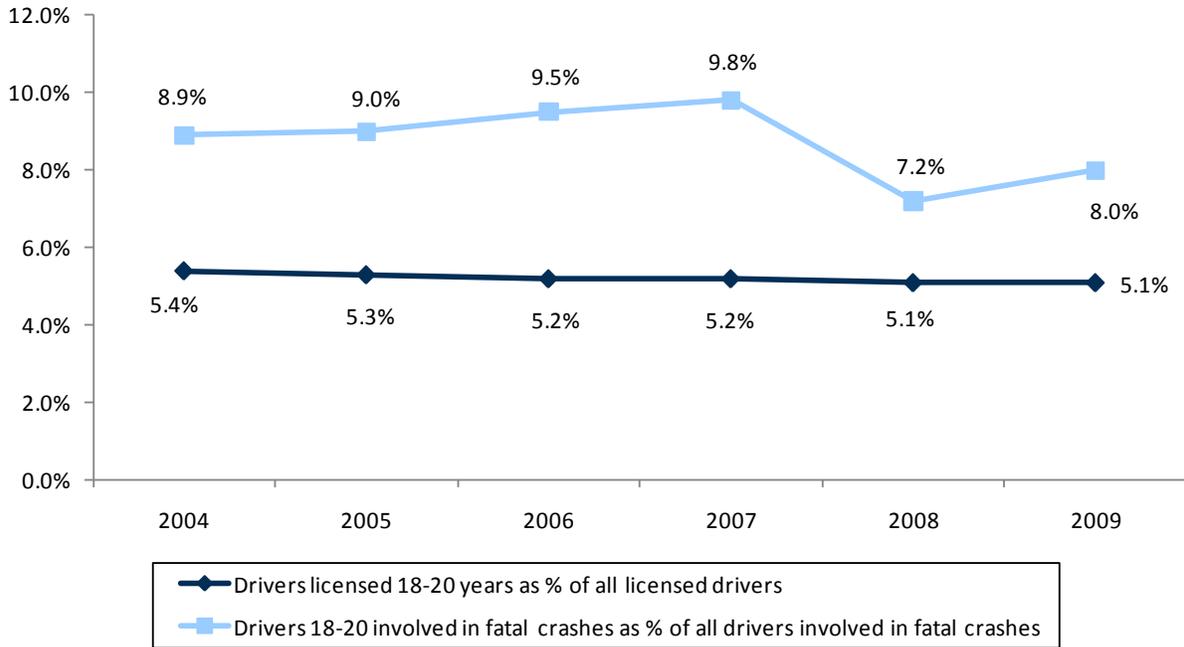
Source: Louisiana State University Highway Safety Research Group (state data).

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



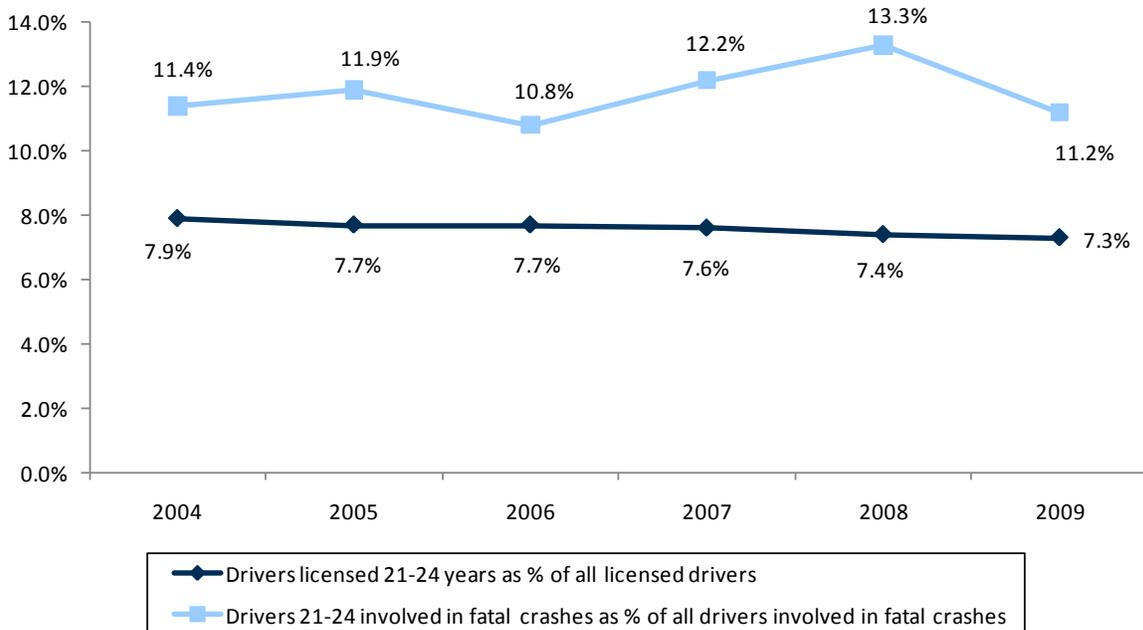
Source: Louisiana State University Highway Safety Research Group (state data).

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



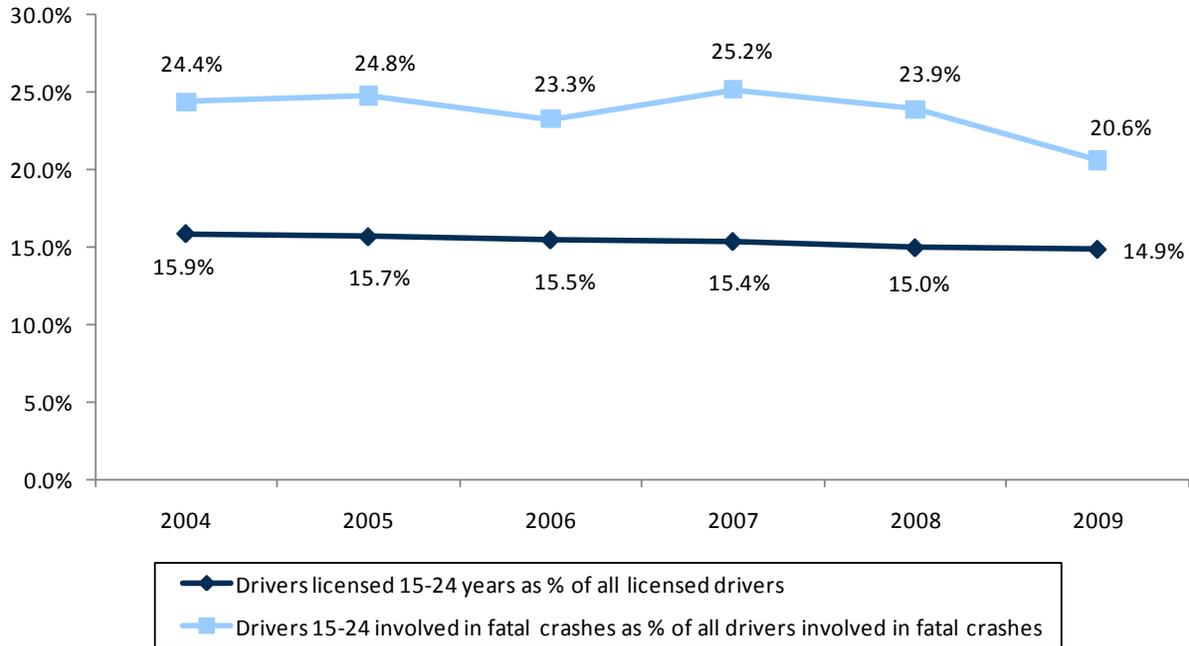
Source: Louisiana State University Highway Safety Research Group (state data).

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



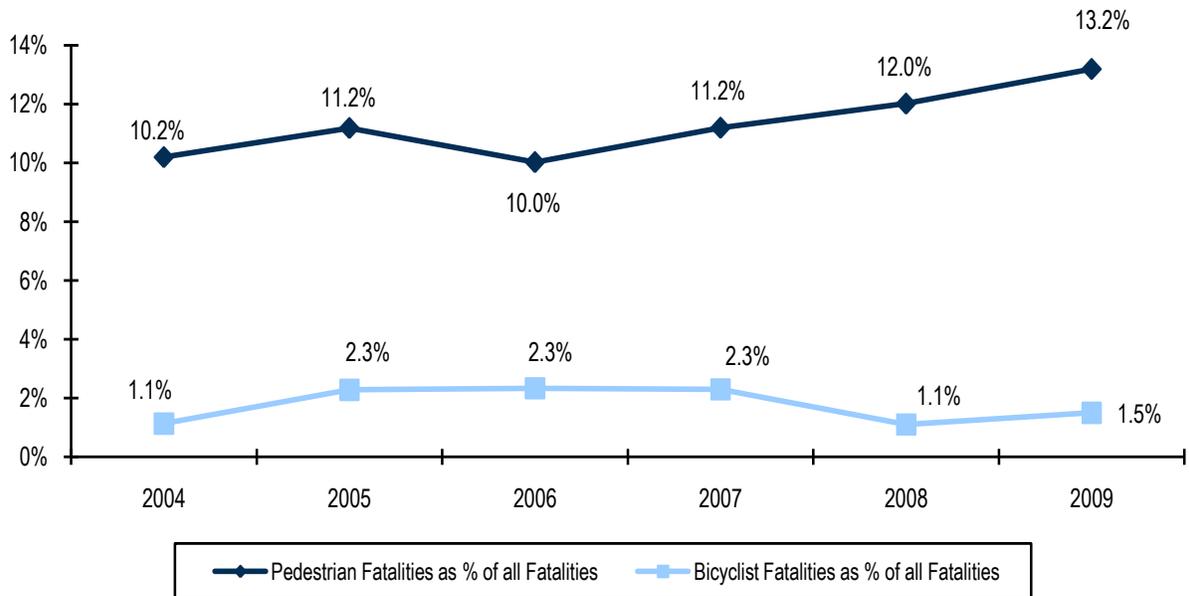
Source: Louisiana State University Highway Safety Research Group (state data).

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



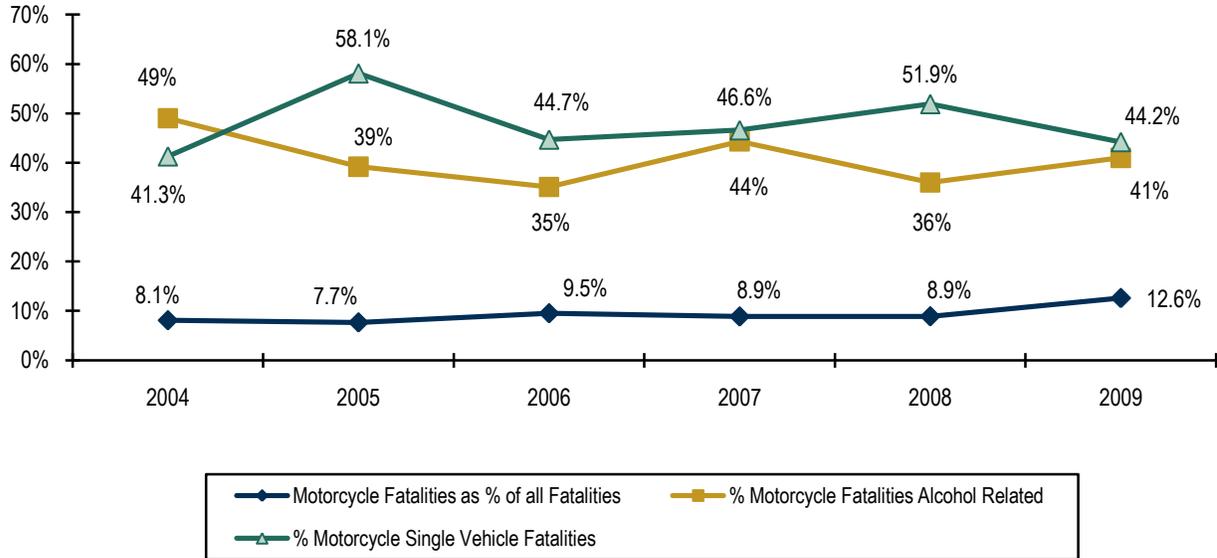
Source: Louisiana State University Highway Safety Research Group (state data).

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



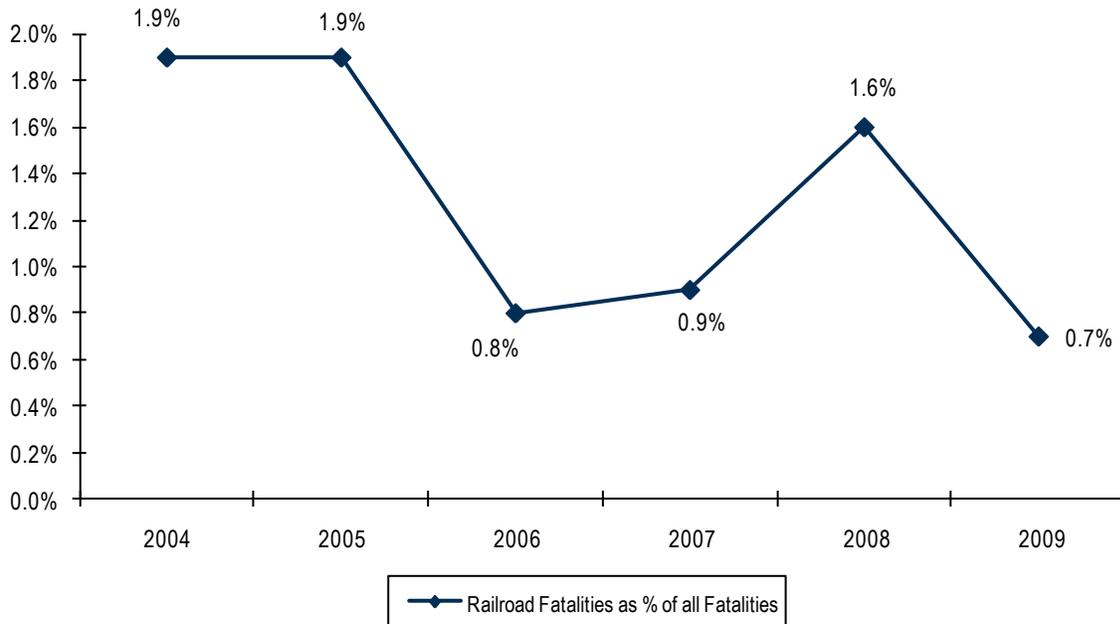
Source: Louisiana State University Highway Safety Research Group (state data).

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



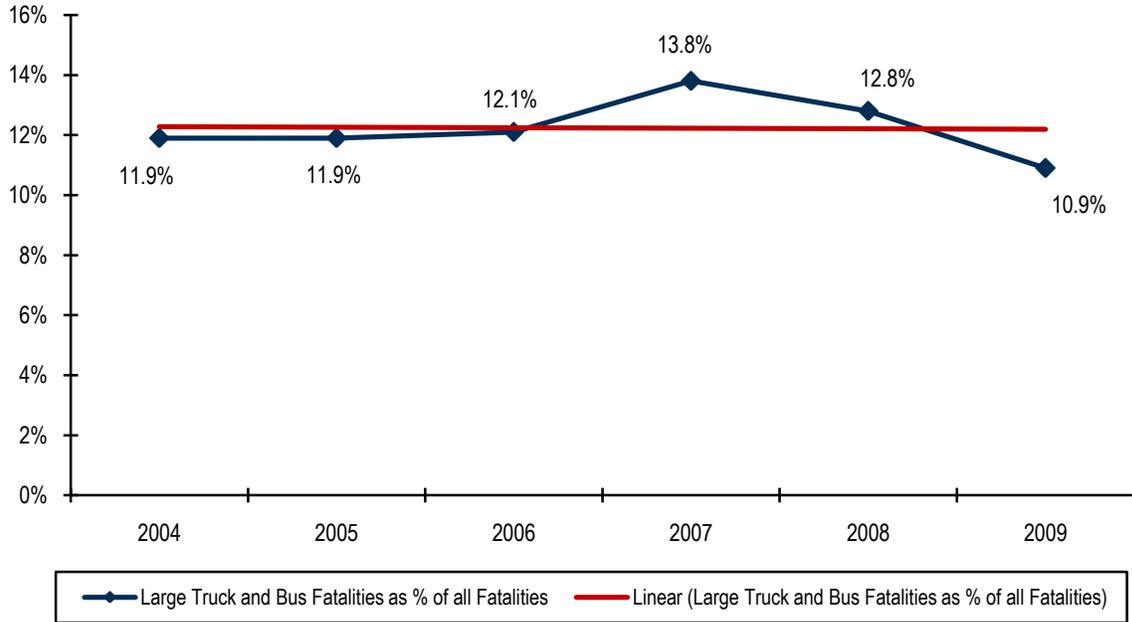
Source: Louisiana State University Highway Safety Research Group (state data).

Figure 29. Railroad Fatalities as Percent of Total Fatalities



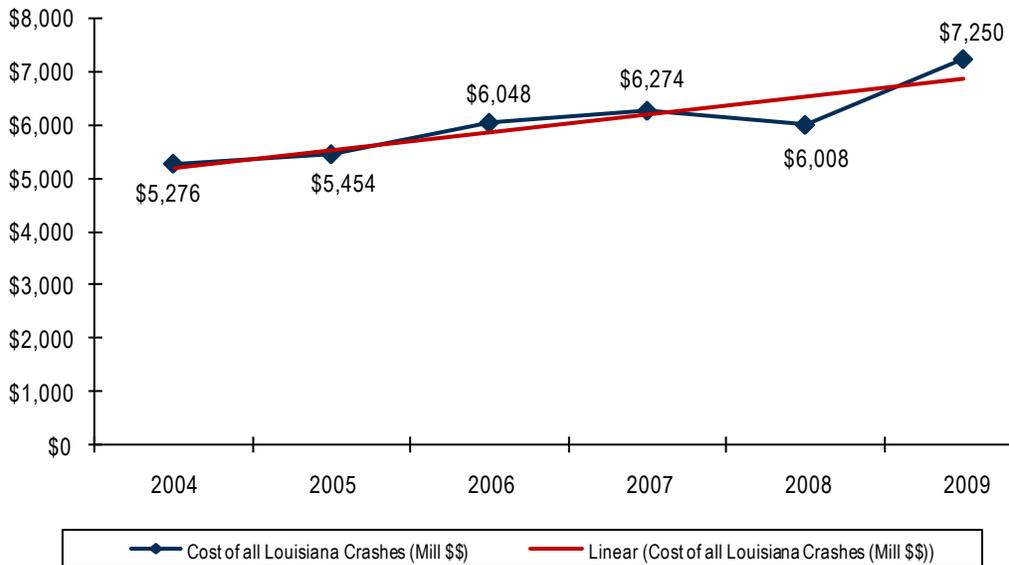
Source: Louisiana State University Highway Safety Research Group (state data).

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



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

Figure 31. Costs of Louisiana Crashes
in Millions



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

2.4 Louisiana Highway Safety Problem ID Parishes

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

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

Based upon 2009 data, the parishes selected for the 2011 problem identification account for:

- 59.8 percent of the State's total licensed driver population;
- 76.1 percent of total fatal and injury crashes;
- 59.2 percent of motor vehicle crash-related fatalities;
- 59.2 percent of all alcohol-related fatal crashes; and
- 75.0 percent of motorcyclist fatalities.

2.5 Louisiana Highway Safety Goals and Performance Measures

The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. Table 6 identifies the program areas that will be emphasized in Louisiana's highway safety program in FFY 2011, with related goals and performance measures. Details of the program area strategies are provided in Section 3.0. Based on a review of one-, three-, and five-year crash data trends, the LHSC Planner and Deputy Director identify realistic, measurable goals and identify performance measures for each program area. 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 is in the process of updating its SHSP, and will recommend to stakeholders that the SHSP reflect this overall goal as well. To estimate the goals for FFY 2011 HSPP, LHSC calculated the rate of change, based on a five-year average that would be necessary each year to halve fatalities in Louisiana by 2030. Although this goal won't change from year to year, the program area goals may change slightly based on the previous year's accomplishments.

Table 6. Program Area Goals and Performance Measures^{7,8}

Program Area	Measurable Goals	Performance Measures
Overall	<p>To decrease fatalities from a five-year average of 956 (2004 to 2008) to 890 by 2011, a 4.5 percent reduction.</p> <p>To decrease serious injuries by 4.5 percent from a five-year average (2004 to 2008) of 21,488 to 20,521 by 2011.</p> <p>To decrease fatalities per 100 M VMT by 10 percent from 1.8 in 2009 to 1.6 in 2011.</p> <p>Reduce the rural fatalities per 100 M VMT from a 4 year average of 3 (2004-2008) to 2.54 by 2011, a 2.2% reduction.</p> <p>Reduce to urban fatalities per 100 M VMT from a 4 year average of 1.68 (2004-2008) to 1.57 by 2011, a 2.4% reduction.</p>	<p>Number of motor vehicle-related fatalities.</p> <p>Number of motor vehicle-related serious injuries.</p> <p>Fatality rate per 100 M VMT.</p> <p>Rural fatality rate per 100 M VMT.</p> <p>Urban fatality rate per 100 M VMT.</p>
Alcohol Impaired Driving	To decrease alcohol impaired fatalities by 4.3 percent from a five-year average of 347 (2004 to 2008) to 323 in 2011.	<p>Number of alcohol impaired driving traffic fatalities</p> <p>Number of fatalities involving a driver or motorcycle operator with .08+ BAC.</p>
Occupant Protection	<p>To increase safety belt use from a 5 year average of 76% (2004-2008) to 78% by 2011. An increase of 1 percentage point per year.</p> <p>To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 9 percent from a five-year average of 424 (2004 to 2008) to 395 in 2011.</p>	<p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p>
Traffic Records	<p>To support the improvement of road safety through the collection, integration, and analysis of traffic safety data.</p> <p>To improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the crash data system.</p> <p>To improve the accuracy of the roadway system.</p> <p>To improve the timeliness of the citation/adjudication system.</p> <p>To improve the completeness of the driver license/history system.</p>	<p>LA will improve the uniformity of the CDS as measured in terms of an increase in the percent of MMUCC compliant data elements on the crash report, from a baseline of 87, to 87 in FY 2007; 87 in FY 2008; 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the accuracy of the roadway system as measured in terms of an increase in the percent of crash records capable of being linked with GIS, from a baseline of 63, to 65 in FY 2007; 65 in FY 2008; 70 in FY 2009; 75 in FY 2010; and 80 in FY 2011.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant elements in the data dictionary, from a baseline of 68 to 87 in FY 2007; 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.</p>

⁷ Program Area strategies are described with corresponding project descriptions in the Highway Safety Plan, Section 3.0.

⁸ Note: All crash data provided reflects State data (provided by the Louisiana State University Highway Safety Research Group), unless noted otherwise.

Program Area	Measurable Goals	Performance Measures
Traffic Records (Continued)		<p>LA will improve the uniformity of the CDS as measured in terms of an increase in the percent compliance of the crash report's data attributes with MMUCC, from a baseline of 61, to 61 in FY 2007; 61 in FY 2008; 61 in FY 2009; 61 in FY 2010; and to 95 in FY 2011.</p> <p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 30 days of the crash, from a baseline of 34, to 35 in FY 2006; 50 in FY 2007; 60 in FY 2008; 65 in FY 2009; 70 in FY 2010; and 75 in FY 2011.</p> <p>LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant attributes in the data dictionary, from a baseline of 51 to 68 in FY 2007; 68 in FY 2009; 68 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the accuracy of the CDS as measured in terms of a decrease in the percent of vehicle crash records with missing driver license number, from a baseline of 7 to 5 in FY 2007; 4 in FY 2008; 4 in FY 2009; 3 in FY 2010; and 3 in FY 2011.</p> <p>LA will improve the timeliness of the CDS as measured in terms of an increase in the percent of fatal crash reports entered into the statewide CDS within 60 days of the crash, from a baseline of 70, to 75 in FY 2007; 80 in FY 2008; 85 in FY 2009; 90 in FY 2010; and 95 in FY 2011.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of unreported VINs, from a baseline of 19 to 17 in FY 2007; 15 in FY 2008; 12 in FY 2009; 10 in FY 2010; and 10 in FY 2011.</p> <p>LA will improve the integration of the CDS as measured in terms of an increase in integration of all systems with the CDS, from a baseline of 0 to 16.7% in 2007; 16.7% in FY 2008; 33.3% in FY 2009; 50% in FY 2010; and 67% in 2011.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of law enforcement agencies with a significant drop in crash reporting from one year to the next, from a baseline of 7, to 5 in FY 2007; 5 in FY 2008; 12 in FY 2009, 10 in FY 2010; and 8 in FY 2011.</p>
Traffic Records (continued)		<p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 60 days of the crash, from a baseline of 39, to 45 in FY 2007; 50 in FY 2008; 60 in FY 2009; 75 in FY 2010; and 80 in FY 2011.</p> <p>LA will improve the timeliness of the percent of reports entered into the statewide crash database within 90 days of the crash, from a baseline of 51, to 60 in FY 2007; 70 in FY 2008; 80 in FY 2009; 85 in FY 2010; and 90 in FY 2011.</p>

Program Area	Measurable Goals	Performance Measures
		<p>LA will improve the accuracy of the CDS as measured in terms of an increase in the percent of records received from agencies with valid Lat/long coordinates within the state of LA, from a baseline of 24 to 25 in FY 2006; 30 in FY 2007; 40 in FY 2008; 50 in FY 2009; and 60 in FY 2010.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 27.3 to 14 in FY 2007; 7 in FY 2008; 4 in FY 2009; 3.5 in FY 2010; and 3 in FY 2011.</p> <p>LA will improve the completeness of the CDS as measured in terms of a decrease in percent of vehicle crash reports with missing or incomplete driver information, from a baseline of 6 to 5.5 in FY 2007; 5 in FY 2008; 4.5 in FY 2009; 4 in FY 2010; and 3.5 in FY 2011.</p> <p>LA will improve the accessibility of the CDS as measured in terms of an increase in the percent of law enforcement agencies submitting crash reports electronically to the state's crash report database that have access to reporting tools allowing them to analyze their local crash data, from a baseline of 0 to 0 in FY 2008; 0 in FY 2009; 60 in FY 2010; and 100 in FY 2011.</p>
Motorcycles	<p>To decrease motorcycle fatalities by 4.7 percent from a five-year average of 85 (2004 to 2008) to 79 by 2011.</p> <p>To decrease unhelmeted motorcyclist fatalities by 4.1 percent from a five-year average of 24 (2004 to 2008) to 21 in 2011.</p> <p>To decrease motorcycle fatal and serious injury crashes by 4.5 percent from a five-year average of 2,826 (2004 to 2008) to 2,633 in 2011.</p>	<p>Number of motorcyclist fatalities.</p> <p>Number of unhelmeted motorcyclist fatalities.</p> <p>Number of motorcycle fatal and serious injury crashes.</p>
Police Traffic Services	<p>To decrease speeding-related fatalities by 4.3 percent from a five-year average of 232 (2004 to 2008) to 218 in 2011.</p> <p>To decrease alcohol impaired fatalities by 2.3 percent from a five-year average of 347 (2004 to 2008) to 323 in 2011.</p> <p>To increase safety belt use from a 5 year average of 76% (2004-2008) to 78% by 2011. An increase of 1 percentage point per year.</p> <p>To decrease number of fatal crashes involving young drivers by 6.7 percent from an average of 170 (2004 to 2008) to 159 in 2011.</p> <p>To decrease pedestrian fatalities by 4.7 percent from a five year of 105 (2004 to 2008) to 98 by 2011.</p>	<p>Number of speeding-related fatalities.</p> <p>Number of alcohol impaired driving traffic fatalities.</p> <p>Number of fatalities involving a driver or motorcycle operator with .08+ BAC.</p> <p>Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.</p> <p>Number of drivers age 20 or younger involved in fatal crashes.</p> <p>Number of pedestrian fatalities.</p> <p>Number of seat belt citations issued during grant-funded enforcement activities.</p>

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

Program Area	Measurable Goals	Performance Measures
--------------	------------------	----------------------

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Program Area	Measurable Goals	Performance Measures
Police Traffic Services (continued)	<p>To increase the number of seat belt citations issued during grant-funded enforcement activities by 10 percent from 37,088 in 2009 to 40,797 in 2011.</p> <p>To increase the number of impaired driving arrests made during grant-funded enforcement activities by 7 percent from 2,454 in 2009 to 2,594 in 2011.</p> <p>To increase the number of speeding citations issued during grant-funded enforcement activities by 15 percent from 9,584 in 2009 to 12,581 in 2011.</p>	<p>Number of impaired driving arrests made during grant funded enforcement activities.</p> <p>Number of speeding citations issued during grant-funded enforcement activities.</p>
Safe Communities	<p>To decrease speeding-related fatalities by 4.3 percent from a five-year average of 232 (2004 to 2008) to 218 in 2011.</p> <p>To decrease fatalities involving a driver or motorcycle operator with .08+ BAC by 2.3 percent from a five-year average of 347 (2004 to 2008) to 323 in 2011.</p> <p>To increase safety belt use from a 5 year average of 76% (2004-2008) to 78% by 2011. An increase of 1 percentage point per year.</p> <p>To decrease fatal crashes involving young drivers by 6.7 percent from a five-year average of 233 (2004 to 2008) to 218 in 2011.</p> <p>To decrease pedestrian fatalities by 4.7 percent from a five year of 105 (2004 to 2008) to 98 by 2011.</p> <p>To decrease number of fatal crashes involving young drivers by 6.7 percent from an average of 170(2004 to 2008) to 159 in 2011.</p>	<p>Number of motor vehicle-related fatalities.</p> <p>Number of motor vehicle-related serious injuries.</p> <p>Fatality rate per 100 M VMT.</p> <p>Number of speeding-related fatalities.</p> <p>Number of alcohol impaired driving traffic fatalities.</p> <p>Number of fatalities involving a driver or motorcycle operator with .08+ BAC.</p> <p>Statewide seat belt use rate, front seat outboard occupants, as determined by the 2011 seat belt observation survey.</p> <p>Number of unrestrained passenger vehicle occupant fatalities, all seating positions.</p> <p>Number of pedestrian fatalities.</p> <p>Number of drivers age 20 or younger involved in fatal crashes.</p>
Railgrade/Highway	<p>To decrease public railgrade crossing fatalities by 7 percent from a five-year average of 16 (2004 to 2008) to 13 in 2011.</p>	<p>Number of highway-rail grade fatalities.</p>
Planning and Administration	<p>To administer the State and Community Highway Safety Grant Program and other state and Federal funded highway safety programs.</p> <p>To plan for coordinated highway safety activities.</p> <p>To use strategic resources most effectively.</p> <p>To decrease traffic crashes, deaths, and injuries.</p>	<p>Quality and timeliness of annual programs, plans, and evaluation reports</p>

3.0 Highway Safety Plan

This section describes the LHSC's leading program areas for FFY 2011 and provides the strategies and programs and projects planned for the upcoming year. A comprehensive table of all projects is provided at the end of this section (Table 9).

3.1 Impaired Driving

Problem Identification and Analysis

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

Louisiana has a Zero Tolerance law (.02 blood alcohol concentration (BAC)) for drivers less than 21 years of age. However, 18- to 20-year-olds are allowed to enter bars in Louisiana. Among the 15- to 20-year-old population there were 471 alcohol-related fatal and injury crashes in Louisiana in 2009. In 2010, Louisiana conducted a telephone survey to gauge respondents awareness of drinking-while-driving slogans. 62% of the respondents recalled the slogan "You Drink and Drive, You Lose". "Don't Drink & Drive" was recalled by 97% of the respondents while 43%, reported awareness of "Over the Limit, Under Arrest" and a mere 17% indicated awareness of the slogan "You Drink, You Drive, You Walk." In FY 2011, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and communication activities.

Goals

- To decrease alcohol impaired fatalities by 4.3% from a five year average of 347 (2004-2008) to 323 in 2011.

Performance Measures

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

Strategies

1. Provide sustained enforcement of statutes addressing impaired driving per certifications and assurances.
2. Support the National "Drunk Driving. Over the Limit. Under Arrest." campaign with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
3. The LHSC will contract with the expectation that each of the participating law enforcement agencies will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year. Fifty-five law enforcement agencies are contracted to work strictly DWI overtime enforcement, an additional sixteen agencies are contracted to work strictly underage drinking enforcement, and an additional

38 agencies are contracted to work all traffic safety enforcement, including DWI. See Police Traffic Services (PTS) section for alcohol-specific contracts for enforcement. Additional impaired driving overtime on highways and roads will be contracted through Louisiana State Police, the Louisiana Alcohol Tobacco Control Agency, and the East Baton Rouge Alcohol Beverage Control Board.

4. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drunk Driving. Over the Limit. Under Arrest.” campaign.
5. Promote JUDE enforcement with local law enforcement agencies.
6. Identify, fund, and assist in the implementation of impaired driving prevention programs for adults and underage drinking prevention programs for 15- to 20-year-olds.
7. Identify, fund, and assist in the implementation of impaired driving prevention programs at universities to target 18-23 year olds.
8. Produce and distribute public information and educational materials to combat impaired driving and underage drinking.
9. Develop new, and strengthen existing, impaired driving prevention networks and associations.
10. Support the ongoing development of DWI courts in Louisiana by funding four new DWI courts and funding travel expenses for burgeoning DWI courts to attend training provided by the National Center for DWI Courts.
11. Contract with a Judicial Resource Liaison to strengthen relationships with judicial system partners, to provide outreach, information, and training to Louisiana judges on impaired driving laws.
12. Address repeat offenders through legislation, education, public information, and DWI Courts.
13. Continue research and implementation planning of a streamlined, electronic DWI processing system to reduce the time needed to process a DWI arrest.
14. Study the effectiveness of the use of pretrial diversion programs.
15. Implement the recommendations of the alcohol assessment report through direction and guidance of an Alcohol Assessment Implementation Coordinator.
16. Via the Louisiana State Police contract, conduct one Standardized Field Sobriety Test (SFST) Instructor and one Drug Recognition Expert (DRE) course in 2011.
17. Provide paid media programming to support the National “Drunk Driving. Over the Limit. Under Arrest.” campaign.
18. Provide paid media outreach for state planned impaired driving education.
19. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the impaired driving outreach program.
20. The LHSC will measure the Gross Rating Point average for the impaired driving campaigns for network buys at the end of the fiscal year.

Programs and Projects

Project Title: Underage Drinking Prevention Programs

Project Number: 2011-10-21

Project Description: High school students have the opportunity to participate in Youth In Action (YIA) projects. Each project is designed to allow teens to apply environmental interventions to real life situations in their communities in order to impact change and make them safer. They get involved with community businesses, coalitions, government and civic groups as well as law enforcement sharing their experiences and pressing for changes in their communities to make their roadways safer. As college students (18-20 year olds), these youth can extend their learning by participating in UMADD initiatives that enhance the safety and health of their college campuses. Ultimately, this progressive experience will prepare young people to make responsible decisions about underage drinking and drunk driving. Implement and conduct Youth In Action project trainings for 30 student groups specifically on how to engage local businesses to refrain from the sale of alcohol to those under the age of 21. Implement and conduct 30 Youth In Action project trainings on conducting shoulder tap surveys and participating in compliance checks with local law enforcement. Train 2 adult staff/volunteers to become facilitators in the Power of Parents: It's Your Influence Program which teaches parents and other caregivers how to talk to their kids about underage drinking and its consequences including the implications of serving underage youth in Louisiana. Conduct 10 program workshops for parents/caregivers. Conduct 2 one-day trainings for adult advisors of youth prevention organizations that focus on the prevention of underage drinking.

Project Staff: Nichole Davis

Project Budget/Source: \$200,000.00/Section 410

Project Title: Sudden Impact

Project Number: 2011-10-16

Project Description: Conduct 32 Sudden Impact Trauma Victim presentations that focus on underage drinking and impaired driving. Each participant attending Sudden Impact will receive a demonstration of alcohol related emergencies, the effects of alcohol on the body and driving, and the resulting injuries from driving under the influence or being unrestrained in a motor vehicle crash. The program offers testimonials from 3 perspectives that are on the frontline of traumatic injuries: a trauma victim, law enforcement personnel and medical staff. Students use an interactive Classroom Performance computer system throughout the presentation to provide feedback to the presenters, challenge participation and allow for program evaluation. The 7 hour program is located at the LSU Trauma Center, placing the teens in an unfamiliar environment. Local high schools in the Greater New Orleans and surrounding area, commit to 30 sophomore students per 7 hour session until the entire sophomore class has completed the program. 8 additional mock crashes and 10 additional reinforcement sessions will be conducted for seniors, expanding into adjacent parishes.

Project Staff: Nichole Davis

Project Budget/Source: \$27,175.00/Section 410

Project Title: Sudden Impace/SELA Task Force Assistant

Project Number: 2011-10-12

Project Description: To assist the Sudden Impact Project Director by processing payment requests for the Sudden Impact Program Trauma Victim presentations, purchase educational materials, purchase commodities, file specialized reports to LHSC for the Sudden Impact program, and co-coordinate SELA DWI Task Force Monthly Meetings and follow-up accordingly.

Project Staff: Nichole Davis

Project Budget/Source: \$5,000.00/Section 410

Project Title: Tangipahoa Parish TRACC Coalition Youth Awareness Impaired Driver Program

Project Number: 2011-10-33

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

Project Staff: Nichole Davis

Project Budget/Source: \$49,995.00/Section 410

Project Title: Bayou Classic Press Conference

Project Number: 2011-10-27

Project Description: Impaired Driving Press Conference to be held during the weekend of the Bayou Classic football game between Southern University and Grambling State University. The press conference is a private-public partnership working to reach African Americans with traffic safety information, centered on the dangers and consequences of impaired driving.

Project Staff: Nichole Davis

Project Budget/Source: \$300.00/Section 410

Project Title: Underage Drinking Public Opinion Survey

Project Number: 2011-10-25

Project Description: Conduct a statewide Underage Drinking Public Opinion Survey to assess attitudes, knowledge, and media campaign awareness of impaired driving. The purpose of the survey is to prevent injuries and fatalities from driving impaired by raising awareness, changing attitudes and behavior regarding underage drinking and impaired driving.

Project Staff: Nichole Davis

Project Budget/Source: \$70,000.00/Section 410

Project Title: Louisiana SADD

Project Number: 2011-10-20

Project Description - Louisiana SADD will plan and coordinate all aspects of the 3 day annual state Youth Conference and provide an evaluation of the conference. Louisiana SADD will implement and coordinate the 3 training meetings for the LHSC Youth Advisory Council (January, June, and September). The YAC is comprised of 8-12 grade students from across Louisiana who is focused on issues of traffic safety, underage drinking prevention, and reducing youth crashes. Louisiana SADD will conduct 2 one day trainings for adult advisors of youth prevention organizations that focus on the prevention of underage drinking. Advisors will become familiar with LHSC programs, mission, and calendar of events for youth programming. Training will include empowering youth to work in their school and communities. Louisiana SADD will revitalize and maintain the Louisiana SADD database, increase the number of active chapters each year, provide all chapters with technical and administrative support, determine training needs of local chapters, members and sponsors and develop a newsletter and/or website for Louisiana SADD chapters to use as an informational resource.

Project Staff: Nichole Davis

Project Budget/Source: \$145,200.00/Section 410

Project Title: School Leaders Involved in Drinking & Drug Education (SLIDDE)

Project Number: 2011-10-34

Project Description: This project will provide for underage drinking prevention efforts and raise awareness of the consequences of impaired driving on the UL Lafayette campus community. This project will conduct a underage drinking conference to increase awareness of the consequences of impaired driving in the UL Lafayette campus community. SLIDDE will participate in the National Collegiate Alcohol Awareness week in October.

Project Staff: Nichole Davis

Project Budget/Source: \$23,262.00/Section 410 FR

Project Title: Project Lion Pride

Project Number: 2011-10-31

Project Description: Project Lion Pride is a collaborative effort between the Southeastern Louisiana University Police Department, the Office of Greek Life and the Office of Student Organizations/Strategic Initiatives. Its mission is to promote alcohol education and to encourage mature management of alcohol, specifically the reduction of impaired driving and underage drinking. The program addresses its mission, established in FY 2010 and funded by LHSC, through an educational component and a student-led task force component.

Project Staff: Angie Womack Jones

Project Budget/Source: \$49,839.00/Section 410

Project Title: Baton Rouge Collegiate Alliance

Project Number: 2011-10-23

Project Description: The Baton Rouge Collegiate Alliance (BRCA) collaborates with all colleges in the Greater Baton Rouge area and other agencies in East Baton Rouge Parish (EBRP) to address local conditions that contribute to high risk drinking behavior and alcohol-related traffic fatalities and injuries among 18-24 year olds in the EBRP area using the strategies outlined in the Substance Abuse and Mental Health Services Administration (SAMHSA) Strategic Prevention Framework. These strategies include (1) preparing a community assessment of EBRP to help identify and better understand strengths, needs, and available resources; (2) conducting a problem analysis to determine local conditions contributing to high risk drinking behavior, including drinking and driving; (3) creating a research-based logic model for each identified problem to help the coalition allocate resources and set priorities for action; (4) implementing an evidence-based action plan to generate systemic, sustainable change that positively affects EBRP.

BRCA works with the EBRP Alcohol Beverage Control Office to monitor advertisements and promotions of alcohol outlets to identify content that encourages high-risk drinking behavior which can lead to impaired driving and other consequences.

BRCA co-hosts an annual statewide professional development summit with the Louisiana Higher Education Coalition to highlight effective strategies to reduce high-risk drinking and drug use and impaired driving in model communities.

BRCA co-hosts one Community Informational Session each year for community stakeholders to share EBRP community assessment data, logic models, and action plans regarding alcohol use. This session serves as a focus group meeting to assess the effects of high risk drinking, including drinking and driving, in the community.

Project Staff: Angie Womack Jones

Project Budget/Source: \$100,000.00/Section 410

Project Title: Northwestern State University

Project Number: 2011-10-30

Project Description: This program aims to prevent underage drinking, and therefore drinking and driving, among NSU students. This is only the second year of LHSC funding. For FY 2011 the program focuses on three main goals: (1) to increase student, peer-group leadership training on the awareness of alcohol issues, consequences and statistics, (2) expand their Pre-Spring Break Alcohol Awareness campaign; and (3) conduct and expand a “no alcohol” event targeting 1,100 incoming freshmen students.

Project Staff: Angie Womack Jones

Project Budget/Source: \$21,325.00/Section 410

Project Title: Mothers Against Drunk Driving (Louisiana State Office)

Project Number: 2011-10-24

Project Description: This program conducts monthly MADD Victim Impacts Panels in over 23 locations statewide and monitors DWI cases throughout the prosecution process in several court jurisdictions. The Victim Impact Panels are located in the majority of the Tier I and II alcohol problem identification parishes.

Project Staff: Angie Womack Jones

Project Budget/Source: \$150,000.00/Section 410

Project Title: LSU Highway Safety Research Group Pretrial Diversion Study

Project Number: 2011-10-14

Project Description: This program is in its second year of LHSC funding. A evaluation tool is being developed to study the effectiveness of the use of pretrial diversion programs designed for DWI offenders. Before the evaluation each program is reviewed as it was designed. Before data are collected a study must be designed to include alternative treatments. Thus for pretrial diversion programs, jurisdictions without a pretrial diversion program were selected as well as jurisdictions with pretrial diversion programs. The collection of data from District Attorneys and courts that have pretrial diversion programs include data on drivers arrested for DWI who went through a pretrial diversion program as well as drivers that did not participate in a pretrial diversion program. Interviews of District Attorneys and courts using pretrial diversion programs were conducted in FY 2010. Not all information regarding the effectiveness of a pretrial diversion program may be quantifiable. Some of the information may be of qualitative nature. Thus, interviews were necessary to obtain this information. Data is being collected on repeat offenses from the COBRA file and other available databases. Quantitative as well as qualitative data is being analyzed in a scientific manner to avoid bias. A report detailing the evidence, findings and conclusions of this pretrial diversion study will be submitted to LHSC at

the end of FY 2010. The 9th Judicial District (Rapides Parish), the 19th Judicial District (East Baton Rouge Parish), the 23rd Judicial District (Ascension, Assumption and St. James Parishes) and the 32nd Judicial District (Terrebonne Parish) are being studied.

Project Staff: Angie Womack Jones

Project Budget/Source: \$55,765.00/Section 410

Project Title: Annual LHSC DWI Awards Program

Project Number: 2011-10-17

Project Description: This program offers a fabulous opportunity to recognize law enforcement officials, court officials, and others who are a vital part of the arrest and proper prosecution of DWI cases. Many high level federal, state and local officials are eager to attend this ceremony each year and the program is growing rapidly. The FY 2011 program is the third Annual LHSC DWI Awards Program.

Project Staff: Angie Womack Jones

Project Budget/Source: \$26,400/Section 410 FR

Project Title: Louisiana Office of Alcohol and Tobacco Control

Project Number: 2011-10-19

Project Description: The enforcement of underage drinking laws for individuals and businesses is the focus of this program. Many ATC Agents work these operations (Cops in Shops) at businesses which sell or serve alcohol.

Project Staff: Nichole Davis

Project Budget/Source: \$165,920.00/Section 154/164 AL

Project Title: East Baton Rouge Parish Alcohol Beverage Control

Project Number: 2011-10-13

Project Description: This program funds the efforts of the (Juvenile Underage Drinking Enforcement) JUDE task force to enforce underage drinking laws for individuals and businesses in East Baton Rouge Parish. This underage drinking enforcement program helps drive up the compliance rate of businesses and individuals.

Project Staff: Nichole Davis

Project Budget/Source: \$138,276.00/Section 410

Project Title: Louisiana Alcohol Assessment Implementation Coordinator

Project Number: 2011-10-28-01

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

Project Staff: Angie Womack Jones

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

Project Title: Implementation of Alcohol Assessment Recommendations

Project Number: 2011-10-28

Project Description: In March 2009, an Impaired Driving Assessment was conducted for Louisiana. This project will provide funds to implement recommendations from this assessment and further Louisiana's effort to reduce and eliminate impaired driving.

Project Staff: Angie Womack Jones

Project Budget/Source: \$83,584.00/Section 410 FR

Project Title: Standardized Field Sobriety Testing

Project Number: 2011-30-04

Project Description: This project aims to make certain that all Louisiana traffic enforcement officers are trained in standardized field sobriety testing.

Project Staff: Kenny Williams

Project Budget/Source: \$200,500.00/Section 410

Project Title: No Refusal Weekends

Project Number: 2011-10-32

Project Description: This is a statewide project to implement four No Refusal Weekends (one per quarter of Federal Fiscal Year 2011) in each of the nine State Police troop areas. Via this project judges, prosecutors, medical professionals, and law enforcement join forces to ensure that a true measure of the blood or breath alcohol content of all suspected DWI offenders is obtained for the proper prosecution of the offense.

Project Staff: Angie Womack Jones

Project Budget/Source: \$250,000.00/Section 154/164 AL

Project Title: Louisiana District Attorneys Association

Project Number: 2011-10-18

Project Description: Through the Louisiana District Attorneys Association (LDAA), the LHSC provides funding for a Traffic Safety Resource Prosecutor (TSRP) to help law enforcement, prosecutors, and judges align their efforts to properly handle DWI cases. This training is offered statewide.

Project Staff: Angie Womack Jones

Project Budget/Source: \$131,831.00/Section 410

Project Title: Judicial Liaison

Project Number: 2011-10-26

Project Description: The Judicial Resource Liaison (JRL) is a full-time independent contract position and no benefits are provided within the scope of the contract. The JRL provides judicial liaison services for the Louisiana Highway Safety Commission and fulfills guidelines, priorities and goals for the LHSC grant.

Duties of the JRL:

1. Achieve LHSC grant objectives.
2. Consult regularly with the Louisiana Judicial College, the Louisiana District Judges Association, the Judiciary Commission of Louisiana, the Judicial Counsel of the Supreme Court of Louisiana, LHSC, NHTSA, and program partners regarding outreach efforts and opportunities.
3. Provide Louisiana judges with latest information on significant changes in laws relating to impaired driving, license suspension, breath interlock devices, and other conditions of probation and sentencing.
4. Provide training, technical assistance, and support for Louisiana judges handling DWI and other traffic safety issues.
5. Update training materials and other resources.
6. Oversee the marketing and implementation of DWI court training.
7. Formulate a judicial training curriculum and provide DWI court training
8. Develop, update and maintain an interactive DWI bench book.
9. Develop network of contacts with judges and judicial education organizations to provide judicial educational materials and information and to help support educational efforts in support of LHSC grant objectives.

10. Write and solicit articles for quarterly DWI newsletter to all Louisiana judges
11. Distribute quarterly newsletters via email to all Louisiana judges.
12. Timely submit monthly reports, with supporting documentation, detailing efforts and accomplishments, in accordance with grant requirements, to be included in the Monthly Performance Reports.
13. Handle routine and non-routine correspondence, as requested.
14. Research federal and state statutes as they pertain to LHSC grant needs, and as assigned.
15. Supervise and participate in drafting documents, bills, and fiscal notes; research legislative amendments and laws; prepare legislative proposals and testimony for cases, as assigned
16. Interpret and analyze legal documents, proposed legislation, and legislative amendments and laws and render opinions on the effect of legislation, as assigned.
17. Research and prepare reports; prepare agendas together with background material necessary to properly execute meetings; compose correspondence; develop public information material; write drafts of speeches; keep a variety of records and reports, as assigned.
18. Attend staff meetings and conferences, as requested.
19. Maintain and stay in active contact with the court system. The JRL is 100% funded by the grant as a full-time contract employee.
20. Perform such other duties as assigned.

Project Staff: Angie Womack Jones

Project Budget/Source: \$100,000.00/Section 410

Project Title: National Center for DWI Courts

Project Number: 2011-10-29

Project Description: This project provides for training of up to five new Louisiana DWI court teams of eight persons. The National Center for DWI Courts will provide the instructors and staff needed to manage the training as well as choosing the location and handling all training related logistics with help as needed from the LHSC. The training is 3.5 days at a location to be determined.

Project Staff: Angie Womack Jones

Project Budget/Source: \$35,000.00/Section 410

Project Title: LHSC DWI Court Liaison

Project Number: 2011-10-11

Project Description: The LHSC DWI Court Liaison is responsible for assisting ten LHSC-funded DWI courts with the proper operation of their courts, identifying additional jurisdictions willing to implement DWI courts, and ensuring that new and existing DWI courts receive the training needed to operate successfully. The LHSC DWI Court Liaison also addresses needed impaired driving legislation and represents LHSC at various meetings of impaired driving prevention groups.

Project Staff: Angie Womack Jones

Project Budget/Source: \$49,000.00/Section 410

Project Title: 4th Judicial District DWI Court

Project Number: 2011-10-08

Project Description: The 4th Judicial District DWI Court serves Ouachita and Morehouse Parishes and accepts 3rd 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.

Project Staff: Angie Womack Jones

Project Budget/Source: \$146,000.00/Section 410

Project Title: 14th Judicial District DWI Court

Project Number: 2011-10-02

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

Project Staff: Angie Womack Jones

Project Budget/Source: \$150,000.00/Section 410

Project Title: 16th Judicial District DWI Court (Iberia Parish)

Project Number: 2011-10-03

Project Description: The 16th Judicial District DWI Court in Iberia Parish accepts 1st and 2nd offense DWI offenders into a minimum 12-month 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.

Project Staff: Angie Womack Jones

Project Budget/Source: \$134,000.00/Section 410

Project Title: 16th Judicial District DWI Court (St. Mary Parish)

Project Number: 2011-10-04

Project Description: The 16th Judicial District DWI Court in St. Mary Parish accepts 1st and 2nd offense DWI offenders into a minimum 12-month 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.

Project Staff: Angie Womack Jones

Project Budget/Source: \$134,000.00/Section 410

Project Title: 22nd Judicial District DWI Court

Project Number: 2011-10-05

Project Description: The 22nd Judicial District DWI Court serves St. Tammany and Washington Parishes and accepts 3rd and 4th offense DWI offenders into a minimum 12-month 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.

Project Staff: Angie Womack Jones

Project Budget/Source: \$157,690.00/Section 410

Project Title: 25th Judicial District DWI Court

Project Number: 2011-10-06

Project Description: The 25th Judicial District DWI Court serves Plaquemines Parish and accepts DWI offenders into a minimum 12-month 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.

Project Staff: Angie Womack Jones

Project Budget/Source: \$147,700.00/Section 410

Project Title: 32nd Judicial District DWI Court

Project Number: 2011-10-07

Project Description: The 32nd Judicial District DWI Court serves Terrebonne Parish and accepts second 1st offenders and 2nd offenders into a minimum 12-month treatment program. DWI offenders receiving a 1st DWI are placed into a probation program and the charge is dismissed, but if a second 1st 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.

Project Staff: Angie Womack Jones

Project Budget/Source: \$145,350.00/Section 410

Project Title: Baton Rouge City Court DWI Court

Project Number: 2011-10-10

Project Description: The Baton Rouge City Court DWI Court serves all citizens within the city limits and accepts 1st offenders with a BAC of .15 or greater and all 2nd offenders into a minimum 12-month treatment program. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts.

Project Staff: Angie Womack Jones

Project Budget/Source: \$144,520.00/Section 410

Project Title: Louisiana Transportation Assistance Program (LTAP)

Project Number: 2011-10-22

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

Project Staff: Darrell Hebert

Project Budget/Source: \$50,000.00/Section 154/164 AL

Project Title: DWI Overtime Enforcement – Local Law Enforcement

Project Number: 2011-30-03 *through* 2011-30-97

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

- | | |
|---|---|
| 1. Alexandria Police Department (HVE) | 21. Monroe Police Department (HVE) |
| 2. Ascension Sheriff's Office (HVE) | 22. New Orleans Police Department (HVE) |
| 3. Baker Police Department (HVE) | 23. Opelousas Police Department (HVE) |
| 4. Baton Rouge Police Department (HVE) | 24. Pineville Police Department (HVE) |
| 5. Bogalusa Police Department | 25. Ponchatoula Police Department (HVE) |
| 6. Calcasieu Sheriff's Office | 26. Rapides Sheriff's Office (HVE) |
| 7. Clinton Police Department (HVE) | 27. Shreveport Police Department (HVE) |
| 8. Denham Springs Police Department (HVE) | 28. Slidell Police Department (HVE) |

- | | |
|--|---|
| 9. East Baton Rouge Sheriff's Office (HVE) | 29. St. Martin Sheriff's Office (HVE) |
| 10. Gonzales Police Department (HVE) | 30. St. Tammany Sheriff's Office (HVE) |
| 11. Hammond Police Department (HVE) | 31. Sulphur Police Department (HVE) |
| 12. Haughton Police Department (HVE) | 32. Tangipahoa Sheriff's Office (HVE) |
| 13. Houma Police Department (HVE) | 33. Terrebonne Sheriff's Office (HVE) |
| 14. Jefferson Sheriff's Office (HVE) | 34. Thibodaux Police Department (HVE) |
| 15. Killian Police Department (HVE) | 35. Walker Police Department (HVE) |
| 16. Lafayette Sheriff's Office (HVE) | 36. West Monroe Police Department (HVE) |
| 17. Lafourche Sheriff's Office (HVE) | 37. Westwego Police Department (HVE) |
| 18. Livingston Sheriff's Office (HVE) | 38. Zachary Police Department (HVE) |
| 19. Lockport Police Department (HVE) | |
| 20. Mandeville Police Department (HVE) | |

Project Staff: Lyrica Johnson

Project Budget/Source: \$ 1,871,857.00/Section 410 FR; \$1,704,911.00/Section 410 HVE

Project Title: Paid Media for Impaired Driving

Project Number: 2011-80-01

Project Description: Garrison Advertising was selected under RFP beginning with the FY 2010. This contract would focus on impaired driving and research and develop a year long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$475,000.00; Section 402/ \$1,500,000.00/Section 154/164 AL; \$460,000.00/Section 410; (Total - \$2,435,000.00)

Project Title: Creative re-tagging and/or development for Impaired Driving

Project Number: 2011-80-03

Project Description: Throughout the year the LHSC recognizes a particular demographic or messaging that would further enhance the overall outreach. We have been able to fill gaps in messaging through the re-tagging of existing pieces from other states and/or develop new creative to support the desired messaging. The inhouse funds are designed to provide LHSC the funds necessary to address these needs. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience

with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$20,000.00/Section 402

Project Title: Highway Safety Impaired Driving Message Development

Project Number: 2011-80-02

Project Description: Throughout the year the LHSC recognizes a particular demographic or messaging that would further enhance the overall outreach regarding impaired driving. The inhouse funds are designed to provide LHSC the funds necessary to address these needs. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

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

Project Title: Impaired Driving Prevention Commercial Development

Project Number: 2011-10-09

Project Description: Throughout the year the LHSC recognizes a particular demographic or messaging that would further enhance the overall outreach regarding impaired driving. We have been able to fill gaps in messaging through the re-tagging of existing pieces from other states and/or develop new creative to support the desired impaired driving messaging. The inhouse funds are designed to provide LHSC the funds necessary to address these needs. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$48,675.00/Section 410

Impaired Driving: Budget Summary

Project Number	Project Title	Budget	Budget Source
2011-10-21	Underage Drinking Prevention Program	\$200,000.00	410
2011-10-16	Sudden Impact	\$27,175.00	410
2011-10-12	Sudden Impact/SELA Assistant	\$5,000.00	410
2011-10-33	TRACC Coalition Youth	\$49,995.00	410

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Project Number	Project Title	Budget	Budget Source
	Awareness Impaired Driving		
2011-10-27	Bayou Classic Press Conference	\$300.00	410
2011-10-25	Underage Drinking Public Opinion Survey	\$70,000.00	410
2011-10-20	Louisiana SADD	\$145,200.00	410
2011-10-34	School Leaders Involved in Drinking & Drug Education (SLIDDE)	\$23,262.00	410 FR
2011-10-31	Project Lion Pride	\$49,839.00	410
2011-10-23	Baton Rouge Collegiate Alliance	\$100,000.00	410
2011-10-30	Northwestern State University	\$21,325.00	410
2011-10-24	MADD Louisiana	\$150,000.00	410
2011-10-14	Pretrial Diversion Study by LSU	\$55,765.00	410
2011-10-17	Annual DWI Awards Program	\$26,400.00	410
2011-10-19	LA Office of Alcohol and Tobacco Control	\$165,920.00	Section 154/164 AL
2011-10-13	EBR Alcohol Beverage Control	\$138,276.00	410
	Alcohol Assessment Implementation Coordinator	\$49,900.00	410 FR
2011-10-28	Implementation of Alcohol Assessment Recommendations	\$83,584.00	410 FR
2011-30-04	Standardized Field Sobriety Testing	\$200,500.00	410
2011-10-32	No Refusal Weekends	\$250,000.00	410
2011-10-18	LA District Attorney's Association	\$131,831.00	410
2011-10-26	Judicial Liaison	\$100,000.00	410
2011-10-29	National Center for DWI Courts	\$35,000.00	410
2011-10-11	LHSC DWI Court Liaison	\$49,000.00	410
2011-10-08	4 th Judicial District DWI Court	\$146,000.00	410
2011-10-02	14 th Judicial District DWI Court	\$150,000.00	410
2011-10-03	16 th Judicial District DWI Court (Iberia Parish)	\$134,000.00	410
2011-10-04	16 th Judicial District DWI Court (St. Mary Parish)	\$134,000.00	410
2011-10-05	22 nd Judicial District DWI Court	\$157,690.00	410
2011-10-06	25 th Judicial District DWI Court	\$147,700.00	410
2011-10-07	32 nd Judicial District DWI	\$145,350.00	410

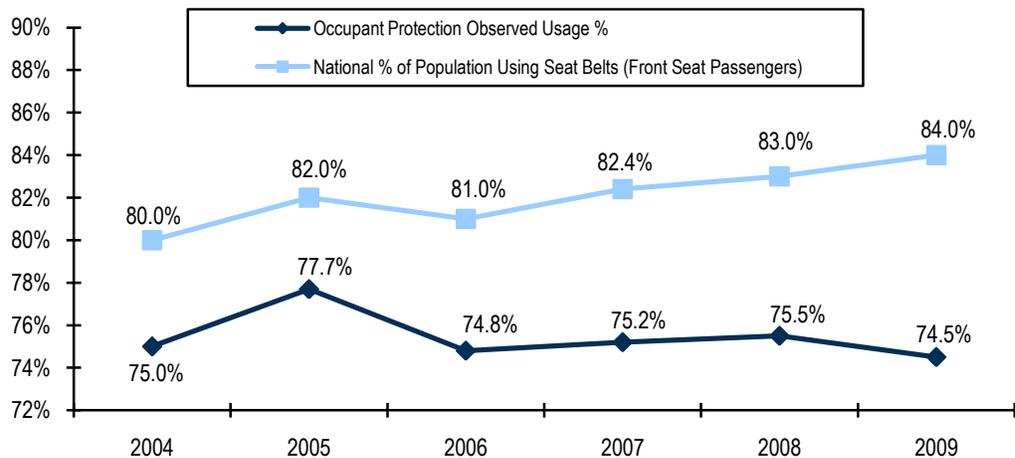
Project Number	Project Title	Budget	Budget Source
	Court		
2011-10-10	Baton Rouge City Court DWI Court	\$144,520.00	410
2011-10-22	LTAP	\$50,000.00	Section 154/164 AL
	DWI OT Enforcement – Local Law Enforcement	\$1,871,857.00	410 FR
		\$1,704,911.00	410 HVE
2011-80-01	Paid Media for Impaired Driving	\$1,500,000.00	Section 154/164 AL
		\$460,000.00	410
		\$475,000.00	402
2011-80-03	Creative Re-Tagging for ID	\$20,000.00	402
2011-80-02	ID Message Development	\$40,000.00	410 FR
2011-10-09	Impaired Driving Prevention Commercial	\$48,675.00	410
402 Total		\$495,000.00	402
410 Total		\$3,473,541.00	410
410 FR Total		\$2,068,603.00	410 FR
410 HVE Total		\$1,704,911.00	410 HVE
Section 154/164 AL		\$1,715,920.00	Section 154/164 AL
Total All Funds		\$7,596,232.00	

3.2 Occupant Protection

Problem Identification and Analysis

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

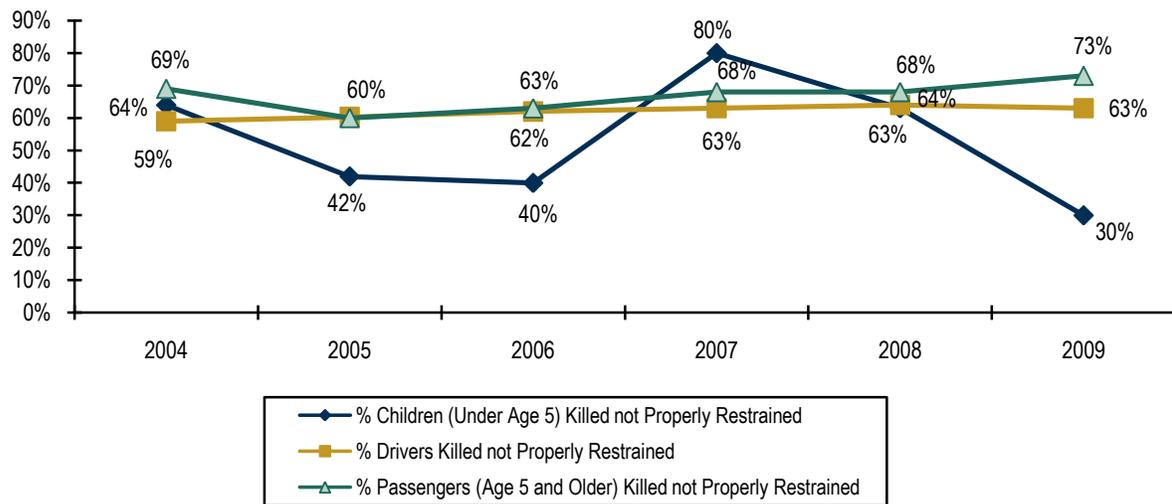
Figure 33. Observed Seat Belt Use
2004 to 2009



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

As shown in Figure 34, in 2009, 30% of the children under age five who were killed in crashes were not properly restrained, 63% of drivers killed were not restrained, and 73% of passenger vehicle occupants killed were not properly restrained. Nonusage for children under age five decreased substantially from 2007, while drivers and passenger vehicle occupants killed while not properly restrained remained primarily the same. In FY 2011, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of occupant protection enforcement and communication activities.

Figure 34. Percent of Unrestrained Fatalities
2004 to 2009



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

Goals

- To increase safety belt use from a 5 year average of 76% (2004-2008) to 78% by 2011. An increase of 1 percentage point per year.
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 9% from a five year average of 424(2004-2008) to 395 in 2011.

Performance Measures

- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.

Strategies

1. Provide sustained enforcement of statutes addressing occupant protection per certifications and assurances.
2. Contract with law enforcement agencies for occupant protection enforcement overtime. Additional occupant protection overtime will be worked with the Louisiana State Police. Overall, in FY 2011 there is an increase in the amount of occupant protection enforcement.

3. Support the National seat belt mobilization, “Click It or Ticket,” with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
4. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Click it or Ticket” campaign.
5. Encourage nighttime enforcement practices to be adopted by both contracted and noncontracted law enforcement agencies. Track the number of nighttime occupant protection operations.
6. Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
7. Provide safety belt restraint, child safety seat restraint, safety enforcement information, and educational materials to the public.
8. Provide training opportunities to potential and existing child passenger safety (CPS) technicians and instructors.
9. Provide training opportunity on providing safe travel for children with special needs.
10. Maintain a CPS seat distribution program for low-income families.
11. Conduct annual observational surveys on occupant protection usage.
12. Provide paid media programming to support the National “Click it or Ticket.” campaign.
13. Provide paid media outreach for state planned occupant protection education.
14. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for the occupant protection outreach program.
15. The LHSC will measure the Gross Rating Point average for the occupant protection campaigns for network buys at the end of the fiscal year.

Programs and Projects

Project Title: Drive Safe Louisiana

Project Number: 2011-20-07

Project Description: To support the NHTSA campaigns for occupant protection and impaired driving. This project also promotes other highway safety issues such as speeding, bicycle safety, motorcycle safety, aggressive driving, teen drivers and railroad safety. Mr. Linden Claybrook, the Project Director, will continue to set up approximately 25 highway safety related display/exhibits at various safety expos, conferences, malls and other events throughout the state to distribute public information/education materials to promote our highway safety efforts. Exhibit booth fees and travel are included in this project.

Project Staff: Vickie Sims

Project Budget/Source: \$29,800.00/Section 406

Project Title: Louisiana Passenger Safety Task Force Assistant

Project Number: 2011-20-03

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

Project Staff: Vickie Sims

Project Budget/Source: \$36,000.00/Section 405

Project Title: Louisiana Passenger Safety Task Force

Project Number: 2011-20-06

Project Description: To maintain the Louisiana Passenger Safety Task Force (LPSTF) occupant protection efforts through the Interim LSU Public Hospital to promote child safety seat usage, as well as safety belt usage statewide. Louisiana has a 96% misuse of child restraints, which is considerably above the national average. To address these needs, the LPSTF will: provide a centralized resource for all CPS activities and education, gather/maintain a database of all LA CPS technicians, promote recertification of technicians every two years, conduct quarterly regional meetings, provide four Standardized Child Passenger Safety Instructor/Technician Courses and support nine regional coalitions in the Safe Community model. A new component of this project is Safe Travel of Children with Special Needs. Two technicians will be trained at Riley Hospital for Children which is the headquarters for specialized training. The technicians will attend a two day training session to gain knowledge of how to raise awareness and insure the proper installation of child safety seats for children with disabilities. The LPSTF will hold a Transportation for Children with Special Needs Conference in which the goal is to train 40 technicians with public health or medical backgrounds who can form a subcommittee and become a resource to technicians, parents, law enforcement and medical centers throughout Louisiana for safe travel of children with special needs.

Project Staff: Vickie Sims

Project Budget/Source: \$138,050.00/Section 405

Project Title: Southwest Louisiana Occupant Protection Coalition

Project Number: 2011-20-09

Project Description: The project director will oversee and coordinate an occupant protection coalition in the parishes of Allen, Beauregard, Calcasieu, Cameron and Jeff Davis to promote seat belt and child safety seat usage. Such duties to include: coordinate coalition membership

of a variety of law enforcement officials, community leaders and other traffic safety professionals; develop an occupant protection related action plan; conduct coalition meetings, conduct a press event to support the Click It or Ticket Campaign; participate in seat belt checkpoints, etc.

Project Staff: Vickie Sims

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

Project Title: Hispanic Outreach Occupant Protection (Rapides Parish)

Project Number: 2011-20-04

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

Project Staff: Vickie Sims

Project Budget/Source: \$49,986.00/Section 405

Project Title: Sheriff's Safety Town-Caddo Parish

Project Number: 2011-30-31

Project Description: This program will continue to increase traffic safety awareness among 4 to 10 year olds in Bossier, Caddo and DeSoto Parishes on the following areas of safety: seat belts, motor vehicle, pedestrian, bicycle and railroad safety. Attendance each school/academic year represents 33% of the targeted children in the three parish area. Funding will be used for the purchase of materials to be distributed to participants at the Sheriff's Safety Town (certificates, brochures, crayons, pencils, magnets, bags, cups and note pads). Two additional 20 inch bicycles and one special needs tricycle will also be purchased to accommodate for additional participants and for the larger participants.

Project Staff: Vickie Sims

Project Budget/Source: \$12,120.00/Section 402

Project Title: Research and Assessment Surveys

Project Number: 2011-20-01

Project Description: To conduct the statewide observational surveys as required by the National Highway Traffic Safety Administration to determine adult seat belt, child passenger safety restraint and motorcycle helmet usage in Louisiana. Also provides funds for statewide attitudinal surveys on impaired driving, occupant protection, and speed. Also provides funds for another observational survey/study as needed (survey/study as requested during the legislative session). Funds will provide for the personnel, materials, administrative and logistical support to complete these surveys. Upon completion of the data collection, the Applied Technology Research Corporation will enter, tabulate and process the data to develop a final report of the surveys.

Project Staff: Vickie Sims

Project Budget/Source: \$97,981.00/Section 405 (\$70,118.00) and Section 406 (\$27,863.00)

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

Project Number: 2011-20-02

Project Description: To educate the Hispanic population in the Greater New Orleans area to raise awareness of the importance of wearing a seat belt and using child passenger safety restraints. The Catholic Charities Archdiocese of New Orleans will accomplish the following: raise awareness through community outreach, partner with the Louisiana Passenger Safety Task Force (LPSTF) and the New Orleans Police Department (NOPD) to host four 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. This project will also include having one of their staff trained as a car seat installation technician to support the LPSTF and NOPD efforts.

Project Staff: Vickie Sims

Project Budget/Source: \$49,987.00/Section 405

Project Title: Think First of the Ark-La-Tex

Project Number: 2011-20-08

Project Description: To conduct and implement fifty (50) Think First seat belt related presentations to teens, corporate and community groups in a twelve parish area (Caddo, Bossier, Webster, Bienville, DeSoto, Red River, Sabine, Natchitoches, Claiborne, Lincoln, Winn and Jackson Parishes) to reduce the number and severity of seat belt related crashes in this area of the state. Pre and post seat belt assessment surveys are included within this project to observe the effectiveness of this educational program. This project will conduct regular outreach to schools throughout the region for potential new programs.

Project Staff: Vickie Sims

Project Budget/Source: \$61,000.00/Section 406

Project Title: LHSC Public Relations

Project Number: 2011-80-04

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

Project Staff: Jamie Ainsworth

Project Budget/Source: \$40,000.00/Section 402

Project Title: Paid Media for Occupant Protection

Project Number: 2011-80-01

Project Description: Garrison Advertising was selected under RFP beginning with the FY 2010. This contract is focused on the occupant protection program area would research and develop a year long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. All planned paid media will be implemented through a critical assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging, and experience with markets who can perform to expected gross rating points. Message recognition will be measured through attitudinal surveys.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$300,000.00/Section 405; \$550,000.00/Flex Funds (Total - \$850,000.00)

Project Title: Louisiana Transportation Assistance Program (LTAP)

Project Number: 2011-10-22

Project Description: LTAP will coordinate the Occupant Protection Assessment.

Project Staff: Darrell Hebert

Project Budget/Source: \$30,000.00/Section Flex Funds

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
2011-20-07	Drive Safe Louisiana	\$29,800.00	406
2011-20-03	Louisiana Passenger Safety	\$36,000.00	405

Project Number	Project Title	Budget	Budget Source
	Task Force Assistant		
2011-20-06	Louisiana Passenger Safety Task Force	\$138,050.00	405
2011-20-09	Southwest LA OP Coalition	\$49,900.00	405
2011-20-04	Hispanic Outreach Highway Safety Program (Rapides Parish)	\$49,986.00	405
2011-30-31	Caddo Parish Sheriff's Safety Town	\$12,120.00	402
2011-20-01	Research and Assessment Surveys (Applied Technology Research Corporation)	\$70,118.00	405
		\$27,863.00	406
2011-20-02	New Orleans Hispanic Outreach Highway Safety Program	\$49,987.00	405
2011-20-08	Think First	\$61,000.00	406
2011-80-04	LHSC Public Relations	\$40,000.00	402
2011-80-01	Garrison Advertising	\$300,000.00	405
		\$550,000.00	Flex Funds
2011-10-22	LTAP	\$30,000.00	Flex Funds
402 Total		\$52,120.00	402
405 Total		\$694,041.00	405
406 Total		\$118,663.00	406
Flex Funds Total		\$580,000.00	Flex Funds
Total All Funds		\$1,444,824.00	

3.3 Traffic Records Program Area

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

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

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

Please note – Traffic Records just conducted an assessment in August 2010. The strategic plan is currently being revised.

Goals

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

Performance Measures

- LA will improve the uniformity of the CDS as measured in terms of an increase in the percent of MMUCC compliant data elements on the crash report, from a baseline of 87, to 87 in FY 2007; 87 in FY 2008; 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.
- LA will improve the accuracy of the roadway system as measured in terms of an increase in the percent of crash records capable of being linked with GIS, from a baseline of 63, to 65 in FY 2007; 65 in FY 2008; 70 in FY 2009; 75 in FY 2010; and 80 in FY 2011.
- LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant elements in the data dictionary, from a baseline of 68 to 87 in FY 2007; 87 in FY 2009; 87 in FY 2010; and 95 in FY 2011.
- LA will improve the timeliness of the Citation/Adjudication system as measured in terms of a decrease in the average number of days between conviction and driver history posting, from a baseline of 90, to 90 in FY 2007; 60 in FY 2008; 45 in FY 2009; 30 in FY 2010; and 30 in FY 2011.
- LA will improve the uniformity of the CDS as measured in terms of an increase in the percent compliance of the crash report's data attributes with MMUCC, from a baseline of 61, to 61 in FY 2007; 61 in FY 2008; 61 in FY 2009; 61 in FY 2010; and to 95 in FY 2011.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 30 days of the crash, from a baseline of 34, to 35 in FY 2006; 50 in FY 2007; 60 in FY 2008; 65 in FY 2009; 70 in FY 2010; and 75 in FY 2011.
- LA will improve the uniformity of the CDS as measured in terms of an increase in MMUCC compliant attributes in the data dictionary, from a baseline of 51 to 68 in FY 2007; 68 in FY 2009; 68 in FY 2010; and 95 in FY 2011.
- LA will improve the accuracy of the CDS as measured in terms of a decrease in the percent of vehicle crash records with missing driver license number, from a baseline of 7 to 5 in FY 2007; 4 in FY 2008; 4 in FY 2009; 3 in FY 2010; and 3 in FY 2011.
- LA will improve the timeliness of the CDS as measured in terms of an increase in the percent of fatal crash reports entered into the statewide CDS within 60 days of the crash, from a baseline of 70, to 75 in FY 2007; 80 in FY 2008; 85 in FY 2009; 90 in FY 2010; and 95 in FY 2011.

- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of unreported VINs, from a baseline of 19 to 17 in FY 2007; 15 in FY 2008; 12 in FY 2009; 10 in FY 2010; and 10 in FY 2011.
- LA will improve the integration of the CDS as measured in terms of an increase in integration of all systems with the CDS, from a baseline of 0 to 16.7% in 2007; 16.7% in FY 2008; 33.3% in FY 2009; 50% in FY 2010; and 67% in 2011.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of law enforcement agencies with a significant drop in crash reporting from one year to the next, from a baseline of 7, to 5 in FY 2007; 5 in FY 2008; 12 in FY 2009, 10 in FY 2010; and 8 in FY 2011.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 60 days of the crash, from a baseline of 39, to 45 in FY 2007; 50 in FY 2008; 60 in FY 2009; 75 in FY 2010; and 80 in FY 2011.
- LA will improve the timeliness of the percent of reports entered into the statewide crash database within 90 days of the crash, from a baseline of 51, to 60 in FY 2007; 70 in FY 2008; 80 in FY 2009; 85 in FY 2010; and 90 in FY 2011.
- LA will improve the accuracy of the CDS as measured in terms of an increase in the percent of records received from agencies with valid Lat/long coordinates within the state of LA, from a baseline of 24 to 25 in FY 2006; 30 in FY 2007; 40 in FY 2008; 50 in FY 2009; and 60 in FY 2010.
- LA will improve the completeness of the CDS as measured in terms of a decrease in the percent of vehicle crash reports with missing or incomplete vehicle information, from a baseline of 27.3 to 14 in FY 2007; 7 in FY 2008; 4 in FY 2009; 3.5 in FY 2010; and 3 in FY 2011.
- LA will improve the completeness of the CDS as measured in terms of a decrease in percent of vehicle crash reports with missing or incomplete driver information, from a baseline of 6 to 5.5 in FY 2007; 5 in FY 2008; 4.5 in FY 2009; 4 in FY 2010; and 3.5 in FY 2011.
- LA will improve the accessibility of the CDS as measured in terms of an increase in the percent of law enforcement agencies submitting crash reports electronically to the state's crash report database that have access to reporting tools allowing them to analyze their local crash data, from a baseline of 0 to 0 in FY 2008; 0 in FY 2009; 60 in FY 2010; and 100 in FY 2011.

Strategies

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

Project Title: Electronic DWI Reporting System

Project Number: 2011-40-21

Project Description: This Project, which will be directed by a reporting system coordinator, provides for the implementation of an Electronic DWI Arrest Reporting System in four judicial districts in Louisiana during Phase I (FY 2011). The project consists of hiring an outside vendor, selected through an RFP process, who will design and activate this web-based system. District Attorney's offices, local police agencies, State Police troops, sheriff's departments and the Office of Motor Vehicles will all be connected with the appropriate software at no charge. The system will be housed at the Public Safety Data Processing Center. The Louisiana District Attorneys Association is also providing valuable support to this project.

Project Staff: Chuck Miller

Project Budget/Source: \$6,000,000 (4-5 Years) Section 154/164 AL

Project Title: Electronic DWI Reporting System Coordinator

Project Number: 2011-40-20

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

Project Staff: Chuck Miller

Project Budget/Source: \$49,500.00/Section 410 FR

Project Title: Public Relations/Public Outreach

Project Number: 2011-40-11

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

Project Staff: Chuck Miller

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

Example of Project: TRCC quarterly newsletter

Project Title: Support for Executive and Working Traffic Records Coordinating Committee Meetings

Project Number: 2011-40-00

Project Description: This project, to be managed by the Traffic Records Coordinating Committee (TRCC), will provide resources for planning and executing quarterly and ad hoc TRCC meetings. These include both Executive Committee and Working Group meetings. It also will include travel for members to the annual Traffic Records Forum.

Project Staff: Chuck Miller

Project Budget/Source: \$30,000.00/Section 408

Project Title: Traffic Records Training Course Development

Project Number: 2011-40-13

Project Description: This project, to be managed by the LSU Highway Safety Research Group, will provide training materials for data collectors and system implementers through a training course for Traffic Crash Investigation and Reporting. This course is being developed in a web-based system for local police officers. It can be formatted for use as a stand-alone training on a computer or in a network environment in police academies.

Project Staff: Chuck Miller

Project Budget/Source: \$50,000.00/Section 408

Project Title: LaCrash Software

Project Number: 2011-40-09

Project Description: LaCrash is an electronic software application developed by the LSU Highway Safety Research Group (HSRG) to be used free of charge by law enforcement officers in the state to obtain, capture, route, and store traffic crash-related data. This project will provide for the enhancement of this software, to include technological updates, and also to assist the HSRG in marketing LaCrash around the state. Continued training in the use of LaCrash will be included in the project.

Project Staff: Chuck Miller

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

Project Title: Court Management Information System

Project Number: 2011-40-03

Project Description: This project will address the traffic records needs of local court systems in Louisiana related to the processing of moving traffic citations. Many courts still process citations manually. This project would provide for the transformation of manual systems to electronic systems, thereby greatly enhancing the effectiveness of this important aspect of traffic records. This project includes funding for training of the local courts by LA Supreme Court.

Project Staff: Chuck Miller

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

Project Title: Local Assistance Program for Equipment and Software

Project Number: 2011-40-01

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

One of the criteria established by the TRCC Executive Committee for receiving this funding is that the applying law enforcement agency submits to a one-hour training session in data quality issues, to be conducted by a DOTD contractor.

Project Staff: Chuck Miller

Project Budget/Source: \$200,000.00/Section 408

Project Title: Improved Timeliness and Accuracy of Crash Data Submittal through Wireless Broadband

Project Number: 2011-40-14

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

Project Staff: Chuck Miller

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

Project Title: Comprehensive Data Integration: Linkage Building

Project Number: 2011-40-02

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

Project Staff: Chuck Miller

Project Budget/Source: \$50,000.00/Section 408

Project Title: Automated System for Crash Data Location Referencing:
System Design and Purchase

Project Number: 2011-40-04

Project Description: This project, to be managed by the LSU Highway Safety Research Group, will involve a review of the level of use GPS devices by police officers to code crash location data; assessing the costs of expanding GPS based data collection to additional police departments; developing GPS guidelines to be used when police upgrade to Mobile Data Terminals (MDTs), including use of GPS devices in the field; establish support for police agencies to purchase GPS and integrate with MDTs.

Project Staff: Chuck Miller

Project Budget/Source: \$90,000.00/Section 408

Potential Projects: Purchase GPS and card swipe software for local law enforcement

Project Title: Crash Report MMUCC Compliance

Project Number: 2011-40-05

Project Description: This project, to be managed by the LSU Highway Safety Research Group in cooperation with the Highway Safety Office, will involve analyzing current crash databases and modifying them as needed to achieve greater compliance with Model Minimum Uniform Crash Criteria (MMUCC) standards. This will include updating the state crash report to include more MMUCC data elements and/or attributes.

Project Staff: Chuck Miller

Project Budget/Source: \$80,000.00/Section 408

Project Title: Electronic Traffic Citations

Project Number: 2011-40-06

Project Description: This project, to be managed by the Louisiana Traffic Records Coordinating Committee, will focus on the development and implementation of a state- wide electronic traffic citation system. The project will involve the purchasing of hard-ware and software to replace manual processing, enhance outdated processes, and capture/store data electronically. It is anticipated that this software will ultimately be made available at little or no charge to law enforcement around the state, similar to the distribution of the LaCrash software.

Project Staff: Chuck Miller

Project Budget/Source: \$200,000.00/Section 408

Project Title: EMS Data Needs and System Integration

Project Number: 2011-40-07

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

Project Staff: Chuck Miller

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

Project Title: Improved Communications for Crash Submittal

Project Number: 2011-40-08

Project Description: Project provides for the development of an interface to auto-populate electronic-based crash reports with key data items. This will improve data quality and decrease the officers' workload. Examples of this interface include the auto-population of real time driver history and vehicle information from the Office of Motor Vehicles file, thereby verifying the correct spelling of names, correct addresses and correct VIN numbers on vehicles.

Project Staff: Chuck Miller

Project Budget/Source: \$50,000.00/Section 408

Project Title: Linked Crash Data Elements

Project Number: 2011-40-09

Project Description: Project provides for a feasibility study to determine if certain crash data elements can be obtained from data integration rather than from manual entry. Specific emphasis in this project centers around the capture of Lat/Long coordinates at a crash scene from an in-car GPS unit. This will provide more accurate data as it will negate the need for the manual entry of 15-20 numeric characters.

This project differs from other similar linkage projects in that this project involves linkage with in-car technology, whereas other projects will require a wireless interface with a remote computer system, such as the Office of Motor Vehicles file.

Project Staff: Chuck Miller

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

Project Title: Safety Analysis Interface: Linkage Building

Project Number: 2011-40-12

Project Description: Provides for a web interface that allows both technical analysts and casual users access to safety data through summaries and reports. Specifically, this will involve the building of a website through which various users can conduct research, analyze crash data by time, date, vehicles or location, or simply have real-time access to crash statistics throughout the year. One salient feature of this project will be a GPS-based map of the exact location of crashes in a particular area, with pertinent data from that crash obtainable by clicking on a locator icon.

Project Staff: Chuck Miller

Project Budget/Source: \$75,000.00/Section 408

Project Title: Information Technology Applications Program Analyst

Project Number: 2011-40-16

Project Description: This position, which is physically located at the DPS Data Center, is concerned with uploading, maintaining and troubleshooting the State Police Crash data base; working with the State Police Troops, Traffic Records and Radio Maintenance in solving crash report problems; assisting Highway Safety in preparing and programming reports and electronic enhancements as requested; working with the selected vendor in the assimilation and rollout of the Electronic DWI Reporting System; and any other computer programming tasks deemed appropriate.

Project Staff: Chuck Miller

Project Budget/Source: \$92,075.00/Section 402

Traffic Records: Budget Summary

Project Number	Project Title	Budget	Budget Source
2011-40-21	Electronic DWI Reporting System	\$6,000,000.00	Section 154/164 AL
2011-40-20	Electronic DWI Reporting System Coordinator	\$49,500.00	410 FR
2011-40-11	Public Relations/Public Outreach	\$25,000.00	408
2011-40-00	Support for Executive and Working TRCC Committee Meetings	\$30,000.00	408
2011-40-13	Traffic Records Training Course Development	\$50,000.00	408
2011-40-09	LaCrash Software	\$25,000.00	408
2011-40-03	Court Management Information System	\$100,000.00	408
2011-40-01	Local Assistance Program for Equipment and Software	\$200,000.00	408
2011-40-14	Improved Timeliness and Accuracy of Crash Data Submittal through Wireless Broadband	\$100,000.00	408
2011-40-02	Comprehensive Data Integration: Linkage Building	\$50,000.00	408
2011-40-04	Automated System for Crash Data Location Referencing: System Design and Purchase	\$90,000.00	408
2011-40-05	Crash Report MMUCC Compliance	\$80,000.00	408
2011-40-06	Electronic Traffic Citations	\$200,000.00	408
2011-40-07	EMS Data Needs and System Integration	\$100,000.00	408
2011-40-08	Improved Communications for Crash Submittal	\$50,000.00	408
2011-40-10	Linked Crash Data Elements	\$25,000.00	408
2011-40-12	Safety Analysis Interface: Linkage Building	\$75,000.00	408
2011-40-16	Information Technology Applications Program Analyst	\$92,075.00	402
402 Total		\$92,075.00	402
408 Funds		\$1,200,000.00	408

Project Number	Project Title	Budget	Budget Source
410 FR Funds		\$49,950.00	410 FR
Section 154/164 AL		\$6,000,000.00	Section 154/164 AL
Total All Funds		\$7,342,025.00	

3.4 Motorcycle Safety Program Area

Problem Identification and Analysis

As described in the Legislative Efforts section, Louisiana maintained its motorcycle helmet law in 2010. Safety practitioners will likely need to sustain the same vigorous educational and informational efforts in FY 2011. Additionally, legislation successfully moved the motorcycle operator training program from the Department of Education to the Department of Public Safety. The Louisiana State Police began administration of the program and Louisiana Highway Safety Commission supports this work. There were 104 motorcyclist fatalities in 2009, a 28.4% increase from 81 in 2008. Forty-one percent of those fatalities involved alcohol impairment, an 5.5% increase from 2008. Overall, motorcycle crashes decreased from 2,283 in 2008 to 2,166 in 2009. Motorcycle injuries decreased by 7.7% from 2008 to 2009. Helmet use in motorcycle crashes was 89% in 2009 as compared to 88% in 2008. 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.

Goals

- To decrease motorcycle fatalities by 4.7% from a 5 year average of 85 (2004-2008) to 79 by 2011.
- To decrease unhelmeted motorcyclist fatalities by 4.1% from a five year average of 24 (2004-2008) to 21 in 2011.
- To decrease motorcycle fatal and serious injury crashes by 4.5% from a five year average of 2,826 (2004-2008) to 2,633 in 2011.

Performance Measures

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

Strategies

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

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

Programs and Projects

Project Title: Motorcycle Awareness Committee

Project Number: 2011-50-03

Project Description: The Motorcycle Awareness Committee (MAC) has established local groups in the parishes East Baton Rouge, Jefferson, Tangipahoa, St. Tammany, Beauregard, Calcasieu, and Terrebonne. Additional groups anticipated in FY 2011 in Rapides and Lafayette parishes.

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.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$40,000.00/Section 2010

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

Project Number: 2011-50-02

Project Description: The Motorcycle Safety Foundation approved training program in Louisiana resides within the Department of Public Safety and provides Basic training courses and Advanced Rider Courses at locations throughout the state. Courses are currently being provided in Baton Rouge, Monroe, Lake Charles, and Thibodeaux. The LHSC grant will continue to assist with the transition from the Department of Education and support the expansion of the training program to Shreveport and Lafayette.

Project Staff: Jamie Ainsworth

Project Budget/Source: \$125,465.00/Section 2010

Motorcycle Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
----------------	---------------	--------	---------------

2011-50-03	Motorcycle Awareness Committee	\$40,000.00	2010
2011-50-02	Motorcycle Safety Foundation Training	\$125,465.00	2010
402 Total		0	402
2010 Total		\$165,465.00	2010
Total All Funds		\$165,465.00	

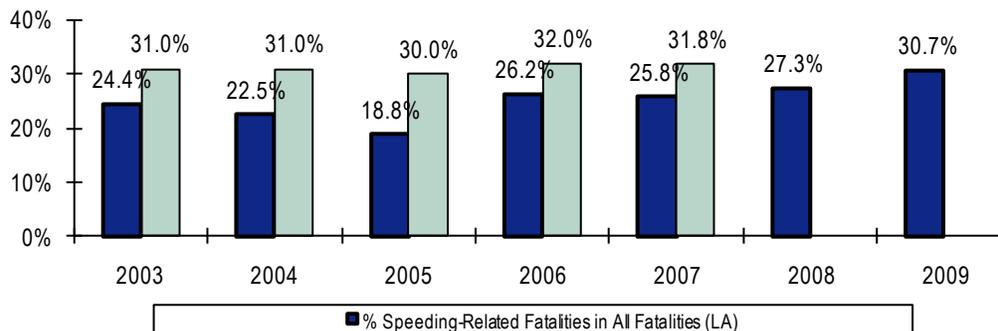
3.5 Police Traffic Services Program Area

Problem Identification and Analysis

In FFY 2011, Police Traffic Services (PTS) will be funded under Sections 402, 410, Section 154/164, and DOTD Flex Funds for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. In 2009, 63% of the drivers killed in crashes were not wearing seat belts, and 73% of passengers five years of age and older killed in crashes were not wearing seatbelts. The statewide seatbelt use rate was 74% in 2009. In 2009, 49% of all fatal crashes were alcohol related.

Data from the State’s Highway Safety Research Group reveal very few fatal or injury crashes include a violation for “over safe speed limit” or “over stated speed limit.” The majority of violations reported in injury (34%) and fatal (35%) crashes, however, are for “careless driving.” “Careless driving” is defined by LRS 32:58 as: “Any person operating a motor vehicle on the public roads of this state shall drive in a careful and prudent manner, so as not to endanger the life, limb, or property of any person. Failure to drive in such a manner shall constitute careless operation.” This may be interpreted by law enforcement to include speeding. Outreach to law enforcement, possibly through the State’s TRCC or Strategic Highway Safety Plan Management Team, of which LHSC is a member, should be conducted to determine how better to identify and/or report speed involvement in Louisiana crashes. According to the FARS, Louisiana continues to fall below the U.S. average for fatalities involving speed, however, due to the information above, improvements to data collection regarding speed may result in significant changes to these statistics. In FY 2011, Louisiana will conduct attitudinal surveys to track driver attitudes and awareness of speed enforcement and communication activities.

Figure 37. Speed Involvement in Louisiana Fatalities Compared to U.S. Average 2003 to 2009



Source: FARS.

Goals

- To decrease speeding-related fatalities by 4.3% from a five year average of 232 (2004-2008) to 218 in 2011.
- To decrease alcohol impaired fatalities by 4.3% from a five year average of 347 (2004-2008) to 323 in 2011.
- To increase safety belt use from a 5 year average of 76% (2004-2008) to 78% by 2011. An increase of 1 percentage point per year.
- To decrease number of fatal crashes involving young drivers by 6.7% from an average of 170 (2004-2008) to 159 in 2011.
- To decrease pedestrian fatalities by 4.7% from a five year of 105 (2004-2008) to 98 by 2011.
- To increase the number of seat belt citations issued during grant-funded enforcement activities by 10 percent from 37,088 in 2009 to 40,797 in 2011.
- To increase the number of impaired driving arrests made during grant-funded enforcement activities by 7 percent from 2,454 in 2009 to 2,594 in 2011.
- To increase the number of speeding citations issued during grant-funded enforcement activities by 15 percent from 9,584 in 2009 to 12,581 in 2011.

Performance Measures

- Number of speeding related fatalities.
- Number of alcohol impaired driving traffic fatalities.
- Number of fatalities involving a driver or motorcycle operator with .08+ BAC.
- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2011 seat belt observation survey.
- Number of drivers age 20 or younger involved in fatal crashes.
- Number of pedestrian fatalities.
- Number of seat belt citations issued during grant-funded enforcement activities.
- Number of impaired driving arrests made during grant funded enforcement activities.
- Number of speeding citations issued during grant-funded enforcement activities.

Strategies

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

4. Encourage nighttime occupant protection enforcement for both contracted and noncontracted law enforcement agencies. Track the number of nighttime occupant protection operations.
5. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drunk Driving. Over the Limit. Under Arrest.” and “Click it Or Ticket” campaigns.
6. Contract with the Louisiana State Police to conduct speed enforcement.
7. Conduct “sting,” “Cops in Shops,” and other enforcement operations to prevent underage drinking.
8. Conduct one SFST Instructor and one DRE course in 2011.
9. Contract with Lafourche Parish Sheriff’s Office for the support of DDACTS. Support Baton Rouge Police Department and New Orleans Police Department in the implementation of DDACTS.
10. Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

Programs and Projects

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

Project Number: 2011-30-11

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

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – LSP Troop B

Project Number: 2011-30-10

Project Description: Conduct LEL services to all law enforcement agencies in the Troop B area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant

protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of St. John, St. Charles, Jefferson, Orleans, St. Bernard, and Plaquemines. The Parishes of Jefferson and Orleans are comprehensive problem ID parishes. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrice Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – LSP Troop C

Project Number: 2011-30-14

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

Project Staff: Lyrice Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – LSP Troop D

Project Number: 2011-30-13

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

law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – LSP Troop E

Project Number: 2011-30-09

Project Description: Conduct LEL services to all law enforcement agencies in the Troop E area, with top priority given to LHSC-contracted law enforcement agencies that specifically support the objectives of the NHTSA/LHSC impaired driving and NHTSA/LHSC occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. This will include support to law enforcement agencies in the Parishes of Winn, Sabine, Natchitoches, Grant, Vernon, Rapides, La Salle, Catahoula, Concordia, and Avoyelles. The Parish of Rapides is a comprehensive problem id parish. The LEL will attend national, state, and regional LEL and traffic safety program meetings, as well as monthly Safe Community meetings in the geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; and conduct at least two site visits to assigned contracted law enforcement agencies each month to educate the agency on how NHTSA/LHSC can support their traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote no refusal weekends.

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – LSP Troop F

Project Number: 2011-30-15

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

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – LSP Troop G

Project Number: 2011-30-12

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

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – LSP Troop I

Project Number: 2011-30-16

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

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,970/Section 402

Project Title: Law Enforcement Liaison – Troop L

Project Number: 2011-30-08

Project Description: Conduct LEL services to all law enforcement agencies in the Troop L area, with top priority given to LHSC-contracted law enforcement agencies, that specifically

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

Project Staff: Lyrica Johnson

Project Budget/Source: \$49,970/Section 402

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

Project Number: 2011-30-03

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

The LSP will promote ride – along and observation programs for judges and prosecutors. Judges and prosecutors will be encouraged to ride with and observe LSP Troopers during DWI Saturation Patrols and DWI Checkpoints. These programs may be conducted outside the judges' and prosecutors' normal jurisdictions.

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

Troop Commanders will attend and participate in local Safety Conscious Planning meetings and Traffic Incident Management meetings. Troop Commanders will work with DOTD District Administrators, Metropolitan Planning Organizations (MPOs), Safety Councils, Safe Community organizations, and other local traffic safety partners to develop and implement comprehensive traffic safety programs.

The LSP agrees to complete and submit to LHSC monthly statistics as outlined in the Annexes of this sub grant. The LSP will notify local LHSC Commission members and LHSC staff members of all press conferences and special events conducted in support of the activities of this sub grant.

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

When DREs are called out to support troopers working this Crash Reduction Overtime Grant, the called out DREs shall be eligible for overtime payments under the DWI Portion of this Crash Reduction Grant.

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

-  There will be additional DWI, occupant protection, and speed enforcement;
-  The advantages to drivers and passengers of properly wearing safety belts;
-  Give emphasis to 18- to 34-year-old adult male pickup truck driver seat belt usage compliance;
-  The results of enforcement efforts (pre- and post-surveys, PI&E events, etc.);
-  The laws, penalties, and risks of non seat belt usage, to include the medical, financial, and criminal risks and sanctions;
-  The laws, penalties, and risks for Drivers' License violations (including suspended, revoked, fake, expired, and no drivers' license);
-  The advantages of driving sober;
-  The advantages of using a designated driver; and
-  The laws, penalties, and risks of driving while impaired, to include the medical, financial, and criminal risks and sanctions.

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

The LHSC will reimburse the LSP for Radio Communication Overtime Activities and Clerical Overtime Activities in support of this sub grant. Radio Communication Officers and Clerical personnel may be employed on an overtime basis to assist regularly assigned radio operators, process additional paperwork, and compile statistical data associated with the increased traffic enforcement patrols. There must be a minimum of two troopers working LHSC – sponsored overtime traffic enforcement a troop in order for that troop to employ a Radio Communication Officer on an overtime basis under this sub grant.

Project Staff: Lyrica Johnson

Project Budget/Source: \$1,444,674.00 total - \$539,450.00/Section 402; \$595,479.00 Section 410 FR; \$205,105.00 Section 401 HVE; & \$104,640.00 Flex Funds

Project Title: Overtime Traffic Safety Enforcement – Local Law Enforcement

Project Number: 2011-30-22 *through* 2011-30-97

Project Description: These projects will provide subgrants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. The subgrant amount per agency, as well as funding amounts for equipment purchases in excess of \$5,000.00. The police departments and sheriff's offices will provide enforcement, for a number of hours to be specified in each agency's contract with LHSC, in support of occupant protection, impaired driving, speed, and child passenger safety. This enforcement will be coordinated with the NHTSA/LHSC annual "Click It or Ticket" and "Drunk Driving. Over the Limit. Under Arrest." campaigns. Law enforcement agencies to be involved in this program include:

- | | |
|---------------------------------------|---|
| 1. Alexandria Police Department | 45. Merryville Police Department |
| 2. Allen Sheriff's Office | 46. Monroe Police Department |
| 3. Ascension Sheriff's Office | 47. Morehouse Sheriff's Office |
| 4. Baker Police Department | 48. Natchez Police Department |
| 5. Bastrop Police Department | 49. Natchitoches Police Department |
| 6. Baton Rouge Police Department | 50. New Orleans Police Department |
| 7. Beauregard Sheriff's Office | 51. Opelousas Police Department |
| 8. Bogalusa Police Department | 52. Patterson Police Department |
| 9. Bossier Police Department | 53. Pineville Police Department |
| 10. Broussard Police Department | 54. Ponchatoula Police Department |
| 11. Bunkie Police Department | 55. Rapides Sheriff's Office |
| 12. Caddo Sheriff's Office | 56. Rayne Police Department |
| 13. Calcasieu Sheriff's Office | 57. Rosepine Police Department |
| 14. Clinton Police Department | 58. Shreveport Police Department |
| 15. Covington Police Department | 59. Slidell Police Department |
| 16. Cullen Police Department | 60. St. Bernard Sheriff's Office |
| 17. Denham Springs Police Department | 61. St. Charles Sheriff's Office |
| 18. DeRidder Police Department | 62. St. John the Baptist Sheriff's Office |
| 19. East Baton Rouge Sheriff's Office | 63. St. Martin Sheriff's Office |
| 20. Franklinton Police Department | 64. St. Mary Sheriff's Office |
| 21. Golden Meadow Police Department | 65. St. Tammany Sheriff's Office |
| 22. Gonzales Police Department | 66. Sulphur Police Department |
| 23. Grambling Police Department | 67. Tangipahoa Sheriff's Office |
| 24. Greenwood Police Department | 68. Terrebonne Sheriff's Office |
| 25. Hammond Police Department | 69. Thibodaux Police Department |
| 26. Haughton Police Department | 70. Union Sheriff's Office |
| 27. Houma Police Department | 71. University of LA Monroe Police Department |
| 28. Iberia Sheriff's Office | 72. Walker Police Department |
| 29. Iowa Police Department | 73. Washington Sheriff's Office |
| 30. Jean Lafitte Police Department | 74. West Monroe Police Department |
| 31. Jefferson Sheriff's Office | 75. Westwego Police Department |
| 32. Jefferson Davis Sheriff's Office | 76. Zachary Police Department |
| 33. Kenner Police Department | |

34. Killian Police Department
 35. Kinder Police Department
 36. Lafayette Sheriff's Office
 37. Lafourche Sheriff's Office
 38. Lake Charles Police Department
 39. Leesville Police Department
 40. Lincoln Sheriff's Office
 41. Livingston Police Department
 42. Livingston Sheriff's Office
 43. Lockport Police Department
 44. Mandeville Police Department
-

A few agencies also will be awarded sub grants to implement additional impaired driving enforcement strategies, such as the purchase of a Blood Alcohol Testing Unit and implementing the Juvenile Underage Drinking Enforcement (JUDE) Program, as shown below:

- Caddo Parish Sheriff's Office (Blood Alcohol Testing Unit)
- Lafayette Police Department (Blood Alcohol Testing Unit);
- New Orleans Police Department (JUDE program and Blood Alcohol Testing Unit);
- Jefferson Parish Sheriff's Office (Blood Alcohol Testing Unit);
- Lake Charles Police Department (Blood Alcohol Testing Unit);
- Baton Rouge Police Department (JUDE Program);
- Zachary Police Department (JUDE Program);
- East Baton Rouge Sheriff's Office (JUDE Program);
- Slidell Police Department (JUDE Program);
- St. Tammany Sheriff's Office (JUDE Program);
- Mandeville Police Department (JUDE Program);
- Terrebonne Sheriff's Office (JUDE Program);
- Houma Police Department (JUDE Program);
- Tangipahoa Sheriff's Office (JUDE Program);
- Hammond Police Department (JUDE Program);
- Ponchatoula Police Department (JUDE Program);
- Thibodaux Police Department (JUDE Program);
- Gonzales Police Department (JUDE Program);
- St. John the Baptist Sheriff's Office (JUDE Program) and
- Washington Parish Sheriff's Office (JUDE Program).

Project Staff: Lyrica Johnson

Project Budget/Source: \$854,523.00/Section 402; \$116,000.00/Section 406;
\$545,360.00/Flex Funds; \$1,871,857.00/Section 410 FR; \$1,704,911.00/Section 410 HVE;
\$824,728.00/Section 154/164AL

Project Title: Traffic Safety Programs Contractor

Project Number: 2011-30-05

Project Description: The subcontractor will gather and evaluate DWI, occupant protection, speed, and other enforcement and public information and education (PI&E) statistics from LHSC contracted agencies and staff; plan and implement the 2009 Impaired Driving Program and youth Program Evaluation reports; assist LHSC with traffic safety legislation research, tracking, and testimony; coordinate implementation and evaluation of DWI Courts in Louisiana and attend DWI Court sessions and meetings as necessary; perform contract monitoring as assigned by LHSC management; and coordinate and support other LHSC initiatives.

Project Staff: Lyrica Johnson

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

Project Title: Traffic Safety Programs Contractor

Project Number: 2011-30-06

Project Description: The subcontractor will gather and evaluate DWI, occupant protection, speed, and other enforcement and public information and education (PI&E) statistics from LHSC contracted agencies and staff; plan and implement the 2009 Impaired Driving Program and youth Program Evaluation reports; assist LHSC with traffic safety legislation research, tracking, and testimony; coordinate implementation and evaluation of DWI Courts in Louisiana and attend DWI Court sessions and meetings as necessary; perform contract monitoring as assigned by LHSC management; and coordinate and support other LHSC initiatives.

Project Staff: Lyrica Johnson

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

Police Traffic Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
2011-30-11	Law Enforcement Liaison (LEL) – LSP Troop A	\$49,970.00	402
2011-30-10	Law Enforcement Liaison (LEL) – LSP Troop B	\$49,970.00	402
2011-30-14	Law Enforcement Liaison (LEL) – LSP Troop C	\$49,970.00	402
2011-30-13	Law Enforcement Liaison (LEL) – LSP Troop D	\$49,970.00	402
2011-30-09	Law Enforcement Liaison (LEL) – LSP Troop E	\$49,970.00	402

Project Number	Project Title	Budget	Budget Source
2011-30-15	Law Enforcement Liaison (LEL) – LSP Troop F	\$49,970.00	402
2011-30-12	Law Enforcement Liaison (LEL) – LSP Troop G	\$49,970.00	402
2011-30-16	Law Enforcement Liaison (LEL) – LSP Troop I	\$49,970.00	402
2011-30-08	Law Enforcement Liaison (LEL) – LSP Troop L	\$49,970.00	402
2011-30-05	Police Traffic Services Coordinator –Contract	\$49,950.00	402
2011-30-06	Police Traffic Services Coordinator –Contract	\$49,950.00	402
2011-30-03	Louisiana State Police (LSP) Crash Reduction Grant	\$539,450.00	402
		\$595,479.00	410 FR
		\$205,105.00	410 HVE
		\$104,640.00	Flex
	Overtime Traffic Safety Laws Enforcement – Local Law Enforcement	\$854,523.00	402
		\$1,871,856.00	410 FR
		\$1,704,911.00	410 HVE
		\$824,728.00	Section 154/164AL
		\$545,360.00	Flex
402 Total		\$1,943,603.00	402
410 HVE Total		\$1,910,016.00	410 HVE
410 FR Total		\$2,467,345.00	410 FR
Section 154/164 AL Total		\$824,728.00	Section 154/164 AL
Flex Funds Total		\$650,000.00	Flex
Total All Funds		\$7,795,692.00	

3.6 Safe Communities

Problem Identification and Analysis

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

Goals

- To decrease speeding-related fatalities by 4.3% from a five year average of 232 (2004-2008) to 218 in 2011.

- To decrease fatalities involving a driver or motorcycle operator with .08+ BAC by 4.3% from a five year average of 347 (2004-2008) to 323 in 2011.
- To increase safety belt use from a 5 year average of 76% (2004-2008) to 78% by 2011. An increase of 1 percentage point per year.
- To decrease fatal crashes involving young drivers by 6.7% from a five year average of 170 (2004-2008) to 159 in 2011.
- To decrease pedestrian fatalities by 4.7% from a five year of 105 (2004-2008) to 98 by 2011.

Performance Measures

- Number of motor vehicle-related fatalities.
- Number of motor vehicle-related serious injuries.
- Fatality rate per 100 M VMT.
- Number of speeding related fatalities.
- Number of alcohol impaired driving traffic fatalities.
- Number of fatalities involving a driver or motorcycle operator with .08+ BAC.
- Statewide seat belt use rate, front seat outboard occupants, as determined by the 2011 seat belt observation survey.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- Number of pedestrian fatalities.
- Number of drivers age 20 or younger involved in fatal crashes.

Strategies

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

Programs and Projects

Project Title: South Central Safe Community

Project Number: 2011-70-07

Project Description:

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

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

Project Staff: Jamie Ainsworth

Project Budget/Source: \$99,182.00/Section 402
\$10,000.00/Flex Funds

Project Title: St. Martin Safe Community

Project Number: 2011-70-02

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

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

Project Staff: Jamie Ainsworth

Project Budget/Source: \$102,400.00/Section 402
\$10,000.00/Flex Funds

Project Title: Lincoln Parish Safe Community

Project Number: 2011-70-03

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

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

Project Staff: Jamie Ainsworth

Project Budget/Source: \$40,000.00/Section 402
\$10,000.00/Flex Funds

Project Title: National Safety Council – New Orleans Area Safe Community

Project Number: 2011-70-06

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

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

Project Staff: Jamie Ainsworth

Project Budget/Source: \$40,000.00/Section 402
\$10,000.00/Flex Funds

Project Title: Baton Rouge Safety Council Safe Community

Project Number: 2011-70-01

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

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

Project Staff: Jamie Ainsworth

Project Budget/Source: \$40,000.00/Section 402
\$10,000.00/Flex Funds

Project Title: Safe Community Coordinator

Project Number: 2011-70-05

Project Description: This position has not been filled at time of Commission meeting; however, the LHSC will continually assess the growth of the Safe Community program. The funds are reserved for the hiring of a contractor to fulfill the duties to grow and support the overall program.

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

Project Staff: Jamie Ainsworth

Project Budget/Source: \$65,418.00/Section 402

Safe Communities: Budget Summary

Project Number	Project Title	Budget	Budget Source
2011-70-07	S. Central Safe Community	\$99,182.00	402
		\$10,000.00	Flex
2011-70-02	St. Martin Safe Community	\$102,400.00	402
		\$10,000.00	Flex
2011-70-03	Lincoln Parish Safe Community	\$40,000.00	402
		\$10,000.00	Flex
2011-70-06	National Safety Council - New Orleans Safe Community	\$40,000.00	402
		\$10,000.00	Flex
2011-70-01	Baton Rouge Safety Council Safe Community	\$40,000.00	402
		\$10,000.00	Flex
2011-70-05	Safe Communities Coordinator	\$65,418.00	402
Flex Funds Total		\$50,000.00	Flex
402 Total		\$387,000.00	402
Total All Funds		\$437,000.00	

3.7 Railgrade/Highway Safety

Problem Identification and Analysis

There were 6 deaths reported involving a train in 2009 compared to 15 deaths reported for 2008.

Goal

- To decrease public railgrade crossing fatalities by 7% from a five year average of 16 (2004-2008) to 14 in 2011.

Performance Measures

- Number of highway-rail grade fatalities.

Strategies

1. Support Louisiana Operation Lifesaver.
2. Establish a legislative framework for the LHSC program throughout 2011.
3. Conduct highway-rail grade crossing public education programs.
4. Conduct highway-rail grade crossing officer training programs.
5. Support the physical closure of railroad crossings.
6. Support Officer on a Train educational program.
7. Encourage strict enforcement of rail crossing violations.
8. Conduct a Traffic Safety Summit with one day focused on highway-rail grade safety and one day on traffic safety.

Programs and Projects

Project Title: Operation Lifesaver - Rail

Project Number: 2011-60-01

Project Description:

1. Act as the coordinator for Louisiana Operation Lifesaver.
2. Update the Operation Lifesaver Action Plan for FY 2011 based on problem identification, regarding motor vehicle / train crashes, trespass prevention, and Louisiana Operation Lifesaver, LOL, and the LHSC goals and objectives.
3. Update existing LOL plans in first quarter of FFY.
4. Plan, organize, and conduct meetings, workshops, and presentations to support rail grade safety.
5. Maintain, and utilize the LOL “presenters” database.
6. Coordinate the maintenance of the LOL website.
7. Train volunteers statewide.
8. Promote LOL and Operation Lifesaver programs in parishes with high railroad grade collision rates.

Project Staff: Jim Dickerson

Project Budget/Source: \$38,397.00/Section 402

Railgrade/Highway Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
----------------	---------------	--------	---------------

2011-60-01	Operation Lifesaver	\$38,397.00	402
402 Total		\$38,397.00	402
Total All Funds		\$38,397.00	

3.8 Hazard Elimination

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

Programs and Projects

Project Title – Hazard Elimination Program FY11

Project Number – 2011-90-00

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

Project Staff – Angie Womack Jones

Project Budget/Source – \$7,750,000.00 Section 154HE and \$7,750,000.00 Section 164HE

Hazard Elimination: Budget Summary

Project Number	Project Title	Budget	Budget Source
450-03-0074	I-10 Slope Adjustments	\$503,000.00	
076-02-0019	Sight Flare	\$60,000.00	
129-01-0023	Sight Flare Impr.	\$28,000.00	
251-02-0046	Sheet piling at slide area	\$500,000.00	
	Data Analysis	\$2,000,000.00	
	Operation Lifesaver	\$60,000.00	
712-99-0013	Program Manager	\$50,000.00	
737-99-1085	Local Roads	\$4,000,000.00	
737-99-0959	Local Circuit Rider	\$121,500.00	
	LA 465 Intersect. Impro.	\$250,000.00	
737-99-0990	Attenuator Replacement	\$1,500,000.00	
137-01-0020	Median Cable Barriers	\$1,677,500.00	
	Miscellaneous Projects	\$5,000,000.00	
Total All Funds		\$15,500,000.00	
Total All Funds		\$15,500,000.00	

3.9 Planning and Administration

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

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

Goals

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

Performance Measures

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

Strategies

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

Table 7. Planning and Administration Activities

Project No.	Funding Source	Project Name	Description	2011 Proposed Funding
2011-00-00	402	Planning and Administration	Program provides for the management of the LHSC programs, including employment of personnel to manage programs, associated travel, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.	\$336,303
2011-01-01	402	LHSC Contract Planner	Provides for the LHSC Planner for the statewide traffic safety program.	\$49,700
<i>Program Management Projects</i>				
2011-10-00	402	Program Management (Alcohol)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.	\$294,275
2011-20-00	402	Program Management (Occupant Protection)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.	\$209,800
2011-30-00	402	Program Management (Police Traffic Services)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.	\$292,535
2011-40-00	402	Program Management (Traffic Records)	Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.	\$136,340
<i>Program Support Projects</i>				
2011-10-15	402	Alcohol Commodities	Provides impaired driving public information and education materials for LHSC speakers and coordinators.	\$20,000
2011-20-05	402	LHSC Commodities	Purchase commodities to promote occupant protection/traffic safety messages to the public at large via law enforcement and other traffic safety partners.	\$20,000
2011-30-01	402	LHSC Commodities	Purchase commodities to promote traffic safety messages to the public at large via law enforcement and other traffic safety partners.	\$15,483
2011-30-02	402	LHSC Sponsored Travel and Training	Program provides funding for in and out-of-state travel to conferences and training.	\$50,000
2011-01-02	406	DPS Office of Legal Affairs	Provides for a LHSC legal consultant.	\$46,423
2011-30-07	402	Traffic Safety Program Consultant	Provides for a traffic safety program consultant.	\$41,000
2011-01-03	402	H & M Consulting	Provides for statistical analysis of identified traffic safety needs.	\$25,000

Table 8. Positions and Funding Source

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

Table 9. Project Summary Table for FFY 2011

LHSC Coordinator	Program Area	Project Number	Funding Source	Agency	Title	Proposed Award
Alcohol Impaired Driving						
Jim	AL	2011-10-00	402	Program Management - Alcohol	Program Management - Alcohol	\$294,275.00
Nichole	AL	2011-10-15	402	In-house	Commodities	\$20,000.00
Jim	AL	2011-01-02	406	DPS Office of Legal Affairs	LHSC Legal Consultant	\$46,423.00
Angie	AL	2011-10-02	410	14th Judicial District DWI Court	14th Judicial District DWI Treatment Court Program - Alcohol	\$150,000.00
Angie	AL	2011-10-03	410	16th JDC Iberia Parish DWI Court	16th JDC DWI Court	\$134,000.00
Angie	AL	2011-10-04	410	16th JDC St. Mary Parish DWI Court	16th JDC DWI Court	\$134,000.00
Angie	AL	2011-10-05	410	22ND JDC St. Tammany and Washington Parishes DWI Court	22nd JDC DWI Court	\$157,690.00
Angie	AL	2011-10-06	410	25th JDC Plaquemines Parish DWI Court	25th JDC DWI Court	\$147,700.00
Angie	AL	2011-10-07	410	32nd JDC Terrebonne Parish DWI Court	32nd JDC DWI Court	\$145,350.00
Angie	AL	2011-10-08	410	4th Judicial District Attorney's Office	4th JDC DWI Court	\$146,000.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Jamie	AL	2011-10-09	410	NA	Anti-Impaired Driving Commercial Development	\$48,675.00
Angie	AL	2011-10-10	410	Baton Rouge City Court DWI Court	Baton Rouge DWI Court	\$144,520.00
Angie	AL	2011-10-11	410	Catherine Childers Consulting	DWI Court Liaison	\$49,000.00
Nichole	AL	2011-10-12	410	Sudden Impact/SELA Assistant	Dinnika T. Lawrence	\$5,000.00
Nichole	AL	2011-10-13	410	EBR Alcoholic Beverage Control	EBR Alcoholic Beverage Control	\$138,276.00
Angie	AL	2011-10-14	410	Highway Safety Research Group - LSU	Pretrial Diversion Study	\$55,765.00
Nichole	AL	2011-10-16	410	Interim LSU Public Hospital MCLNO	Sudden Impact Program	\$27,175.00
Angie	AL	2011-10-18	410	Louisiana District Attorneys Association (LDAA)	Traffic Safety Resource Prosecutor	\$131,831.00
Nichole	AL	2011-10-20	410	Louisiana SADD	La SADD-Underage Drinking Prevention Program	\$145,200.00
Nichole	AL	2011-10-21	410	Louisiana MADD	Louisiana MADD-Underage Drinking Prevention Program	\$200,000.00
Angie	AL	2011-10-23	410	LSU - Baton Rouge Collegiate Alliance (BRCA)	Baton Rouge Collegiate Alliance	\$100,000.00
Angie	AL	2011-10-24	410	MADD LA State Office - Alcohol	Victim Impact Panels	\$150,000.00
Angie	AL	2011-10-25	410	NA	Underage Drinking Public Opinion Survey	\$70,000.00
Angie	AL	2011-10-26	410	NA	Judicial Resource Liaison	\$100,000.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Nichole	AL	2011-10-27	410	NA	Bayou Classic Press Conference	\$300.00
Angie	AL	2011-10-29	410	National Center for DWI Courts	3.5 day Training for DWI Courts	\$35,000.00
Nichole	AL	2011-10-30	410	Northwestern State Univ. Safe Communities	Northwestern State University Safe Communities	\$21,325.00
Nichole	AL	2011-10-31	410	Southeastern Louisiana University	Project Lion Price	\$49,839.00
Nichole	AL	2011-10-33	410	Tangipahoa Parish TRACC Coalition	Youth Awareness Impaired Driver Program	\$49,995.00
Nichole	AL	2011-10-19	154/164 AL	Louisiana Office of Alcohol and Tobacco Control	Cops in Shops Program	\$165,920.00
Darrell	AL	2011-10-22	154/164 AL	LTAP/LTRC		\$50,000.00
Angie	AL	2011-10-32	154/164 AL	Statewide Judges, Prosecutors, Medical Professionals, Law Enforcement agencies	No Refusal Weekends	\$250,000.00
Lyrice	AL	2011-10-35	154/164 AL	University of Louisiana at Monroe	University of Louisiana at Monroe	\$18,887.00
Angie	AL	2011-10-17	410FR	Linda Hull	LHSC DWI Awards Program	\$26,400.00
Angie	AL	2011-10-28	410FR	NA	Implementation of Alcohol Assessment Recommendations	\$83,584.00
Angie	AL	2011-10-28-01	410FR	Mike Barron	Alcohol Assessment Implementation Coordinator	\$49,900.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Nichole	AL	2011-10-34	410FR	UL Lafayette	School Leaders Involved in Drinking and Drug Education (SLIDDE)	\$23,262.00
Jamie	AL PM	2011-80-01	410	Garrison Advertising	LHSC Highway Safety Advertising Campaign	\$460,000.00
Jamie	AL PM	2011-80-01	154/164 AL	Garrison Advertising	LHSC Highway Safety Advertising Campaign	\$1,500,000.00
Jamie	AL PM	2011-80-02	410FR	NA	Highway Safety message development	\$40,000.00
Hazard Elimination						
Angie	HE	2011-90-00	154HE/164HE	DOTD	Hazard Elimination Project	\$15,500,000.00
Motorcycle						
Vickie	MC	2011-20-01	406	Applied Technology Research Corp. (Motorcycle Helmet Survey)	Research and Assessment Surveys (MC)	\$27,863.00
Jamie	MC	2011-50-02	2010	Louisiana State Police	Motorcycle Safety and Operator Training	\$125,465.00
Jamie	MC	2011-50-03	2010	Motorcycle Awareness Committee	Motorcycle Awareness Campaign (MAC)	\$40,000.00
Occupant Protection						
Jim	OP	2011-20-00	402	LHSC In-House	Program Management - Occupant Protection	\$209,800.00
Vickie	OP	2011-20-05	402	In-house	Commodities	\$20,000.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Vickie	OP	2011-20-01	405	Applied Technology Research Corp.	Research and Assessment Surveys (OP)	\$70,118.00
Vickie	OP	2011-20-02	405	Catholic Charities Archdiocese	Greater New Orleans Hispanic Outreach Occupant Protection Program	\$49,987.00
Vickie	OP	2011-20-03	405	Dinnika T. Lawrence - OP	LA Passenger Safety Task Force Assistant	\$36,000.00
Vickie	OP	2011-20-04	405	Hispanic Committee of the South OP	Rapides Parish Hispanic Outreach Occupant Protection Program	\$49,986.00
Vickie	OP	2011-20-06	405	Interim LSU Public Hospital MCLNO	Louisiana Passenger Safety Task Force	\$138,050.00
Vickie	OP	2011-20-09	405	Wayne McElveen	Southwest LA Occupant Protection Coalition	\$49,900.00
Vickie	OP	2011-20-07	406	Linden Claybrook	Drive Safe Louisiana	\$29,800.00
Vickie	OP	2011-20-08	406	Think First of the Ark'La'Tex	Think First Occupant Protection Program	\$61,000.00
Jamie	OP PM	2011-80-01	405	Garrison Advertising	LHSC Highway Safety Advertising Campaign	\$300,000.00
Jamie	OP PM	2011-80-01	FLEX	Garrison Advertising	LHSC Highway Safety Advertising Campaign	\$550,000.00
Planning and Administration						
Jim	PA	2011-00-00	402	LHSC In-House	Planning and Administration	\$336,303.00
Jim	PA	2011-01-01	402	Dortha Cummins	LHSC Contract Planner	\$49,700.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Jim	PA	2011-01-03	402	H&M Consulting	Statistical Analysis	\$25,000.00
Police Traffic Services						
Jim	PT	2011-30-00	402	LHSC In-House	Program Management - Police Traffic Services	\$292,535.00
Lyrice	PT	2011-30-01	402	In-house	Commodities	\$15,483.00
Vickie	PT	2011-30-02	402	In-house	LHSC Travel/Training	\$50,000.00
Lyrice	PT	2011-30-03	402	LSP Crash Reduction	LSP Crash Reduction	\$539,450.00
Lyrice	PT	2011-30-05	402	Kenny Williams Contracted PTS	Kenny Williams Contracted PTS	\$49,950.00
Lyrice	PT	2011-30-06	402	Darrell Hebert Contracted PTS	Darrell Hebert Contracted PTS	\$49,950.00
Vickie	PT	2011-30-07	402	Robert Breland	Traffic Safety Program Consultant	\$41,000.00
Kenny	PT	2011-30-08	402	Aaron Chabaud LEL	Aaron Chabaud LEL	\$49,970.00
Lyrice	PT	2011-30-09	402	Bobby Potter LEL	Bobby Potter LEL	\$49,970.00
Lyrice	PT	2011-30-10	402	Brad McGlothren LEL	Brad McGlothren LEL	\$49,970.00
Lyrice	PT	2011-30-11	402	Brad Stewart LEL	Brad Stewart LEL	\$49,970.00
Lyrice	PT	2011-30-12	402	Donald Campbell LEL	Donald Campbell LEL	\$49,970.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Darrell	PT	2011-30-13	402	Frank Vaughan LEL	Frank Vaughan LEL	\$49,970.00
Kenny	PT	2011-30-14	402	Morris Beverly LEL	Morris Beverly LEL	\$49,970.00
Lyrice	PT	2011-30-15	402	Ted Riser LEL	Ted Riser LEL	\$49,970.00
Darrell	PT	2011-30-16	402	J. E. "Pete" Stout LEL	J. E. "Pete" Stout LEL	\$49,970.00
Lyrice	PT	2011-30-20	402	Alexandria PD	Alexandria PD	\$38,600.00
Lyrice	PT	2011-30-22	402	Ascension Parish SO	Ascension Parish SO	\$30,400.00
Lyrice	PT	2011-30-23	402	Baker PD	Baker PD	\$11,329.00
Lyrice	PT	2011-30-25	402	Baton Rouge PD	Baton Rouge PD	\$187,990.00
Kenny	PT	2011-30-27	402	Bogalusa PD		\$3,300.00
Lyrice	PT	2011-30-28	402	Bossier PD	Bossier PD	\$13,608.00
Darrell	PT	2011-30-29	402	Broussard PD		\$2,500.00
Vickie	PT	2011-30-31	402	Friends of Safety Town	Sheriff's Safety Town-Caddo Parish	\$12,120.00
Lyrice	PT	2011-30-31	402	Caddo Parish SO	Caddo Parish SO	\$9,000.00
Darrell	PT	2011-30-32	402	Calcasieu Parish SO	Calcasieu Parish SO	\$34,600.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-33	402	Denham Springs PD	Denham Springs PD	\$15,600.00
Kenny	PT	2011-30-36	402	Covington PD	Covington PD	\$9,675.00
Lyrice	PT	2011-30-39	402	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$31,200.00
Lyrice	PT	2011-30-42	402	Gonzales PD	Gonzales PD	\$21,575.00
Kenny	PT	2011-30-45	402	Hammond PD	Hammond PD	\$6,500.00
Kenny	PT	2011-30-47	402	Houma PD	Houma PD	\$16,345.00
Darrell	PT	2011-30-49	402	Iowa PD	Iowa PD	\$1,750.00
Darrell	PT	2011-30-51	402	Jefferson Davis SO	Jefferson Davis SO	\$11,250.00
Lyrice	PT	2011-30-52	402	Jefferson Parish SO	Jefferson Parish SO	\$23,800.00
Lyrice	PT	2011-30-53	402	Kenner PD	Kenner PD	\$12,300.00
Darrell	PT	2011-30-56	402	Lafayette PD	Lafayette PD	\$20,915.00
Kenny	PT	2011-30-57	402	Lafourche Parish SO	Lafourche Parish SO	\$35,000.00
Darrell	PT	2011-30-58	402	Lake Charles PD	Lake Charles PD	\$21,900.00
Lyrice	PT	2011-30-59	402	Leesville PD	Leesville PD	\$2,700.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-61	402	Livingston Parish SO	Livingston Parish SO	\$21,400.00
Lyrice	PT	2011-30-62	402	Livingston PD	Livingston PD	\$9,813.00
Kenny	PT	2011-30-63	402	Lockport PD	Lockport PD	\$3,267.00
Kenny	PT	2011-30-64	402	Mandeville PD	Mandeville PD	\$3,300.00
Lyrice	PT	2011-30-66	402	Monroe PD	Monroe PD	\$22,680.00
Lyrice	PT	2011-30-69	402	Natchitoches PD	Natchitoches PD	\$5,040.00
Darrell	PT	2011-30-72	402	Patterson PD	Patterson PD	\$5,000.00
Lyrice	PT	2011-30-73	402	Pineville PD	Pineville PD	\$17,400.00
Lyrice	PT	2011-30-76	402	Rapides Parish SO	Rapides Parish SO	\$12,700.00
Lyrice	PT	2011-30-78	402	Rosepine PD	Rosepine PD	\$7,500.00
Lyrice	PT	2011-30-79	402	Shreveport PD	Shreveport PD	\$39,000.00
Kenny	PT	2011-30-80	402	Slidell PD	Slidell PD	\$4,012.00
Lyrice	PT	2011-30-84	402	St. John the Baptist Parish SO	St. John the Baptist Parish SO	\$22,000.00
Kenny	PT	2011-30-87	402	St. Tammany Parish SO	St. Tammany Parish SO	\$22,050.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Darrell	PT	2011-30-88	402	Sulphur PD	Sulphur PD	\$2,192.00
Kenny	PT	2011-30-89	402	Tangipahoa Parish SO	Tangipahoa Parish SO	\$16,800.00
Kenny	PT	2011-30-90	402	Terrebonne Parish SO	Terrebonne Parish SO	\$21,672.00
Kenny	PT	2011-30-91	402	Thibodaux PD	Thibodaux PD	\$5,000.00
Lyrice	PT	2011-30-92	402	Union Parish SO	Union Parish SO	\$10,000.00
Lyrice	PT	2011-30-93	402	Walker PD	Walker PD	\$8,160.00
Lyrice	PT	2011-30-95	402	West Monroe PD	West Monroe PD	\$18,000.00
Lyrice	PT	2011-30-97	402	Zachary PD	Zachary PD	\$15,700.00
Lyrice	PT	2011-30-70	406	New Orleans PD	New Orleans PD	\$116,000.00
Kenny	PT	2011-30-04	410	NA	Standardized Field Sobriety Testing	\$200,500.00
Lyrice	PT	2011-30-24	154/164 AL	Bastrop PD	Bastrop PD	\$10,000.00
Darrell	PT	2011-30-26	154/164 AL	Beauregard Parish SO	Beauregard Parish SO	\$35,000.00
Lyrice	PT	2011-30-28	154/164 AL	Bossier PD	Bossier PD	\$18,370.00
Darrell	PT	2011-30-29	154/164 AL	Broussard PD	Broussard PD	\$2,500.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-30	154/164 AL	Bunkie PD	Bunkie PD	\$18,810.00
Lyrice	PT	2011-30-31	154/164 AL	Caddo Parish SO	Caddo Parish SO	\$24,000.00
Lyrice	PT	2011-30-33	154/164 AL	Denham Springs PD	Denham Springs PD	\$15,600.00
Kenny	PT	2011-30-36	154/164 AL	Covington PD	Covington PD	\$9,030.00
Darrell	PT	2011-30-38	154/164 AL	DeRidder PD	DeRidder PD	\$21,600.00
Kenny	PT	2011-30-41	154/164 AL	Golden Meadow PD	Golden Meadow PD	\$10,000.00
Lyrice	PT	2011-30-42	154/164 AL	Gonzales PD	Gonzales PD	\$23,870.00
Lyrice	PT	2011-30-43	154/164 AL	Grambling PD	Grambling PD	\$29,495.00
Lyrice	PT	2011-30-44	154/164 AL	Greenwood PD	Greenwood PD	\$17,150.00
Darrell	PT	2011-30-48	154/164 AL	Iberia Parish SO	Iberia Parish SO	\$25,000.00
Darrell	PT	2011-30-49	154/164 AL	Iowa PD	Iowa PD	\$4,500.00
Lyrice	PT	2011-30-50	154/164 AL	Jean Lafitte PD	Jean Lafitte PD	\$20,000.00
Darrell	PT	2011-30-51	154/164 AL	Jefferson Davis SO	Jefferson Davis SO	\$6,250.00
Lyrice	PT	2011-30-53	154/164 AL	Kenner PD	Kenner PD	\$17,671.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Darrell	PT	2011-30-55	154/164 AL	Kinder PD	Kinder PD	\$15,000.00
Kenny	PT	2011-30-57	154/164 AL	Lafourche Parish SO	Lafourche Parish SO	\$37,800.00
Darrell	PT	2011-30-58	154/164 AL	Lake Charles PD	Lake Charles PD	\$33,252.00
Lyrice	PT	2011-30-60	154/164 AL	Lincoln Parish SO	Lincoln Parish SO	\$14,000.00
Lyrice	PT	2011-30-61	154/164 AL	Livingston Parish SO	Livingston Parish SO	\$49,500.00
Lyrice	PT	2011-30-62	154/164 AL	Livingston PD	Livingston PD	\$9,420.00
Lyrice	PT	2011-30-66	154/164 AL	Monroe PD	Monroe PD	\$27,216.00
Lyrice	PT	2011-30-68	154/164 AL	Natchez PD	Natchez PD	\$5,000.00
Lyrice	PT	2011-30-70	154/164 AL	New Orleans PD	New Orleans PD	\$2,515.00
Darrell	PT	2011-30-72	154/164 AL	Patterson PD	Patterson PD	\$14,050.00
Lyrice	PT	2011-30-73	154/164 AL	Pineville PD	Pineville PD	\$34,104.00
Lyrice	PT	2011-30-76	154/164 AL	Rapides Parish SO	Rapides Parish SO	\$16,320.00
Darrell	PT	2011-30-77	154/164 AL	Rayne PD	Rayne PD	\$21,600.00
Lyrice	PT	2011-30-78	154/164 AL	Rosepine PD	Rosepine PD	\$15,250.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-79	154/164 AL	Shreveport PD	Shreveport PD	\$74,115.00
Lyrice	PT	2011-30-82	154/164 AL	St. Charles SO	St. Charles SO	\$15,000.00
Lyrice	PT	2011-30-92	154/164 AL	Union Parish SO	Union Parish SO	\$15,600.00
Lyrice	PT	2011-30-93	154/164 AL	Walker PD	Walker PD	\$4,080.00
Lyrice	PT	2011-30-95	154/164 AL	West Monroe PD	West Monroe PD	\$59,373.50
Lyrice	PT	2011-30-96	154/164 AL	Westwego PD	Westwego PD	\$38,800.00
Lyrice	PT	2011-30-03	410FR	LSP Crash Reduction	LSP Crash Reduction	\$595,479.00
Lyrice	PT	2011-30-25	410FR	Baton Rouge PD	Baton Rouge PD	\$160,000.00
Lyrice	PT	2011-30-31	410FR	Caddo Parish SO	Caddo Parish SO	\$250,000.00
Darrell	PT	2011-30-32	410FR	Calcasieu Parish SO	Calcasieu Parish SO	\$65,271.00
Lyrice	PT	2011-30-39	410FR	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$54,932.00
Lyrice	PT	2011-30-42	410FR	Gonzales PD	Gonzales PD	\$4,200.00
Kenny	PT	2011-30-45	410FR	Hammond PD	Hammond PD	\$3,120.00
Kenny	PT	2011-30-47	410FR	Houma PD	Houma PD	\$12,096.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-52	410FR	Jefferson Parish SO	Jefferson Parish SO	\$350,000.00
Darrell	PT	2011-30-56	410FR	Lafayette PD	Lafayette PD	\$350,000.00
Kenny	PT	2011-30-64	410FR	Mandeville PD	Mandeville PD	\$6,600.00
Lyrice	PT	2011-30-70	410FR	New Orleans PD	New Orleans PD	\$434,000.00
Kenny	PT	2011-30-74	410FR	Ponchatoula PD	Ponchatoula PD	\$11,200.00
Kenny	PT	2011-30-80	410FR	Slidell PD	Slidell PD	\$58,752.00
Lyrice	PT	2011-30-84	410FR	St. John the Baptist Parish SO	St. John the Baptist Parish SO	\$9,600.00
Kenny	PT	2011-30-87	410FR	St. Tammany Parish SO	St. Tammany Parish SO	\$27,216.00
Kenny	PT	2011-30-89	410FR	Tangipahoa Parish SO	Tangipahoa Parish SO	\$13,800.00
Kenny	PT	2011-30-90	410FR	Terrebonne Parish SO	Terrebonne Parish SO	\$35,588.00
Kenny	PT	2011-30-91	410FR	Thibodaux PD	Thibodaux PD	\$16,250.00
Kenny	PT	2011-30-94	410FR	Washington Parish SO	Washington Parish SO	\$7,000.00
Lyrice	PT	2011-30-97	410FR	Zachary PD	Zachary PD	\$2,232.00
Lyrice	PT	2011-30-03	410HVE	LSP Crash Reduction	LSP Crash Reduction	\$205,105.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-20	410HVE	Alexandria PD	Alexandria PD	\$42,300.00
Darrell	PT	2011-30-21	410HVE	Allen Parish SO	Allen Parish SO	\$15,650.00
Lyrice	PT	2011-30-22	410HVE	Ascension Parish SO	Ascension Parish SO	\$40,720.00
Lyrice	PT	2011-30-23	410HVE	Baker PD	Baker PD	\$4,000.00
Lyrice	PT	2011-30-25	410HVE	Baton Rouge PD	Baton Rouge PD	\$268,195.00
Kenny	PT	2011-30-27	410HVE	Bogalusa PD	Bogalusa PD	\$23,760.00
Lyrice	PT	2011-30-28	410HVE	Bossier PD	Bossier PD	\$40,000.00
Darrell	PT	2011-30-32	410HVE	Calcasieu Parish SO	Calcasieu Parish SO	\$28,000.00
Lyrice	PT	2011-30-33	410HVE	Denham Springs PD	Denham Springs PD	\$15,000.00
Lyrice	PT	2011-30-34	410HVE	Clinton PD	Clinton PD	\$15,000.00
Lyrice	PT	2011-30-35	410HVE	Cotton Valley PD	Cotton Valley PD	\$5,000.00
Lyrice	PT	2011-30-37	410HVE	Cullen PD	Cullen PD	\$2,015.00
Lyrice	PT	2011-30-39	410HVE	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$27,200.00
Kenny	PT	2011-30-40	410HVE	Franklinton PD	Franklinton PD	\$5,000.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-42	410HVE	Gonzales PD	Gonzales PD	\$24,000.00
Kenny	PT	2011-30-45	410HVE	Hammond PD	Hammond PD	\$18,720.00
Lyrice	PT	2011-30-46	410HVE	Haughton PD	Haughton PD	\$2,400.00
Kenny	PT	2011-30-47	410HVE	Houma PD	Houma PD	\$28,816.00
Lyrice	PT	2011-30-52	410HVE	Jefferson Parish SO	Jefferson Parish SO	\$175,480.00
Lyrice	PT	2011-30-54	410HVE	Killian PD	Killian PD	\$5,000.00
Darrell	PT	2011-30-56	410HVE	Lafayette PD	Lafayette PD	\$92,745.00
Kenny	PT	2011-30-57	410HVE	Lafourche Parish SO	Lafourche Parish SO	\$10,000.00
Lyrice	PT	2011-30-59	410HVE	Leesville PD	Leesville PD	\$12,285.00
Lyrice	PT	2011-30-61	410HVE	Livingston Parish SO	Livingston Parish SO	\$50,500.00
Kenny	PT	2011-30-63	410HVE	Lockport PD	Lockport PD	\$8,977.00
Kenny	PT	2011-30-64	410HVE	Mandeville PD	Mandeville PD	\$8,580.00
Darrell	PT	2011-30-65	410HVE	Merryville PD	Merryville PD	\$8,000.00
Lyrice	PT	2011-30-66	410HVE	Monroe PD	Monroe PD	\$20,000.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT	2011-30-67	410HVE	Morehouse Parish SO	Morehouse Parish SO	\$10,000.00
Lyrice	PT	2011-30-69	410HVE	Natchitoches PD	Natchitoches PD	\$31,168.00
Lyrice	PT	2011-30-70	410HVE	New Orleans PD	New Orleans PD	\$170,000.00
Darrell	PT	2011-30-71	410HVE	Opelousas PD	Opelousas PD	\$15,000.00
Lyrice	PT	2011-30-73	410HVE	Pineville PD	Pineville PD	\$20,000.00
Kenny	PT	2011-30-74	410HVE	Ponchatoula PD	Ponchatoula PD	\$14,000.00
Lyrice	PT	2011-30-75	410HVE	Port Allen PD	Port Allen PD	\$20,000.00
Lyrice	PT	2011-30-76	410HVE	Rapides Parish SO	Rapides Parish SO	\$14,500.00
Lyrice	PT	2011-30-78	410HVE	Rosepine PD	Rosepine PD	\$10,000.00
Lyrice	PT	2011-30-79	410HVE	Shreveport PD	Shreveport PD	\$30,000.00
Kenny	PT	2011-30-80	410HVE	Slidell PD	Slidell PD	\$22,411.00
Lyrice	PT	2011-30-81	410HVE	St. Bernard Parish SO	St. Bernard Parish SO	\$30,000.00
Kenny	PT	2011-30-83	410HVE	St. Helena Parish SO	St. Helena Parish SO	\$12,000.00
Lyrice	PT	2011-30-84	410HVE	St. John the Baptist Parish SO	St. John the Baptist Parish SO	\$34,750.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Darrell	PT	2011-30-85	410HVE	St. Martin Parish SO	St. Martin Parish SO	\$18,720.00
Darrell	PT	2011-30-86	410HVE	St. Mary SO	St. Mary SO	\$18,720.00
Kenny	PT	2011-30-87	410HVE	St. Tammany Parish SO	St. Tammany Parish SO	\$50,400.00
Darrell	PT	2011-30-88	410HVE	Sulphur PD	Sulphur PD	\$2,808.00
Kenny	PT	2011-30-89	410HVE	Tangipahoa Parish SO	Tangipahoa Parish SO	\$11,000.00
Kenny	PT	2011-30-90	410HVE	Terrebonne Parish SO	Terrebonne Parish SO	\$16,800.00
Kenny	PT	2011-30-91	410HVE	Thibodaux PD	Thibodaux PD	\$10,291.00
Lyrca	PT	2011-30-93	410HVE	Walker PD	Walker PD	\$6,000.00
Kenny	PT	2011-30-94	410HVE	Washington Parish SO	Washington Parish SO	\$33,000.00
Lyrca	PT	2011-30-95	410HVE	West Monroe PD	West Monroe PD	\$50,000.00
Lyrca	PT	2011-30-96	410HVE	Westwego PD	Westwego PD	\$10,000.00
Lyrca	PT	2011-30-97	410HVE	Zachary PD	Zachary PD	\$46,000.00
Lyrca	PT(OP only)	2011-30-03	FLEX	LSP Crash Reduction	LSP Crash Reduction	\$104,640.00
Lyrca	PT(OP only)	2011-30-20	FLEX	Alexandria PD	Alexandria PD	\$8,820.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT(OP only)	2011-30-22	FLEX	Ascension Parish SO	Ascension Parish SO	\$6,720.00
Lyrice	PT(OP only)	2011-30-23	FLEX	Baker PD	Baker PD	\$1,600.00
Kenny	PT(OP only)	2011-30-27	FLEX	Bogalusa PD	Bogalusa PD	\$3,300.00
Lyrice	PT(OP only)	2011-30-28	FLEX	Bossier PD	Bossier PD	\$8,168.00
Lyrice	PT(OP only)	2011-30-31	FLEX	Caddo Parish SO	Caddo Parish SO	\$12,000.00
Darrell	PT(OP only)	2011-30-32	FLEX	Calcasieu Parish SO	Calcasieu Parish SO	\$35,000.00
Lyrice	PT(OP only)	2011-30-33	FLEX	Denham Springs PD	Denham Springs PD	\$8,008.00
Kenny	PT(OP only)	2011-30-36	FLEX	Covington PD	Covington PD	\$3,225.00
Lyrice	PT(OP only)	2011-30-39	FLEX	East Baton Rouge Parish SO	East Baton Rouge Parish SO	\$15,000.00
Lyrice	PT(OP only)	2011-30-42	FLEX	Gonzales PD	Gonzales PD	\$10,500.00
Kenny	PT(OP only)	2011-30-45	FLEX	Hammond PD	Hammond PD	\$9,035.00
Kenny	PT(OP only)	2011-30-47	FLEX	Houma PD	Houma PD	\$1,344.00
Darrell	PT(OP only)	2011-30-48	FLEX	Iberia Parish SO	Iberia Parish SO	\$15,000.00
Darrell	PT(OP only)	2011-30-49	FLEX	Iowa PD	Iowa PD	\$8,750.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT(OP only)	2011-30-50	FLEX	Jean Lafitte PD	Jean Lafitte PD	\$5,000.00
Darrell	PT(OP only)	2011-30-51	FLEX	Jefferson Davis SO	Jefferson Davis SO	\$3,775.00
Lyrice	PT(OP only)	2011-30-52	FLEX	Jefferson Parish SO	Jefferson Parish SO	\$17,000.00
Lyrice	PT(OP only)	2011-30-53	FLEX	Kenner PD	Kenner PD	\$8,200.00
Lyrice	PT(OP only)	2011-30-54	FLEX	Killian PD	Killian PD	\$5,000.00
Darrell	PT(OP only)	2011-30-56	FLEX	Lafayette PD	Lafayette PD	\$30,118.00
Kenny	PT(OP only)	2011-30-57	FLEX	Lafourche Parish SO	Lafourche Parish SO	\$14,000.00
Darrell	PT(OP only)	2011-30-58	FLEX	Lake Charles PD	Lake Charles PD	\$21,900.00
Lyrice	PT(OP only)	2011-30-59	FLEX	Leesville PD	Leesville PD	\$8,640.00
Lyrice	PT(OP only)	2011-30-61	FLEX	Livingston Parish SO	Livingston Parish SO	\$13,500.00
Lyrice	PT(OP only)	2011-30-62	FLEX	Livingston PD	Livingston PD	\$6,542.00
Kenny	PT(OP only)	2011-30-63	FLEX	Lockport PD	Lockport PD	\$4,356.00
Kenny	PT(OP only)	2011-30-64	FLEX	Mandeville PD	Mandeville PD	\$6,600.00
Lyrice	PT(OP only)	2011-30-66	FLEX	Monroe PD	Monroe PD	\$3,240.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Lyrice	PT(OP only)	2011-30-69	FLEX	Natchitoches PD	Natchitoches PD	\$13,104.00
Lyrice	PT(OP only)	2011-30-70	FLEX	New Orleans PD	New Orleans PD	\$24,000.00
Lyrice	PT(OP only)	2011-30-71	FLEX	Opelousas PD	Opelousas PD	\$15,000.00
Lyrice	PT(OP only)	2011-30-73	FLEX	Pineville PD	Pineville PD	\$9,280.00
Kenny	PT(OP only)	2011-30-74	FLEX	Ponchatoula PD	Ponchatoula PD	\$2,800.00
Lyrice	PT(OP only)	2011-30-76	FLEX	Rapides Parish SO	Rapides Parish SO	\$9,520.00
Darrell	PT(OP only)	2011-30-77	FLEX	Rayne PD	Rayne PD	\$9,960.00
Lyrice	PT(OP only)	2011-30-78	FLEX	Rosepine PD	Rosepine PD	\$10,250.00
Lyrice	PT(OP only)	2011-30-79	FLEX	Shreveport PD	Shreveport PD	\$34,000.00
Kenny	PT(OP only)	2011-30-80	FLEX	Slidell PD	Slidell PD	\$6,800.00
Lyrice	PT(OP only)	2011-30-82	FLEX	St. Charles SO	St. Charles SO	\$15,000.00
Lyrice	PT(OP only)	2011-30-84	FLEX	St. John the Baptist Parish SO	St. John the Baptist Parish SO	\$10,000.00
Darrell	PT(OP only)	2011-30-85	FLEX	St. Martin Parish SO	St. Martin Parish SO	\$8,400.00
Kenny	PT(OP only)	2011-30-87	FLEX	St. Tammany Parish SO	St. Tammany Parish SO	\$6,300.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Darrell	PT(OP only)	2011-30-88	FLEX	Sulphur PD	Sulphur PD	\$8,400.00
Kenny	PT(OP only)	2011-30-89	FLEX	Tangipahoa Parish SO	Tangipahoa Parish SO	\$4,800.00
Kenny	PT(OP only)	2011-30-90	FLEX	Terrebonne Parish SO	Terrebonne Parish SO	\$2,800.00
Kenny	PT(OP only)	2011-30-91	FLEX	Thibodaux PD	Thibodaux PD	\$4,625.00
Lyrice	PT(OP only)	2011-30-93	FLEX	Walker PD	Walker PD	\$4,080.00
Lyrice	PT(OP only)	2011-30-95	FLEX	West Monroe PD	West Monroe PD	\$15,000.00
Lyrice	PT(OP only)	2011-30-96	FLEX	Westwego PD	Westwego PD	\$15,000.00
Lyrice	PT(OP only)	2011-30-97	FLEX	Zachary PD	Zachary PD	\$21,900.00
Jamie	PT PM	2011-80-01	402	Garrison Advertising	LHSC Highway Safety Advertising Campaign	\$475,000.00
Jamie	PT PM	2011-80-03	402	NA	Highway Safety message development	\$20,000.00
Jamie	PT PM	2011-80-04	402	Rafael Bermudez & Associates	LHSC Public Relations	\$40,000.00
Railroad Highway Safety						
Jim	RH	2011-60-01	402	Louisiana Operation Lifesaver	Louisiana Operation Lifesaver	\$38,397.00
Safe Communities						

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Jamie	SA	2011-70-01	402	Baton Rouge Safety Council	Greater BR Safe Communities	\$40,000.00
Jamie	SA	2011-70-02	402	Breaux Bridge Mayor's Office	St. Martin Safe Community	\$102,400.00
Jamie	SA	2011-70-03	402	Lincoln Parish SO	Lincoln Parish SO Safe Community	\$40,000.00
Jamie	SA	2011-70-05	402	NA	Safe Community Coordinator	\$65,418.00
Jamie	SA	2011-70-06	402	National Safety Council, South LA Chapter	New Orleans Area Safe Community	\$40,000.00
Jamie	SA	2011-70-07	402	South Central and Planning Development Commission	South Central Safe Community	\$99,182.00
Jamie	SA	2011-70-01	FLEX	Baton Rouge Safety Council	Greater BR Safe Communities	\$10,000.00
Jamie	SA	2011-70-02	FLEX	Breaux Bridge Mayor's Office	St. Martin Safe Community	\$10,000.00
Jamie	SA	2011-70-03	FLEX	Lincoln Parish SO	Lincoln Parish SO Safe Community	\$10,000.00
Jamie	SA	2011-70-06	FLEX	National Safety Council, South LA Chapter	National Safety Council, South LA Chapter	\$10,000.00
Jamie	SA	2011-70-07	FLEX	South Central and Planning Development Commission	South Central Safe Community	\$10,000.00
Traffic Records						
Jim	TR	2011-40-00	402	LHSC In-House	Program Management - Traffic Records	\$136,340.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Chuck	TR	2011-40-16	402	Dept of Public Safety Data Section	Information Services Inter-Departmental Agreement	\$92,075.00
Chuck	TR	2011-40-00	408	HSRG	Support for Executive and Working Traffic Records Coordinating Committee Meetings	\$30,000.00
Chuck	TR	2011-40-01	408	Various law enforcement agencies	Local Assistance Program for Equipment and Software	\$200,000.00
Chuck	TR	2011-40-02	408	HSRG	Comprehensive Data Integration: Linkage Building	\$50,000.00
Chuck	TR	2011-40-03	408	HSRG	Court Management Information System	\$100,000.00
Chuck	TR	2011-40-04	408	HSRG	Automated System for Crash Data Location Referencing: System Design and Purchase	\$90,000.00
Chuck	TR	2011-40-05	408	HSRG	Crash Report MMUCC Compliance	\$80,000.00
Chuck	TR	2011-40-06	408	HSRG	Electronic Traffic Citations	\$200,000.00
Chuck	TR	2011-40-07	408	HSRG	EMS Data Needs and System Integration	\$100,000.00
Chuck	TR	2011-40-08	408	HSRG	Improved Communications for Crash Submittal	\$50,000.00
Chuck	TR	2011-40-09	408	HSRG	LaCrash Software	\$25,000.00
Chuck	TR	2011-40-10	408	HSRG	Linked Crash Data Elements	\$25,000.00
Chuck	TR	2011-40-11	408	HSRG	Public Relations/Public Outreach	\$25,000.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

Chuck	TR	2011-40-12	408	HSRG	Safety Interface: Building	Analysis Linkage	\$75,000.00
Chuck	TR	2011-40-13	408	HSRG	Traffic Training Development	Records Course	\$50,000.00
Chuck	TR	2011-40-14	408	HSRG	Improved Timeliness and Accuracy of Crash Data Submittal through Wireless Broadband		\$100,000.00
Chuck	TR	2011-40-15	408	HSRG	TRCC newsletter	Quarterly	\$25,000.00
Chuck	TR (Alcohol)	2011-40-21	154/164 AL	NA	Electronic Reporting System	DWI	\$6,000,000.00
Chuck	TR (Alcohol)	2011-40-20	410FR	NA	Electronic Reporting Coordinator	DWI System	\$49,500.00
							\$22,935,506.00

Table 10. FFY 2011 Proposed Equipment Purchases

Law Enforcement Department/Office	Proposed Equipment Purchase Description
Caddo Sheriff's Office 2011-30-31 (410 FR)	One mobile breath testing van fully equipped for testing suspected impaired drivers per unit cost of \$250,000.00. This mobile breath testing van will be used to support high visibility DWI checkpoints and saturation patrols in the 7 parish area which includes: Caddo, DeSoto, Webster, Claiborne, Bienville, Red River and Bossier. Caddo Sheriff's Office will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Calcasieu Sheriff's Office 2011-30-32 (410 FR)	One mobile breath testing trailer fully equipped for testing suspected impaired drivers per unit cost of \$65,271.00. This mobile breath testing trailer will be used to support high visibility DWI checkpoints and saturation patrols in Calcasieu Parish. Calcasieu Sheriff's Office will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Jefferson Sheriff's Office 2011-30-52 (410 FR)	One mobile breath testing van fully equipped for testing suspected impaired drivers per unit cost of \$350,000.00. This mobile breath testing van will be used to support high visibility DWI checkpoints and saturation patrols in the 5 parish area which includes: Jefferson, St. Charles, Houma, Terrebonne and Lafourche. Jefferson Sheriff's Office will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Lafayette Police Department 2011-30-56 (410 FR)	One mobile breath testing van fully equipped for testing suspected impaired drivers per unit cost of \$350,000.00. This mobile breath testing van will be used to support high visibility DWI checkpoints and saturation patrols in the 12 parish area which includes: St. Mary, Iberia, St. Martin, Lafayette, Vermilion, Acadia, Evangeline, St. Landry, Avoyelles, Rapides, Vernon, and Sabine. Lafayette Police Department will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Louisiana State Police 2011-30-03 (410 FR)	Five DWI Checkpoint Lights at an estimated cost of \$5,000.00 per unit for a total estimated cost of \$25,000.00. These checkpoint lights will assist Louisiana State Police in conducting DWI checkpoints by providing adequate lighting within DWI checkpoints, and increasing public visibility of DWI checkpoints. Louisiana State Police will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
New Orleans Police Department 2011-30-70 (410 FR)	One mobile breath testing van fully equipped for testing suspected impaired drivers per unit cost of \$350,000.00. This mobile breath testing van will be used to support high visibility DWI checkpoints and saturation patrols in the 3 parish area which includes: Orleans, Plaquemines, and St. Bernard. New Orleans Police Department will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
Pineville Police Department 2011-30-73 (410 FR)	One tower light at an estimated per unit cost of \$10,000.00. The tower light will assist Pineville Police Department in conducting DWI checkpoints by providing adequate lighting within DWI checkpoints, and increasing public visibility of DWI checkpoints. Pineville Police Department will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.
St. John Sheriff's Office 2011-30-84 (410 FR)	One In Car Camera System at an estimated cost of \$5,000.00. The In Car Camera System will be used at Impaired driving overtime enforcement hours. St. John Sheriff's Office would greatly benefit from this tool and it is essential to the success of their project. St. John Sheriff's Office will execute a purchase agreement according to state bid process and equipment specifications for this equipment at the identified cost.

4.0 Certifications and Assurances

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

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

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

Certifications and Assurances

Section 402 Requirements

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out

local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (b)(1)(E).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(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 the Office of Management and Budget in subsequent guidance or regulation.

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

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

The Drug-free Workplace Act of 1988(41 U.S.C. 702);

The State will provide a drug-free workplace by:

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

1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

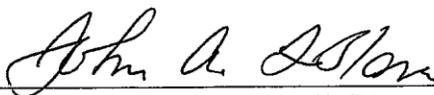
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. 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 will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



John A. LeBlanc

Governor's Representative for Highway Safety

Louisiana
State or Commonwealth

2011
For Fiscal Year

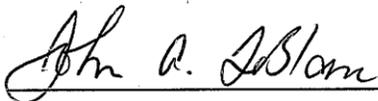
August 31, 2010
Date

2010 STATE CERTIFICATION FOR LOUISIANA SAFETY BELT USE

Seat Belt Use Rate for Calendar Year 2010: 75.9%

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

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



John A. LeBlanc

Governor's Representative for Highway Safety

August 31, 2010

Documentation to Support Appropriate Use of Funds Received by the LHSC

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

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

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

	Enforcement	Research/ Judicial	Paid/Earned Media	Public Information and Education	Underage Impaired Driving Projects	Total
410	\$338,276	\$1,576,700	\$508,675	\$308,295	\$465,195	\$3,197,141
410 High Fatality	\$2,217,336	\$432,984	\$40,000	\$49,662		\$2,739,982
410 High Visibility	\$1,910,016					\$1,910,141

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

2011 Indirect Cost Rate Calculation

**LOUISIANA HIGHWAY SAFETY COMMISSION
SECTION 402 CALCULATION**

A. FY 2011 Indirect Cost	\$280,279
B. Carry Forward	0
C. Total Indirect Cost Pool (A + B)	\$280,279
D. FY 2009 Direct Salary Expenditure	\$742,968
E. FY 2011 Proposed Indirect Cost Rate (C/D)	37.72%

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

The latest approved rate for the Louisiana Highway Safety Commission (LHSC) is for 2003 at 43.05 percent. Documentation of this rate may be obtained from the LHSC and is provided following Section 5.0.

NHTSA Planning and Administration	Federal	State	Total
Cash	\$411,003	\$130,724	\$541,727
In-Kind		\$280,279	\$280,279
NHTSA Total	\$411,003	\$411,003	\$822,006

FFY 2011 Available Funding

Section	FY 2010 Underrun Total	FY 2010 Anticipated Funds (add to Underrun)	FY 2011 New Appropriation	Total FY 2011 Projected Funds
Section 402 State and Community Highway Safety Funds	\$1,138,003		\$3,360,628	\$4,498,631
Section 405a (K2) Occupant Protection SAFETEA-LU	\$694,041		\$0	\$694,041
Section 410 (K8) Alcohol SAFETEA-LU Programmatic	\$1,314,534	\$1,882,607	\$0	\$3,197,141
Section 410 Alcohol SAFETEA-LU High Visibility Enforcement	\$576,434	\$1,333,582	\$0	\$1,910,016
Section 410 Alcohol SAFETEA-LU High Fatality Rate	\$1,314,534	\$1,333,582	\$0	\$2,739,982
Section 408 Traffic Records	\$1,225,000	\$0	\$0	\$1,225,000
Section 2010 Motorcycle	\$60,500	\$104,965	\$0	\$165,465
Section 406 Seatbelt Incentive	\$275,603		\$0	\$281,086
Section 154 Hazard Elimination Funds to DOTD	\$39,991,572		\$6,300,000	\$46,291,572
Section 164 Hazard Elimination Funds to DOTD	\$39,991,572		\$6,300,000	\$46,291,572
Section 154 Impaired Driving	\$1,397,824		\$3,000,000	\$4,397,824
Section 164 Impaired Driving	\$1,397,824		\$3,000,000	\$4,397,824
Flex Funds	\$0		\$1,350,000	\$1,350,000
Totals	\$89,469,307	\$4,654,736	\$23,310,628	\$117,440,154

5.0 Program Cost Summary

The Highway Safety Plan Cost Summary for FFY 2011 is provided in the following pages.

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

State: Louisiana

**U.S. Department of Transportation
National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2011-HSP-1
For Approval**

Report Date: 8/20/2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA 402								
Planning and Administration								
	PA-2011-00-00-00	Planning and Administration	\$.00	\$411,003.00	\$.00	\$411,003.00	\$411,003.00	\$.00
Planning and Administration Total			\$.00	\$411,003.00	\$.00	\$411,003.00	\$411,003.00	\$.00
Alcohol								
	AL-2011-10-00-00	Program Management - Alcohol Programs	\$.00	\$.00	\$.00	\$294,275.00	\$294,275.00	\$.00
	AL-2011-10-01-00	Alcohol Program Commodities	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$314,275.00	\$314,275.00	\$.00
Occupant Protection								
	OP-2011-30-00-00	Program Management - Occupant Protection	\$.00	\$.00	\$.00	\$209,800.00	\$292,535.00	\$.00
	OP-2011-30-01-00	OP Commodities	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$229,800.00	\$229,800.00	\$.00
Police Traffic Services								
	PT-2011-20-00-00	Program Management - PTS	\$.00	\$.00	\$.00	\$292,535.00	\$292,535.00	\$.00
	PT-2011-20-01-00	PTS Enforcement Projects	\$.00	\$.00	\$.00	\$2,062,206.00	\$2,062,206.00	\$1,529,875.00
	PT-2011-99-00-00	LSP Match for Section 402 Projects	\$.00	\$713,655.00	\$.00	\$.00	\$.00	\$.00
Police Traffic Services Total			\$.00	\$713,655.00	\$.00	\$2,354,741.00	\$2,354,741.00	\$1,529,875.00
Traffic Records								
	TR-2011-40-00-00	Program Management - Traffic Records	\$.00	\$.00	\$.00	\$136,340.00	\$136,340.00	\$.00
	TR-2011-40-01-00	DPS Data Section Project	\$.00	\$.00	\$.00	\$92,075.00	\$92,075.00	\$.00
Traffic Records Total			\$.00	\$.00	\$.00	\$228,415.00	\$228,415.00	\$.00
Railroad/Highway Crossings								
	RH-2011-60-00-00	Railroad Project	\$.00	\$.00	\$.00	\$38,397.00	\$38,397.00	\$.00
Railroad/Highway Crossings Total			\$.00	\$.00	\$.00	\$38,397.00	\$38,397.00	\$.00
Safe Communities								
	SA-2011-70-00-00	Safe Community Projects	\$.00	\$.00	\$.00	\$387,000.00	\$387,000.00	\$387,000.00
Safe Communities Total			\$.00	\$.00	\$.00	\$387,000.00	\$387,000.00	\$387,000.00
Paid Advertising								
	PM-2011-80-00-00	Paid Advertising	\$.00	\$.00	\$.00	\$535,000.00	\$535,000.00	\$.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$535,000.00	\$535,000.00	\$.00
NHTSA 402 Total			\$.00	\$1,124,658.00	\$.00	\$4,498,631.00	\$4,498,631.00	\$1,916,875.00
405 OP SAFETEA-LU								
	K2-2011-20-01-00	Occupant Protection Projects	\$.00	\$.00	\$.00	\$394,041.00	\$394,041.00	\$.00
	K2-2011-99-00-00	LSP Match for Section 405 OP Projects	\$.00	\$2,082,123.00	\$.00	\$.00	\$.00	\$.00
405 Occupant Protection Total			\$.00	\$2,082,123.00	\$.00	\$394,041.00	\$394,041.00	\$.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

State: Louisiana

**U.S. Department of Transportation
National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2011-HSP-1
For Approval**

Report Date: 8/20/2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405 Paid Media								
	K2PM-2011-80-01-00	Paid Advertising	\$.00	\$.00	\$.00	\$ 300,000.00	\$ 300,000.00	\$.00
405 Paid Media Total			\$.00	\$.00	\$.00	\$ 300,000.00	\$ 300,000.00	\$.00
405 OP SAFETEA-LU Total			\$.00	\$ 2,082,123.00	\$.00	\$ 694,041.00	\$ 694,041.00	\$.00
NHTSA 406								
	K4AL-2011-10-01-00	Alcohol Assessment Implementation Coordi	\$.00	\$.00	\$.00	\$ 46,423.00	\$ 46,423.00	\$.00
406 Alcohol Total			\$.00	\$.00	\$.00	\$ 46,423.00	\$ 46,423.00	\$.00
406 Occupant Protection								
	K4OP-2011-20-01-00	Occupant Protection Projects	\$.00	\$.00	\$.00	\$ 118,663.00	\$ 118,663.00	\$.00
406 Occupant Protection Total			\$.00	\$.00	\$.00	\$ 118,663.00	\$ 118,663.00	\$.00
406 Police Traffic Services								
	K4PT-2011-30-00-00	Police Traffic Services Projects	\$.00	\$.00	\$.00	\$ 116,000.00	\$ 116,000.00	\$ 116,000.00
406 Police Traffic Services Total			\$.00	\$.00	\$.00	\$ 116,000.00	\$ 116,000.00	\$ 116,000.00
NHTSA 406 Total			\$.00	\$.00	\$.00	\$ 281,086.00	\$ 281,086.00	\$ 116,000.00
408 Data Program SAFETEA-LU								
	K9-2011-40-00-00	Traffic Records Committee Projects	\$.00	\$.00	\$.00	\$ 1,225,000.00	\$ 1,225,000.00	\$.00
	K9-2011-99-00-00	LSP Match for Section 408 Traffic Record	\$.00	\$ 306,250.00	\$.00	\$.00	\$.00	\$.00
408 Data Program Incentive Total			\$.00	\$ 306,250.00	\$.00	\$ 1,225,000.00	\$ 1,225,000.00	\$.00
408 Data Program SAFETEA-LU Total			\$.00	\$ 306,250.00	\$.00	\$ 1,225,000.00	\$ 1,225,000.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2011-10-00-00	Alcohol Projects	\$.00	\$.00	\$.00	\$ 2,737,141.00	\$ 2,737,141.00	\$.00
	K8-2011-99-00-00	LSP Match for 410 Programmatic	\$.00	\$ 3,197,141.00	\$.00	\$.00	\$.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$ 3,197,141.00	\$.00	\$ 2,737,141.00	\$ 2,737,141.00	\$.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2011-80-01-00		\$.00	\$.00	\$.00	\$ 460,000.00	\$ 460,000.00	\$.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$.00	\$.00	\$ 460,000.00	\$ 460,000.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$ 3,197,141.00	\$.00	\$ 3,197,141.00	\$ 3,197,141.00	\$.00
410 High Fatality Rate								
	K8FR-2011-10-00-00	Alcohol Projects	\$.00	\$.00	\$.00	\$ 2,739,982.00	\$ 2,739,982.00	\$.00
	K8FR-2011-99-00-00	LSP Match for Section 410 Fatality Rate	\$.00	\$ 2,739,982.00	\$.00	\$.00	\$.00	\$.00
410 High Fatality Rate Total			\$.00	\$ 2,739,982.00	\$.00	\$ 2,739,982.00	\$ 2,739,982.00	\$.00
410 High Visibility								
	K8HV-2011-10-00-00	Alcohol Enforcement Projects	\$.00	\$.00	\$.00	\$ 1,910,016.00	\$ 1,910,016.00	\$.00
	K8HV-2011-99-00-00	LSP Match for Section 410 HV	\$.00	\$ 1,910,016.00	\$.00	\$.00	\$.00	\$.00
410 High Visibility Total			\$.00	\$ 1,910,016.00	\$.00	\$ 1,910,016.00	\$ 1,910,016.00	\$.00

LOUISIANA HIGHWAY SAFETY PERFORMANCE PLAN FOR FFY 2011

State: Louisiana

**U.S. Department of Transportation
National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2011-HSP-1
For Approval**

Report Date: 8/20/2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
2010 Motorcycle Safety								
	K6-2011-50-00-00	Motorcycle Projects	\$.00	\$.00	\$.00	\$165,465.00	\$165,465.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$165,465.00	\$165,465.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$165,465.00	\$165,465.00	\$.00
154 Transfer Funds								
	154AL-2011-10-00-00	Alcohol Enforcement Projects	\$.00	\$.00	\$.00	\$647,824.00	\$647,824.00	\$647,824.00
	154AL-2011-40-00-00	Automated DWI Arrest Form	\$.00	\$.00	\$.00	\$3,000,000.00	\$3,000,000.00	\$2,000,000.00
154 Alcohol Total			\$.00	\$.00	\$.00	\$3,647,824.00	\$3,647,824.00	\$2,647,824.00
154 Paid Media								
	154PM-2011-80-00-00	Paid Advertising - Alcohol Programs	\$.00	\$.00	\$.00	\$750,000.00	\$750,000.00	\$.00
154 Paid Media Total			\$.00	\$.00	\$.00	\$750,000.00	\$750,000.00	\$.00
154 Hazard Elimination								
	154HE-2011-00-00-00	Hazard Elimination Projects-DOTD	\$.00	\$.00	\$.00	\$46,291,572.00	\$46,291,572.00	\$.00
154 Hazard Elimination Total			\$.00	\$.00	\$.00	\$46,291,572.00	\$46,291,572.00	\$.00
154 Transfer Funds Total			\$.00	\$.00	\$.00	\$50,689,396.00	\$50,689,396.00	\$2,647,824.00
164 Transfer Funds								
	164AL-2011-40-00-00	Automated DWI Arrest Form	\$.00	\$.00	\$.00	\$3,000,000.00	\$3,000,000.00	\$2,000,000.00
	164AL-2011-80-00-00	Alcohol Enforcement Projects	\$.00	\$.00	\$.00	\$647,824.00	\$647,824.00	\$647,824.00
164 Alcohol Total			\$.00	\$.00	\$.00	\$3,647,824.00	\$3,647,824.00	\$2,647,824.00
164 Paid Media								
	164PM-2011-80-00-00	Paid Advertising - Alcohol Programs	\$.00	\$.00	\$.00	\$750,000.00	\$750,000.00	\$.00
164 Paid Media Total			\$.00	\$.00	\$.00	\$750,000.00	\$750,000.00	\$.00
164 Hazard Elimination								
	164HE-2011-00-00-00	Hazard Elimination Projects-DOTD	\$.00	\$.00	\$.00	\$46,291,572.00	\$46,291,572.00	\$.00
164 Hazard Elimination Total			\$.00	\$.00	\$.00	\$46,291,572.00	\$46,291,572.00	\$.00
164 Transfer Funds Total			\$.00	\$.00	\$.00	\$50,689,396.00	\$50,689,396.00	\$2,647,824.00
NHTSA Total			\$.00	\$11,360,170.00	\$.00	\$116,090,154.00	\$116,090,154.00	\$7,328,524.00
Total			\$.00	\$11,360,170.00	\$.00	\$116,090,154.00	\$116,090,154.00	\$7,328,524.00



U.S. Department of Justice

Office of Justice Programs
810 7th Street, NW
Washington, D.C. 20531

December 29, 2005

Louisiana Dept. Of Public Safety and Corrections
Ms. Sandra P. Lee
Fiscal Operations Manager
P.O. Box 66909
Baton Rouge, LA 70896

Dear Ms. Lee:

Enclosed are your fully executed negotiated indirect cost agreements with the U.S. Department of Justice, Office of Comptroller, and the Louisiana Department of Public Safety for the State Police and the ATAP. We have approved fixed with carry forward indirect cost rates of 43.05% and 76.67%, based on total direct salaries and wages, for fiscal year 2003.

If you have any questions, please call me on (202)616-3810.

Sincerely,

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

Marcia Triplett, Staff Accountant
Financial Services Branch
Office of the Comptroller

Enclosures

STATE AND LOCAL UNITS OF GOVERNMENT
INDIRECT COST NEGOTIATED AGREEMENT

Name: Louisiana Department of Public Safety And Corrections
 State Police
 Attn: Sandra P. Lee
 P.O. Box 66909
 Baton Rouge, LA 70896

Date: October 25, 2005

Filing Ref: This replaces the agreement dated December 14, 2004

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

SECTION I: RATES

<u>Type</u>	<u>Effective Period</u>		<u>*Rate</u>	<u>Locations</u>	<u>Applicable to</u>
	<u>From</u>	<u>To</u>			
Fixed	7/01/89	06/30/90	40.31%	All	All Programs
Fixed	7/01/90	06/30/91	38.97%	All	All Programs
Fixed	7/01/91	06/30/92	45.31%	All	All Programs
Fixed	7/01/92	06/30/93	(Did not apply for rate)		
Fixed	7/01/93	06/30/94	42.07%	All	All Programs
Fixed	7/01/94	06/30/95	42.99%	All	All Programs
Fixed	7/01/95	06/30/96	39.21%	All	All Programs
Fixed	7/01/96	06/30/97	42.99%	All	All Programs
Fixed	7/01/97	06/30/98	39.21%	All	All Programs
Fixed (FCF)	7/01/98	06/30/99	38.40%	All	All Programs
Fixed (FCF)	7/01/99	06/30/00	46.27%	All	All Programs
Fixed (FCF)	7/01/00	06/30/01	53.29%	All	All Programs
Fixed (FCF)	7/01/01	06/30/02	49.30%	All	All Programs
Fixed (FCF)	7/01/02	06/30/03	36.01%	All	All Programs
Fixed (FCF)	7/01/03	06/30/04	(Did not apply for rate)		
Fixed (FCF)	7/01/04	06/30/05	54.59%	All	All Programs
Fixed (FCF)	7/01/05	06/30/06	43.05%	All	All Programs

*Base: Total direct costs excluding capitalized equipment, pass through funds and grants and contracts in excess of \$25,000.

SECTION II: GENERAL

- A. **LIMITATIONS:** Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated upon the conditions: (1) that no costs other than those incurred by the grantee/ contractor via an approved Central Service Cost Allocation Plan were included in its indirect cost pool as finally accepted and that such incurred costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs have been treated as indirect costs have not been claimed as direct costs; (3) that similar types of costs have been accorded consistent treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially inaccurate.
- B. **AUDIT:** Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.
- C. **ACCOUNTING CHANGES:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowances.
- D. **FIXED RATE(S):** The fixed rate(s) contained in this agreement is based upon an estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.
- E. **NOTIFICATION TO FEDERAL AGENCIES:** Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.
- F. **SPECIAL REMARKS:** Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U. S. DEPARTMENT OF JUSTICE
Office of Justice Programs

Louisiana Department of Public Safety &
Corrections

Marcia Triplett
Signature: Marcia Triplett, Accountant
Financial Management Division
Office of the Comptroller

Sandra P. Lee
Signature:

12/5/05
Date:

Sandra P. Lee
Fiscal Operations Manager
Name and Title:

11/08/05
Date:



<Harry.Crum@dot.gov>
09/26/2006 10:39 AM

To <Jamie.Ainsworth@dps.la.gov>,
<Linda.Tillman@dps.la.gov>
cc
bcc
Subject Indirect Cost Rate

The Indirect Cost rate issue is resolved for the FY 07 HSP. All you need to do is change page 85 of HSP to “+- The latest approved.....is for FY **2003 at 43.05%**.....” This is what the DOJ letter says that is dated December 29, 2005

Harry