

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

Fiscal Year	2019
NHTSA Grant Application	LOUISIANA - Highway Safety Plan - FY 2019
State Office	Louisiana Highway Safety Commission
Application Status	Submitted

Highway Safety Plan**1 Summary information****APPLICATION INFORMATION**

Highway Safety Plan Name:	LOUISIANA - Highway Safety Plan - FY 2019
Application Version:	4.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Lyrice Johnson
Submission On:	7/5/2018 12:05 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The Louisiana Highway Safety Commission (LHSC) gathers input from its various partners and also conducts multiple assessments and surveys each year. The Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and the Highway Safety Research Group (HSRG) collect and analyze data, host a web-accessible database, and publish the annual Louisiana Traffic Records Data Report. All of these resources are used to determine Louisiana's most serious highway safety problems and develop the problem identification section of the Highway Safety Plan.

Data analysis is initially completed by the Louisiana State University's ISDS and the HSRG and provided to the LHSC in an annual publication. The Louisiana Traffic Records Data Report provided the basis for additional data analysis by LHSC. Data used by the LHSC staff are subsequently provided to subgrantees during the contract negotiating process. Data for the core performance measures C-1, C-2, C-3 reflect state data (provided by the Highway Safety Research Group at Louisiana State University) and all other core performance measures reflect the available FARS data.

Problem Identification Process

The following steps were used in the problem identification process for the Federal Fiscal Year (FFY) 2019 highway safety programs:

- Step 1 – The most recent available National Highway Traffic Safety Administration (NHTSA) data (2016 FARS ARF and 2017 state data) were used to compare parishes using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related fatal and injury crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.
- Step 2 – Although numerous parishes have specific traffic needs, the LHSC chooses parishes with multiple needs concerning injury crashes, fatal crashes, and total fatalities. Data from the Louisiana Traffic Records Data Report are used to evaluate each parish within population groupings and evaluate a five-year trend in each identified category. A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC's goal is to consistently reach 85 percent of the State's population and a minimum of 70 percent of the State problem in each category.
- Step 3 – A five-year trend is used for an additional analysis of prominent issues, i.e., motorcycle helmet usage, railroad, and pedestrian issues. Allocations to program areas are based on the magnitude of each problem based on the analysis. Survey results (belt use, helmet use, and public perception) are also analyzed.

Performance Targets

Performance targets for the identified NHTSA Core Performance Measures are established by the LHSC utilizing the most recent available data from the Fatality Analysis Reporting System (FARS) and the HSRG at Louisiana State University. The performance targets for the FFY 2019 HSP were established based on reviewing five-year moving average trends, as well understanding the overall long-term objective of reducing fatalities by half by 2030. Except for core outcome measures C-1, C-2, and C-3, all figures reflect the most recent FARS figures as shown on the NHTSA State Traffic Safety Information (STSI) web site (NHTSA STSI).

To identify realistic and measurable single-year performance targets for FFY 2019, and identify performance measures for each program area, the LHSC reviewed actual fatalities and linear trends for five-year periods. Trends were evaluated to determine if a linear target for 2019 was realistic. In all cases, a linear trend-derived target was adopted. The targets will be revised from year to year based on the previous year's accomplishments. While the LHSC reports on three grant activity-based performance measures (i.e., the number of seat belt citations, impaired driving arrests, and speeding citations issued during grant funded enforcement activities) each year, annual targets are not set for these measures.

Selection Process Steps

The following steps were used to develop evidence-based strategies and select projects for the highway safety program:

- Step 1 – Assigned LHSC program coordinators discuss each of the expected NHTSA grant awards for the next fiscal year distribution, determine current contractors' feasibility (including program analysis and fiscal performance), and discuss potential new resources that will further assist the LHSC in attaining set goals. Analysis of anticipated funding amounts for the next fiscal year are reviewed from Sections 402, 405, 154AL, 164AL, as well as HSIP funds, to determine potential funding available.
- Step 2 – The LHSC program coordinators, through consensus, then recommend performance targets, strategies, and specific projects/programs for funding approval to the Executive Director and Deputy Director for consideration. Projects/programs are selected using criteria that include response to identified problems, potential for impacting performance targets, innovation, evidence-based countermeasures, adequate evaluation plans, and input provided by partners.

- Step 3 – 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 4 – Upon Commission approval, the LHSC staff creates contracts and solicits participation from the agency identified in the plan.
- Step 5 – All approved contract agencies and individuals are contacted to begin the subgrant development phase with a starting date of October 1, 2018 or immediately upon receipt if after that date, subject to the availability of Federal funds.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

The LHSC collaborates with numerous partners throughout the development and implementation of its highway safety program. The LHSC staff regularly participates in local projects whenever possible to learn about program successes or shortcomings, and to identify future programming needs and potential adjustments. Staff also participates in meetings and events throughout the year to collect information on trends and emerging issues, including the Strategic Highway Safety Plan (SHSP) state and regional events. Partners who influence and provide input into the development of the HSP include, but are not limited to the following:

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| <ul style="list-style-type: none"> • Baton Rouge Alcohol and Drug Abuse Council • Baton Rouge Mayor's Office • Baton Rouge Safety Council • Bayou Classic/NOCCI • Board of Regents-Council of Student Body Presidents • Capitol Regional Planning Commission • Department of Health and Hospitals, Office of Behavioral Health • Department of Insurance • East Baton Rouge Alcohol Beverage Control • East Baton Rouge Parish I CARE • Faith-Based Communities • Federal Highway Administration • Federal Motor Carrier Safety Administration • Federal Railroad Administration • Governor's Highway Safety Association • Governor's Office Drug Policy • Grambling State University • Legislators • Louisiana Association of Chiefs of Police • Louisiana Legislative Black Caucus Foundation • Louisiana Department of Transportation and Development • Louisiana District Attorneys Association • Louisiana Highway Safety Research Group | <ul style="list-style-type: none"> • Louisiana Mothers Against Drunk Driving • Louisiana Motor Transport Association • Louisiana Office of Alcohol and Tobacco Control • Louisiana Office of the Governor • 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 Local Technical Assistance Program • Louisiana Transportation Research Center • National Organization of Black Law Enforcement Executives • New Orleans Planning Commission • New Orleans Safety Council • Nicholls State University • Northwestern University • Southern University and A&M College • South Central Planning and Development Commission • South East Louisiana DWI Task Force • Southeastern Louisiana University • University of Louisiana – Lafayette • University of Louisiana – Monroe |
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Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance

targets, selecting countermeasure strategies, and developing projects.

The Highway Safety Plan (HSP) is based upon the most recent published data available at the HSRG Data Reports website, in addition to the most recent FARS data, which is available at NHTSA FARS. The LHSC utilizes the Louisiana Traffic Records Data Report and the NHTSA State Traffic Safety Information (STSI) website to analyze, down to the parish-level, data on licensed driver populations, and compares crash data to ensure specific programs are being conducted within the identified parishes to address their traffic safety needs. The Traffic Information Overview table below provides a ten year comparison of rates for vehicle miles traveled, licensed drivers, population, registered vehicles; fatalities and injuries; crashes by severity, and the number of vehicles involved in fatal crashes.

Table: 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)
2008	450	2,851	4,436	4,048	46.5	76.0	821	916	597	1,202	110.3
2009	449	2,860	4,492	4,105	45.3	73.9	729	824	556	1,078	109.9
2010	455	2,869	4,544	4,155	42.5	68.8	644	721	469	962	104.6
2011	465	2,902	4,575	4,053	43.3	70.3	634	680	468	991	105.8
2012	468	2,927	4,602	3,889	44.1	72.5	652	723	458	965	107.9
2013	478	2,941	4,625	3,957	43.5	70.6	651	703	489	987	109.8
2014	483	2,941	4,650	3,887	44.8	72.7	662	740	491	948	111.5
2015	482	2,958	4,670	3,901	48.3	78.7	698	752	522	1,093	119.3
2016	490	2,972	4,692	3,326	49.8	81.5	705	758	493	1,132	123.1
2017	n/a	2,964	4,684	3,175	47.4	76.5	702	767	517	1,107	117.8
Difference											
1-Year	1.7%	-0.3%	-0.2%	-4.5%	-4.8%	-6.1%	-0.43%	1.2%	4.9%	-2.3%	-4.3%
5-Year	5.4%	0.8%	1.3%	-19.8%	9%	8.3%	7.8%	9.1%	5.7%	12.2%	7.3%

Source: NHTSA STSI/FARS; Highway Safety Research Group at Louisiana State University. Accessed June 1, 2017.

Note: Injury, Property Damage, and all 2016 Crash Statistics are from [HSRG Data Reports](#).

The Traffic Records Data Report also provides data on trends, where, when, crash type, roadway elements, age, gender, roadway type, rural and urban data, Interstate, alcohol-related, safety belts, pedestrian, youth involvement, and senior involvement among Louisiana crashes.

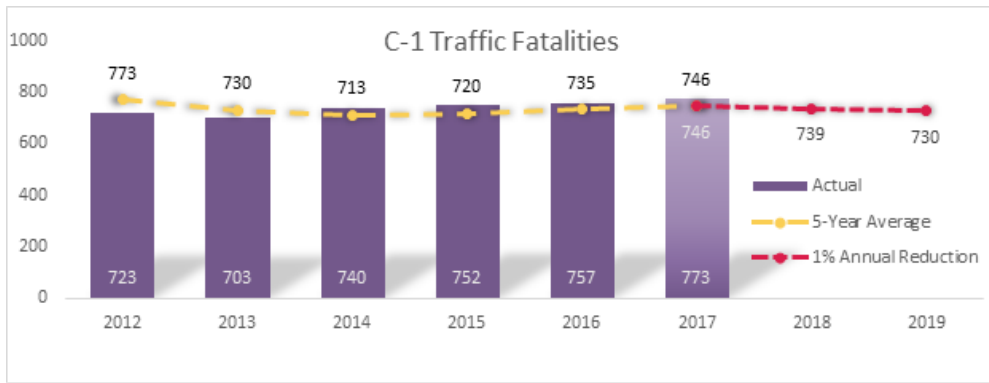
Louisiana's Highway Safety Program is based on a complete and detailed problem analysis that precedes the selection of projects. The LHSC's problem identification method is based on the most current reliable data available that recognizes state, parish, and municipality needs. Motor vehicle crash data,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

Performance Trends and Data

Data for the Highway Safety and Performance Plan were extracted from the Louisiana Traffic Records Report for nonfatal injury data as well as fatality data for the year 2017, unless otherwise noted. All other fatality data was extracted from the Fatality Analysis Reporting System (FARS) from 2015 and prior years where noted. The on-line data from Louisiana for 2016 was pulled on June 18, 2018 but may otherwise change throughout the year as crash data are submitted by law enforcement.

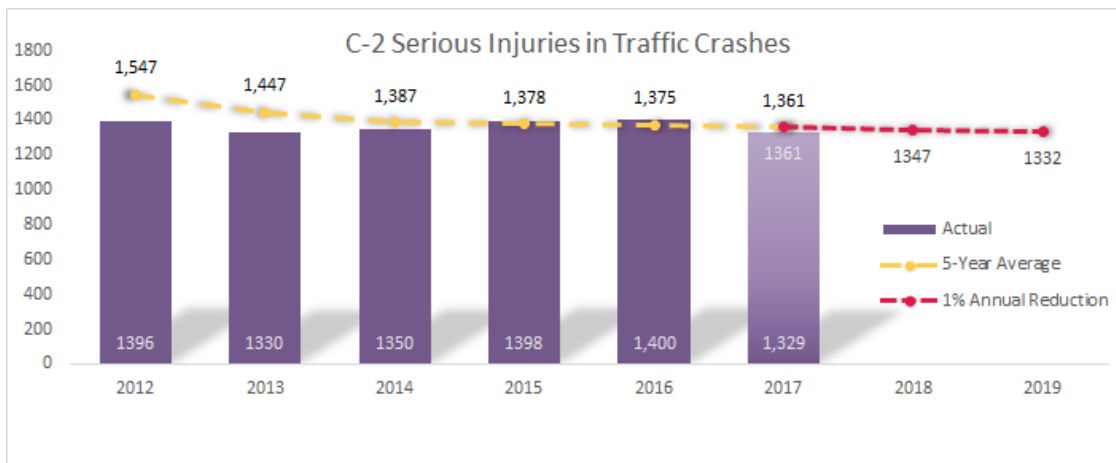
The following figures show actual numbers, the performance trend line based on a 5-year rolling average, and the projected reduction target for the core performance measures. The last two figures show the same information for two additional performance measures Louisiana has chosen: distracted driving and rail-highway fatalities. All 2017 data shown in these figures is considered preliminary State data.

Traffic Fatalities . The number of fatalities has fluctuated over the last six years and saw an increase from 752 in 2014 to 773 in 2017. A five-year average trend line was chosen as the most practical justification for determining the 2019 target based on the upward trend in fatalities and the state's loss of 154 penalty transfer funds that had been used for safety programming to address fatalities in the State. To achieve the 2019 target and reverse the upward trend, fatalities will have to decrease 1 percent annually from 746 (2013 to 2017 average) to 730.0 in 2019.



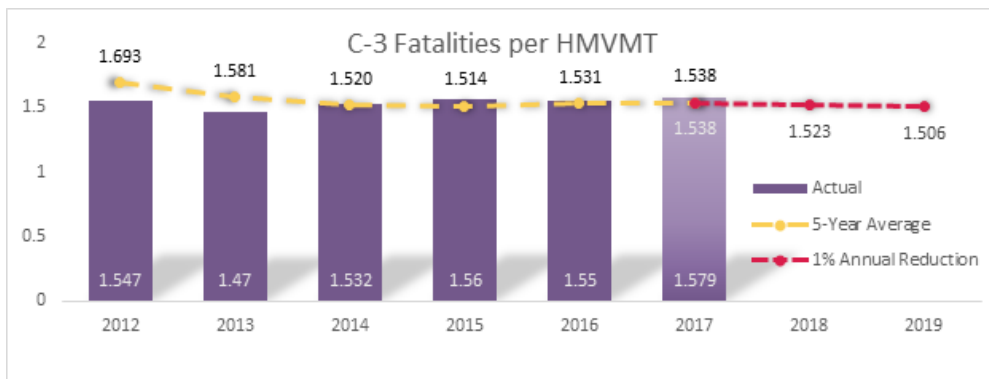
Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Serious Injuries. While initially falling since 2012, the number of serious injuries rose in 2015 and 2016 before falling again in 2017. A five-year trend line was chosen as the most practical justification for determining the 2019 target based in part on recent increases in observed seat belt usage rates and current countermeasure programs enacted to address the overall injuries. To achieve the 2019 target, serious injuries must be reduced by 1 percent annually from 1,361 (2013 to 2017 average) to 1,332 in 2019.



Source: HSRG

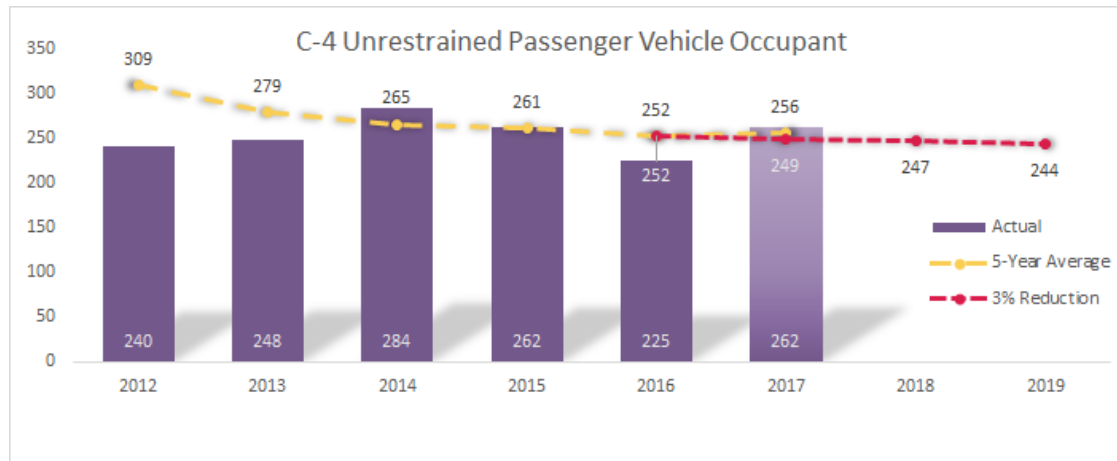
Fatality Rate. The State’s fatality rate per 100 MVMT has fluctuated over the last six years but has trended upward since 2013. A five-year trend line was chosen as the most practical justification for determining the 2019 target based on trends, current countermeasure programs being implemented and that fact that no new safety legislation has passed. To achieve the 2019 target, the fatality rate needs to be reduced by 1 percent annually from 1.538 (2013 to 2017 average) to 1.506 in 2019.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Unrestrained Passenger Vehicle Occupants. Unrestrained fatalities in Louisiana have varied in the last six years and while they have declined in 2015 and 2016, the number jumped up again in 2017. To fully account for the range of changes, a five-year trend line was chosen to determine the 2019 target based on trends and countermeasure programs enacted to address unrestrained fatalities. To achieve the 2019 target, unrestrained fatalities

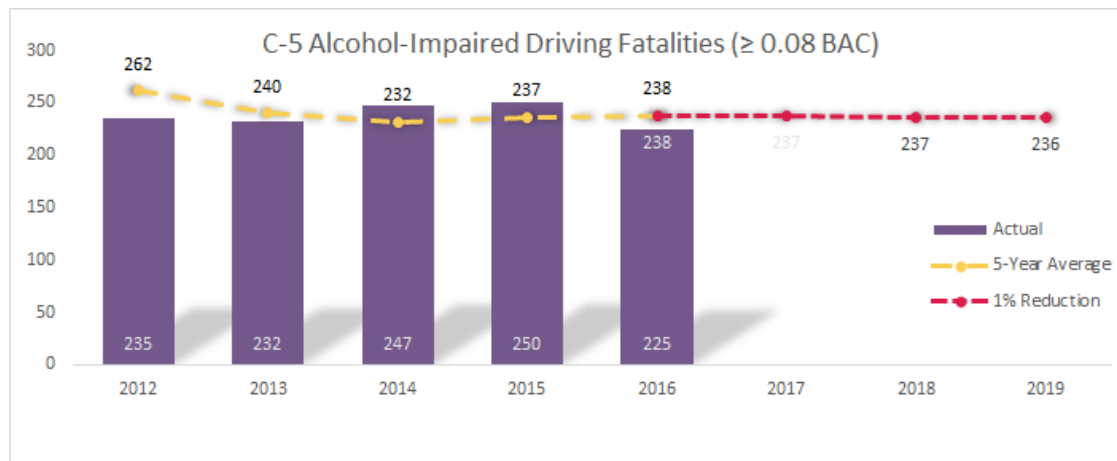
must be reduced by 3 percent from 252 (2012 to 2016 average) to 244 in 2019. The 2016 data is considered preliminary State data; it was not considered in target-setting by the LHSC.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Alcohol-Impaired Driving Fatalities (≥ 0.08 BAC). The number of alcohol-impaired fatalities experienced the lowest number over the last five years despite a brief upticks in 2014 and 2015. A five-year trend line was chosen as the most practical justification for determining the 2019 target. To achieve the 2019 target, alcohol-impaired fatalities need to be reduced by 1 percent from 238 (2012 to 2016 average) to 236 in 2019.

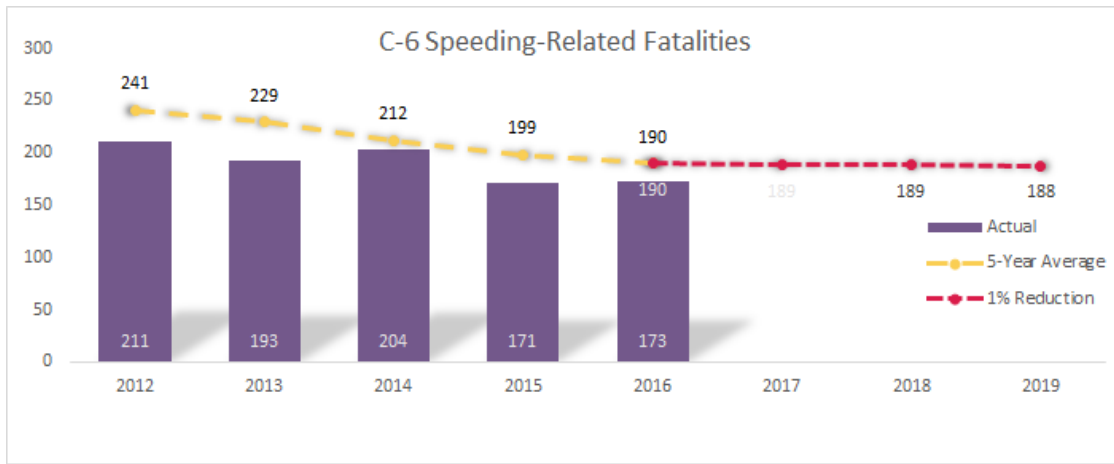
The data above is from FARS and is only available through 2016. Data from the HSRG website was not used because the state uses "alcohol-related fatalities" that do not meet NHTSA's definition of alcohol impaired (fatalities involving a driver or motorcycle operator with BAC at 08 and greater).



Source: NHTSA, STSI

Speeding-Related Fatalities. The number of speeding-related fatalities in Louisiana has flattened out over the last five years with an overall downward trend. There was a minimal increase of two fatalities from 2015 to 2016. A five-year trend line was chosen as the most practical justification for determining the 2019 target based on trends and current countermeasure programs enacted to address speeding-related fatalities. To achieve the 2019 target, speeding-related fatalities need to be reduced by 1 percent from 190 (2011 to 2015 average) to 188 in 2019.

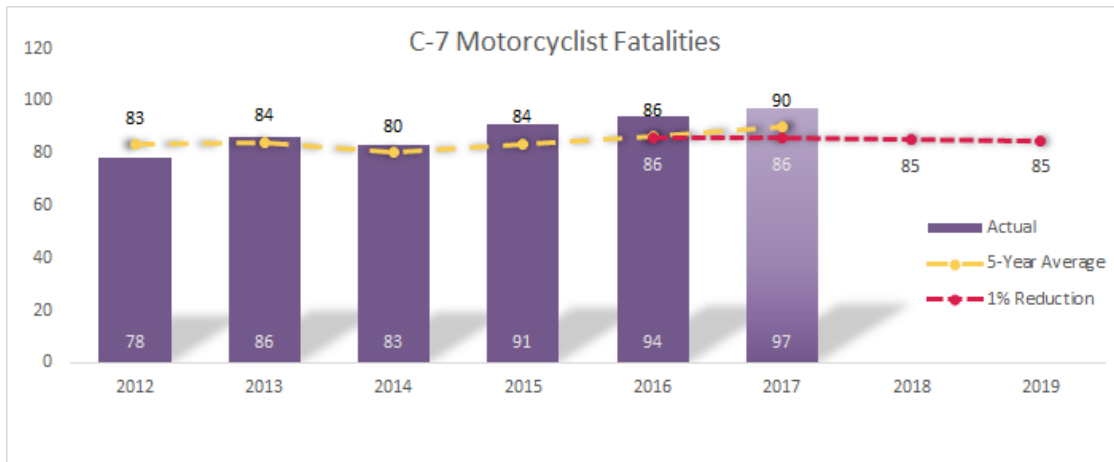
The data above is from FARS and is only available through 2016. Speed related data is not available from the HSRG.



Source: NHTSA, STSI

Motorcyclist Fatalities. The number of motorcycle fatalities has fluctuated over the last five years but is beginning to trend upwards as of 2014. In order to account for the ever-changing trends, a five-year trend line was chosen. To achieve the 2019 target, motorcycle-involved fatalities need to be reduced by 1 percent from 86 (2012 to 2016 average) to 85 in 2019.

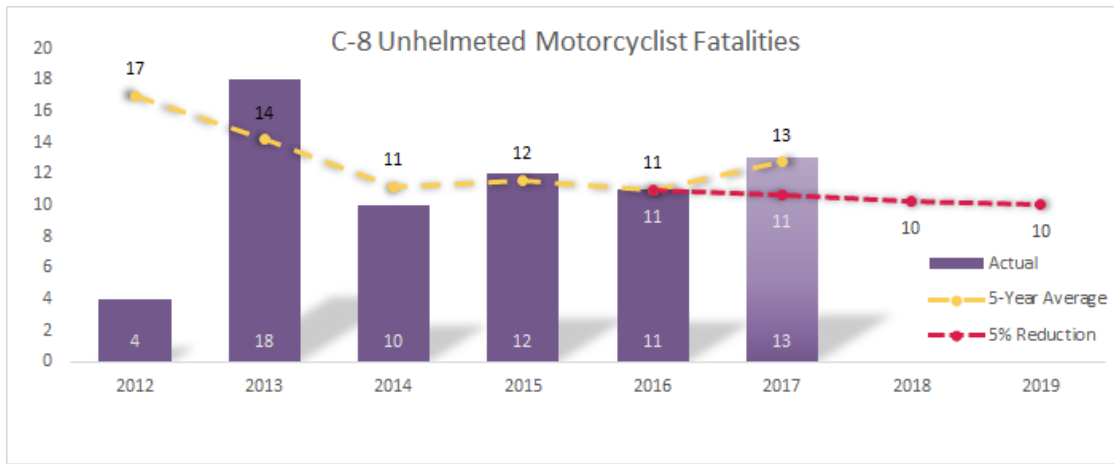
2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Unhelmeted Motorcyclist Fatalities. The number of unhelmeted motorcyclist fatalities in the State has fluctuated considerably. Since the relative number of unhelmeted fatalities is low, it is challenging to account for fluctuations from one year to the next. Due to the high amount of variance, a five-year trend line was chosen in setting the target for 2019. To achieve this target, unhelmeted motorcyclist fatalities need to be reduced by 5 percent from 11 (2012 to 2016 average) to 10 in 2019.

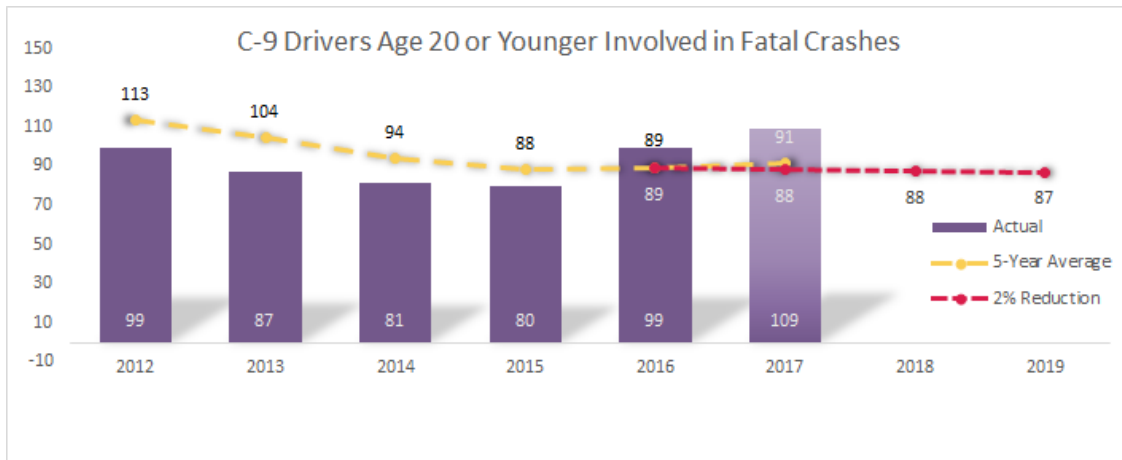
2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Drivers Age 20 or Younger Involved in Fatal Crashes. Based on historical FARS data, the number of drivers fatally injured in crashes under the age of 21 had been trending downwards through 2015, though the numbers for 2016 and 2017 suggest a new upward trend. A five-year trend line was selected as the most practical justification for selecting the 2019 target based on trends and current countermeasure programs enacted to address young driver fatalities. To achieve the 2019 target, it is necessary to reduce young driver fatalities by 2 percent from 89 (2012 to 2016 average) to 87 in 2019.

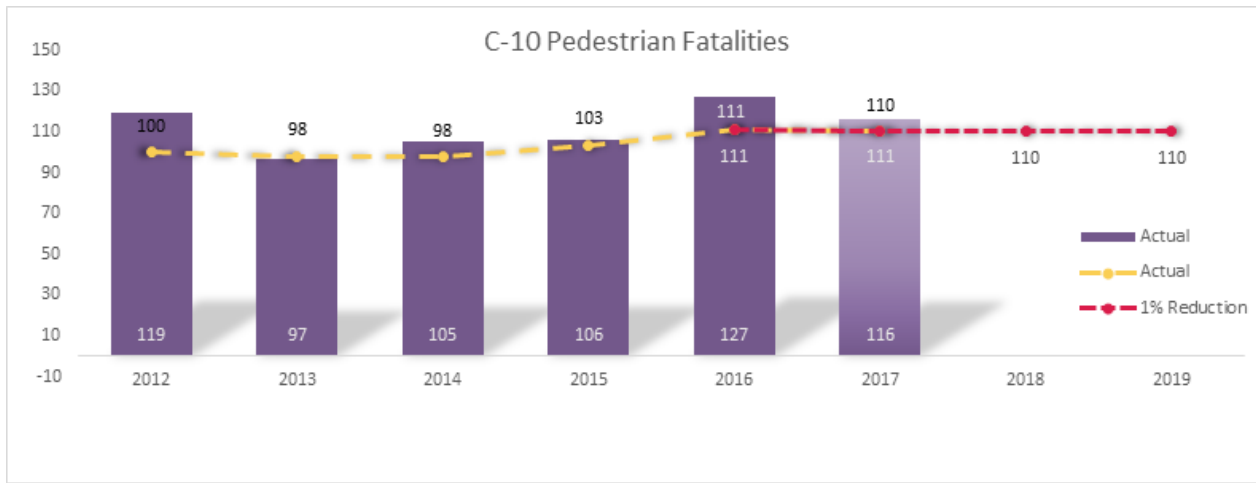
2017 data is preliminary State data; it was not considered in target-setting by the LHSC.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Pedestrian Fatalities. The number of pedestrian fatalities has varied significantly over the last five years. The five-year trend line indicated, however, that there could be the start of an inclining trend as of 2014. To achieve the 2019 target, it is necessary to reduce pedestrian fatalities by 1 percent from 111 (2012 to 2016 average) to 110 in 2019.

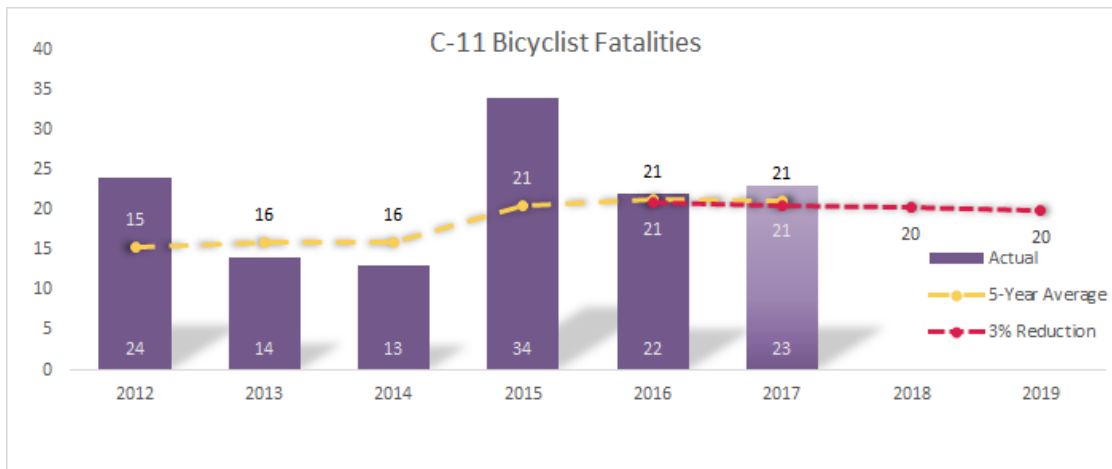
2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

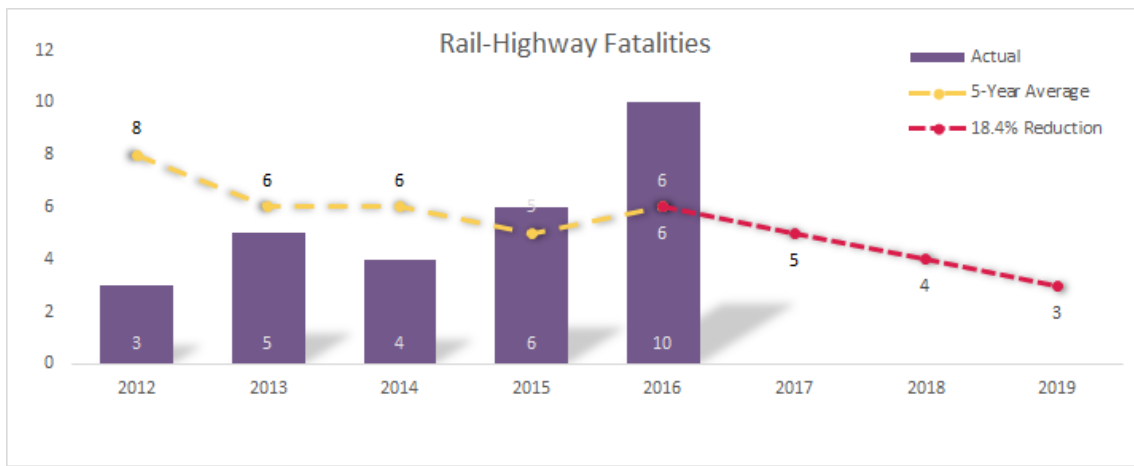
Bicyclist Fatalities. Bicyclist fatalities have remained low relative to other modal fatalities and shifts significantly from year to year in most cases. 2015 was the most dangerous year in the past five years for bicyclists as evidenced by the jump from 13 fatalities in 2014 to 31 fatalities the next year. However, the number of fatalities regressed in 2016 and 2017. Because an annual reduction of one percent is not sufficient in seeing any whole number reduction in fatalities, it is necessary to continue reducing the number of bicyclist fatalities by 3 percent from 21 (2012 to 2016 average) to 20 in 2019.

2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

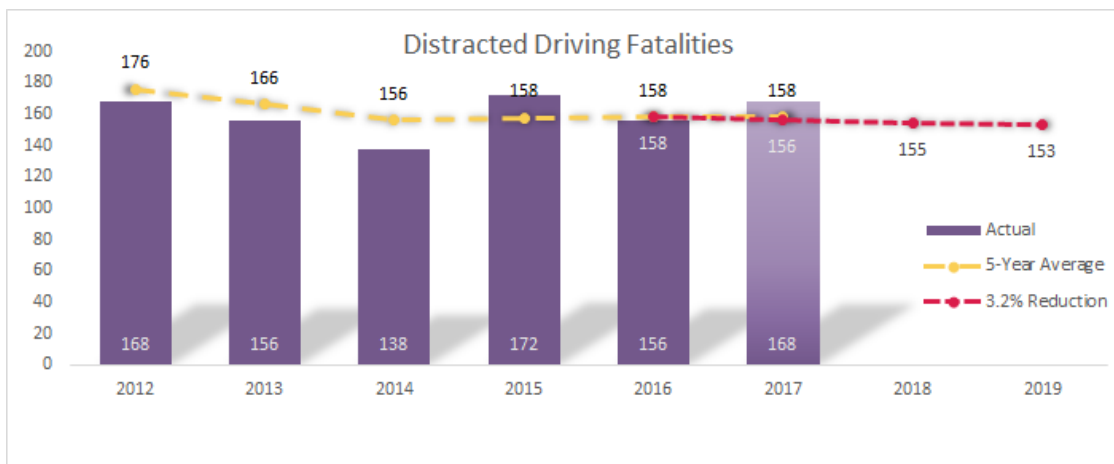
Rail-Highway Fatalities. Rail-highway fatalities are relatively low to begin with, and so the number of fatalities varies greatly from year to year. Due to this, the 2019 target was derived by using a five-year moving average and the continuation of that downward-sloping linear trend was chosen as the trajectory since it would result in a whole number reduction. To achieve the 2018 target, rail-highway fatalities need to be decreased by 18.4 percent from 6 (2012 to 2016 average) to 3 in 2019.



Source: FRA

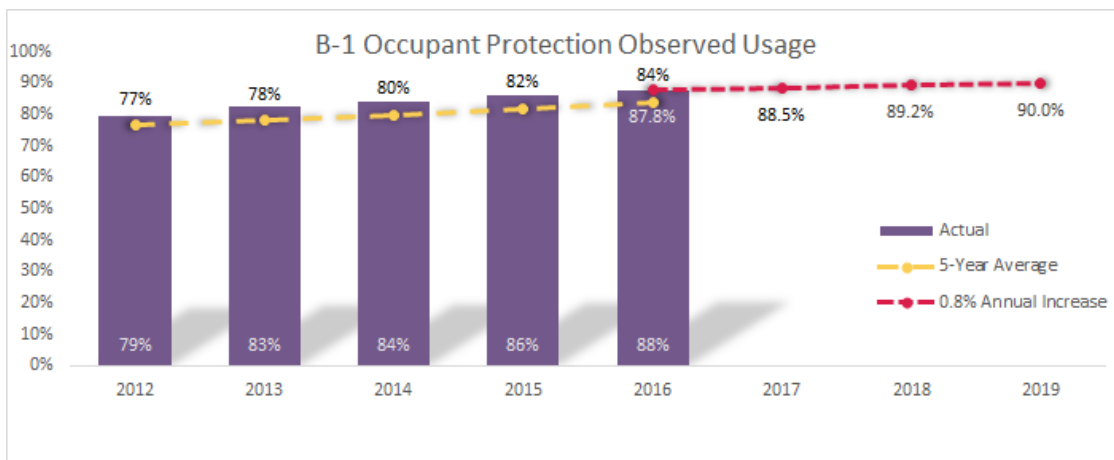
Distracted Driving Fatalities. Historical data illustrated that the number of fatalities related to distracted driving have trended downward before 2015, which saw a jump from 138 in 2014 to 172 and remained relatively constant in 2016 and 2017. A five-year trend line was selected as the most practical justification for determining the 2019 target based on trends and current countermeasures enacted in order to address distracted driving fatalities. To achieve the 2019 target, distracted driving fatalities need to be reduced by 3.2 percent from 158 (2012 to 2016 average) to 153 in 2019.

2017 data is not derived from FARS and is considered preliminary State data; it was not considered in target-setting by the LHSC.



Source: HSRG (2012 to 2017 data)

Observed Seat Belt Use Rate. The observed seat belt usage rate has increased steadily each of the past five years from 77.7 percent in 2011 to 87.8 percent in 2016, before experiencing the first downward trend in 2017. The general increasing trend is in spite of a modest \$50 seat belt fine as a deterrent. The goal for 2019 is 90 percent seat belt usage which is an increase of 2.9 percent.



Source: LHSC, 2017

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Project selection begins with a request for proposals process inviting eligible state, parish, and local public and nonprofit agencies, along with organizations involved in traffic safety, to submit project and funding proposals to address the identified problems. The problem identification process is posted on the LHSC web site with the call for proposals, and each grant proposal must reference the appropriate problem identification data to support the proposed project. The LHSC program coordinators review the proposals and provide recommendations for funding to a review panel consisting of the LHSC Executive Director and Deputy Director, Fiscal Staff, and other program coordinators. All proposals for highway safety grants must be data driven, address critical safety needs, and utilize proven safety countermeasures to address the identified problems. NHTSA's Countermeasures That Work, Eight Edition, 2015, DOT HS 812 202 is utilized by LHSC program coordinators to aid in selecting projects. Projects are identified, approved by the Commission, and will be awarded for FFY 2019 project activity following NHTSA's approval of the HSP. The LHSC utilizes a cyclical planning process that is in constant review, assessment, and modification.

The process is reflected in the annual planning calendar in the Table below.

Activity	Completion Date	Responsible
Meet with Stakeholders regularly, participate in local projects as possible to gain insight on trends, future programming needs, and participate in SHSP state/regional meetings.	Continuous	LHSC Program Coordinators/Contract Planner/Executive Director
Assigned LHSC program coordinators meet to debrief previous year's programs strategies. Problem identification review. LHSC management set annual performance targets. Make project recommendations to Executive Director for next fiscal year funding.	April	LHSC Staff
Solicit requests for proposals via website, email, and newspaper ads.	May	LHSC Staff
Assess previous year carry forward and reallocate funds where necessary. Receive proposals from potential contractors. Send proposals to appropriate program coordinator.	May	Fiscal Staff LHSC Staff
Proposal review. 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. Assemble funding recommendations for three-day proposal review workshop.	June	Fiscal Manager/Contract Planner/LHSC Staff
Three-day Grant Review Workshop held. Coordinators provide an analysis of proposals including problem ID, past performance (if applicable) and funding recommendations. Budgets are assembled per funding source.	June	LHSC Staff/Executive Director
Prepare list of project recommendations for the Commission meeting.	June	LHSC Staff
Executive Director meets with Executive Committee of the Commission if requested by Chairman. Meet with LHSC Commission for approval of recommended grant awards.	June	Executive Director/LHSC Staff
Draft the Highway Safety Plan.	May/June	Deputy Director/Contract Planner
Gain approval for programs and projects from the appropriate officials.	June/July	Planner/Deputy Director/Fiscal Staff/Executive Director
Submit final HSP to NHTSA.	July	Planner/Executive Director
Negotiate and approve contracts.	August	LHSC Staff
Implement programs and projects. Begin work on Annual Report	October	LHSC Coordinators/Planner
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 procedures of the LHSC.	Continuous	LHSC Program Coordinators

Enter list of information and data sources consulted.

In addition to NHTSA FARS data and the most recent published data available at HSRG Data Reports, the following web sites are utilized by the LHSC throughout the year to identify needs and develop programs:

- [http://www.lahighwaysafety.org/;](http://www.lahighwaysafety.org/)
- [http://hsrg.lsu.edu/;](http://hsrg.lsu.edu/) [http://lacrash.lsu.edu/;](http://lacrash.lsu.edu/)
- [http://www-fars.nhtsa.dot.gov/Main/index.aspx;](http://www-fars.nhtsa.dot.gov/Main/index.aspx)
- [http://www.nhtsa.gov/;](http://www.nhtsa.gov/)
- [http://www-nrd.nhtsa.dot.gov/CATS/Index.aspx;](http://www-nrd.nhtsa.dot.gov/CATS/Index.aspx) and
- [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22_LA/2014/22_LA_2014.htm.](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22_LA/2014/22_LA_2014.htm)

The LHSC also utilizes the most current U.S. Census information, Crime Lab’s toxicology data (for drugged driving), Computer On-Line Breath Records Archive (COBRA) data (for alcohol impaired driving), Office of Motor Vehicle’s driver’s license file data, and grantee performance data from previous years.

The LHSC conducts multiple assessments and surveys each year to help inform planning decisions. Observational Safety Belt Usage surveys have been conducted since 1986 and Child Passenger Safety Usage surveys since 1991. Both surveys provide additional data sources for the LHSC to utilize in reviewing progress and setting future objectives. Motorcycle helmet use was added to the seat belt observational survey in 2013. In 2012, 2013, 2015, and 2017 the LHSC conducted Nighttime Adult Seat Belt Observational Usage surveys to better understand the behaviors of high-risk users. The LHSC also conducted a Distracted Driving Observational Survey for the first time in 2017.

Annual attitudinal surveys are also conducted 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 on the LHSC’s website.

Louisiana State Demographics

Louisiana covers 51,885 square miles; 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.

Official population estimates for 2016 list Louisiana as having a population of 4,684,333 individuals. Out of this population, over half of them reside in urbanized areas while the remainder of the population resides in rural areas. Much of the population is concentrated around major urban centers including New Orleans, Baton Rouge, the Shreveport-Bossier City metropolitan area, Lafayette, and Lake Charles.

The median household income in Louisiana is \$45,652 in contrast with a median income of \$55,322 for the U.S. overall. The State’s poverty rate is 20.2 percent in comparison to a national rate of 12.7 percent.

The majority of Louisiana’s population identifies as White (63.2 percent) while the next largest racial group identifies as Black or African American (32.6 percent) American Indian, Asians, and multiracial people make up the remaining amount of the population in the State.

Table: Louisiana Population Demographics, 2015

Group	Percentage
White	63.2%
Black or African American	32.6%
American Indian and Alaska Native	0.8%
Asian	1.8%
Native Hawaiian and Other Pacific Islander	0.1%
Persons Reporting Two or More Races	1.6%
Hispanic or Latino	5.0%

Source: U.S. Census Bureau, 2015.

Louisiana Highway Safety Problem ID Parishes

Like all states, Louisiana has a limited amount of available highway safety funding, therefore, it is necessary to identify problem locations or parishes to dedicate limited resources to the areas of greatest need. Data from the Louisiana Traffic Records Data Report is used to evaluate each parish within population groupings and evaluate a five-year trend. The HSRG provides a list of road fatalities by parish, and most of the parishes with the highest amounts of traffic-related fatalities are also some of the largest by population. Throughout this plan, these parishes will be referred to as the “Problem ID (identification) Parishes”; for FFY 2019 they include the following parishes:

1. East Baton Rouge	5. Tangipahoa	9. Lafourche	13. St. Landry
2. Orleans	6. Lafayette	10. Livingston	14. Ouachita
3. Caddo	7. Jefferson	11. Ascension	15. Terrebonne
4. Calcasieu	8. St. Tammany	12. Rapides	16. Iberia

In 2016, Louisiana's problem ID parishes accounted for:

- 70 percent of the State's total licensed driver population;
- 78 percent of total fatal and injury crashes; and
- 61 percent of motor vehicle crash-related fatalities.

HSRG identified the 16 parishes that account for the greatest portion of the State's alcohol-related fatal and injury crashes. In 2016, these 16 parishes below accounted for 63 percent of all alcohol-related fatal crashes and 73 percent of all alcohol-related injury crashes.

1. Orleans	5. Caddo	9. Ascension	13. Livingston
2. East Baton Rouge	6. Calcasieu	10. Rapides	14. Lafourche
3. Lafayette	7. St. Tammany	11. Ouachita	15. St. Landry
4. Jefferson	8. Tangipahoa	12. Terrebonne	16. Bossier

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The LHSC staff is integrally involved in Louisiana's Strategic Highway Safety Plan (SHSP) planning and implementation process. Staff serves on the Executive Committee, Implementation Team, Impaired Driving Emphasis Area Team, Young Driver Emphasis Area Team, and co-chairs the Occupant Protection and Distracted Driving Emphasis Area Teams. The LHSC utilizes the various SHSP meetings to obtain partner input and feedback. Additional data analysis, stakeholder meetings, and opportunities for partner feedback occur throughout the year to reassess areas of need and identify potential solutions.

In 2009, the LHSC and Louisiana Department of Transportation and Development (DOTD) teamed up to identify consistent goals to be adopted by both agencies and meet regularly to assess progress. The two agencies agreed to adopt the American Association of State Highway Transportation Official's (AASHTO) goal of halving fatalities by 2030. Furthermore, Louisiana adopted a strategic vision for reducing traffic-related deaths and severe injuries – Destination Zero Deaths. The vehicle for reaching this destination is the SHSP, which uses a comprehensive, data-driven, multidisciplinary approach to identify the State's most serious traffic safety problems and the most effective approaches to solve them. The Louisiana DOTD, State Police, and the LHSC lead the SHSP. Louisiana's SHSP, updated in 2017, can be found at Destination Zero Deaths.

As they had done in the spring of 2017, the LHSC and DOTD staff met again in 2018, reviewed data, and discussed aligning the fatality, serious injury, and fatality rate performance targets in the HSP and Highway Safety Improvement Program (HSIP).

Coordination between LHSC and DOTD is further enhanced by use of the same data sources in the development of the targets and performance measures from the HSRG when FARS data are unavailable (e.g., injury data). Additional information on HSRG, examples of the data it provides, and the data users can be found at LSU/HSRG.

Providing oversight of the SHSP process is the Executive Committee and Implementation Team, the LHSC plays a critical role in both groups with the Executive Director serving as an active member of the Executive Committee with leadership from the DOTD, and LSP, and the Implementation Team includes representatives from key Federal, state, and local agencies; private-sector representatives; leaders of the statewide emphasis area teams; and the coordinators of each regional safety coalition.

SHSP coordination is enhanced by the Regional Traffic Safety Coalitions which includes local governments, local law enforcement, metropolitan planning organizations (MPOs), and other traffic safety advocates who share a common goal of achieving statewide targets at the regional-level utilizing local solutions to improve safety. The Regional Traffic Safety Coalitions focus on the five SHSP emphasis areas, four of which are behavioral (occupant protection, impaired driving, distracted driving, and young drivers). Depending upon the project, the coalitions may receive funding from the LHSC or DOTD. The Regional Traffic Safety Coalitions also share strategies and initiatives for improving safety with LHSC such as No Refusal weekends and the Sudden Impact teen program.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

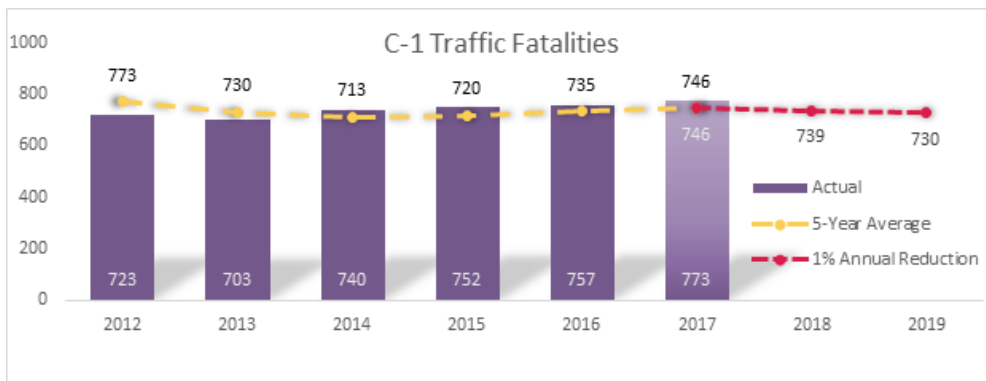
Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

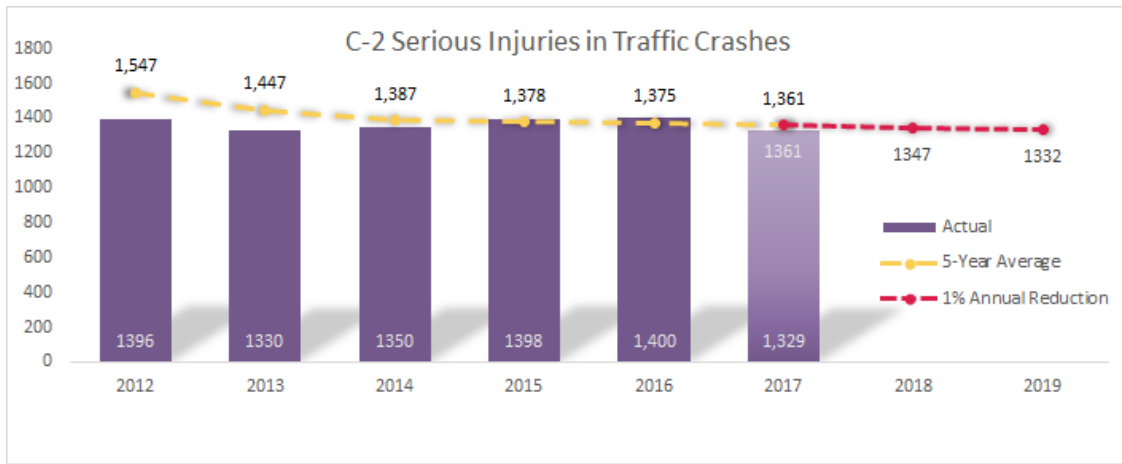


C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

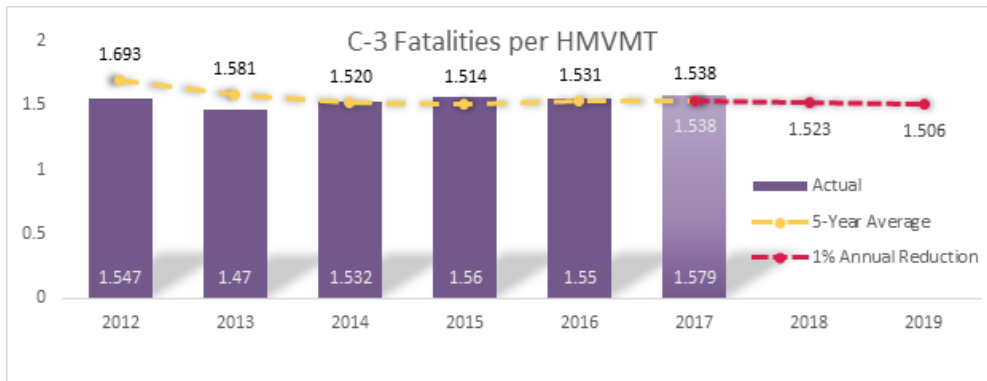


C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

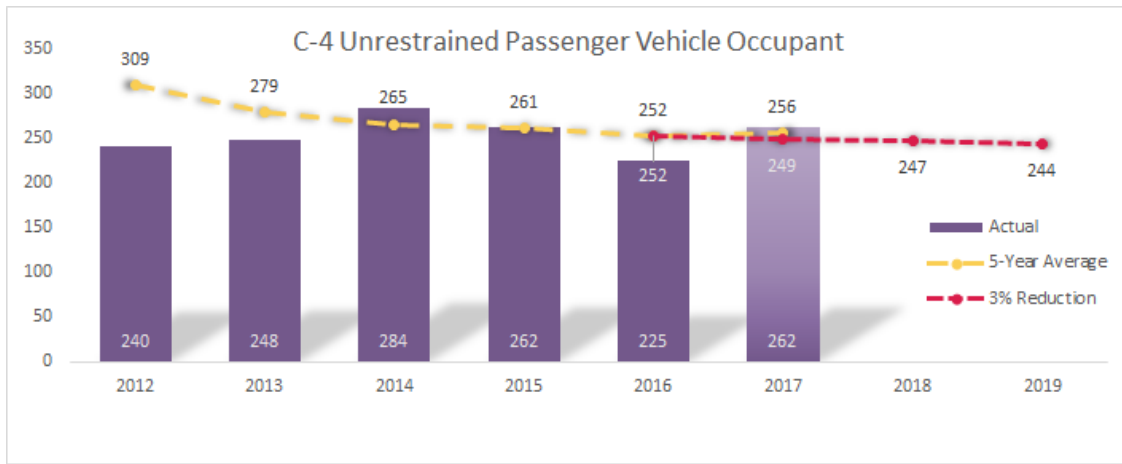


C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

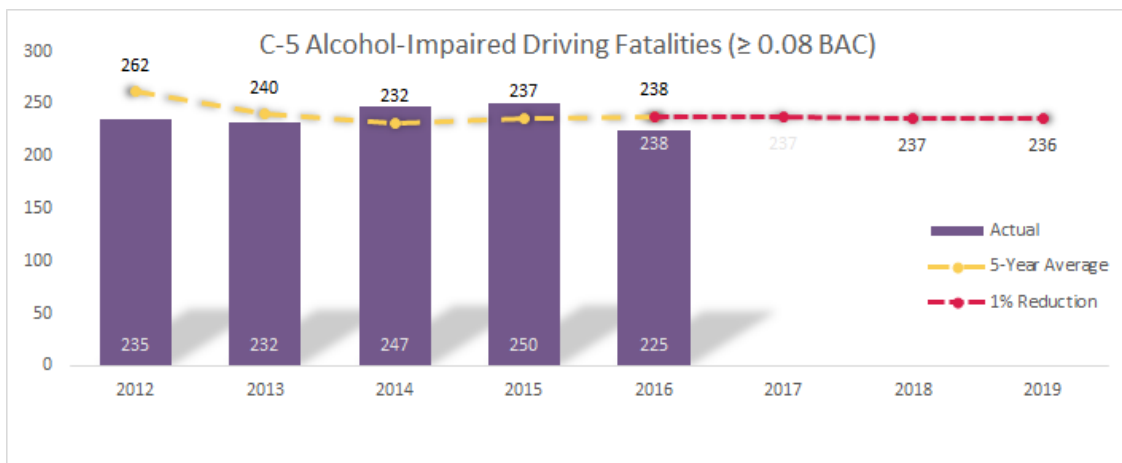


C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

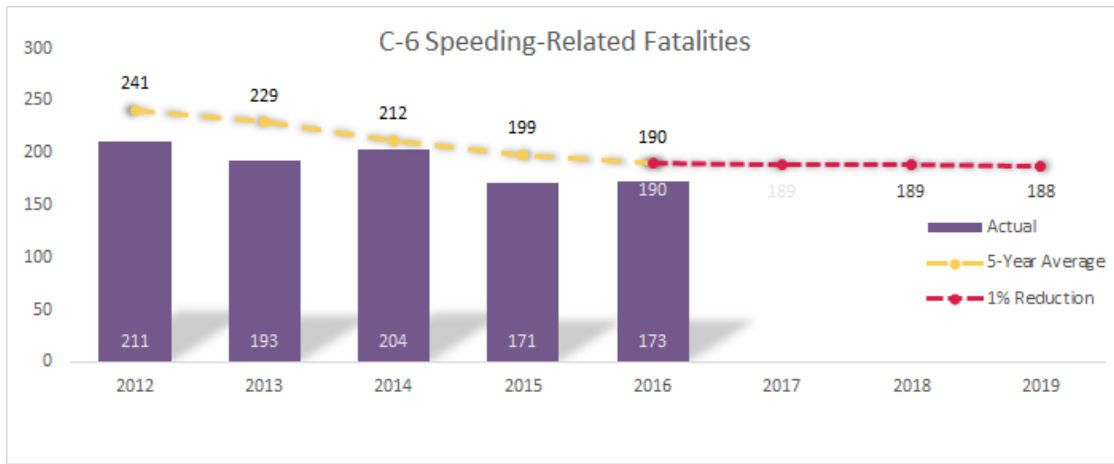


C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

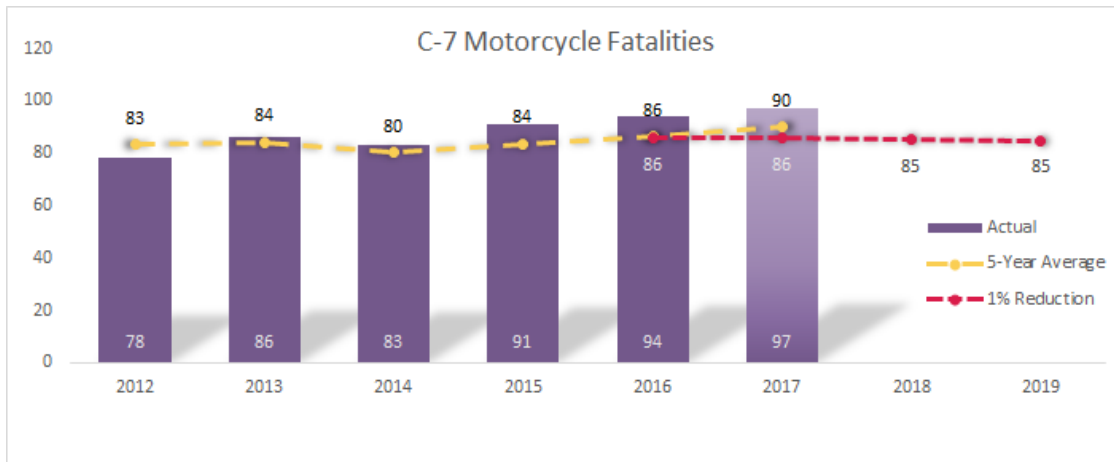


C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

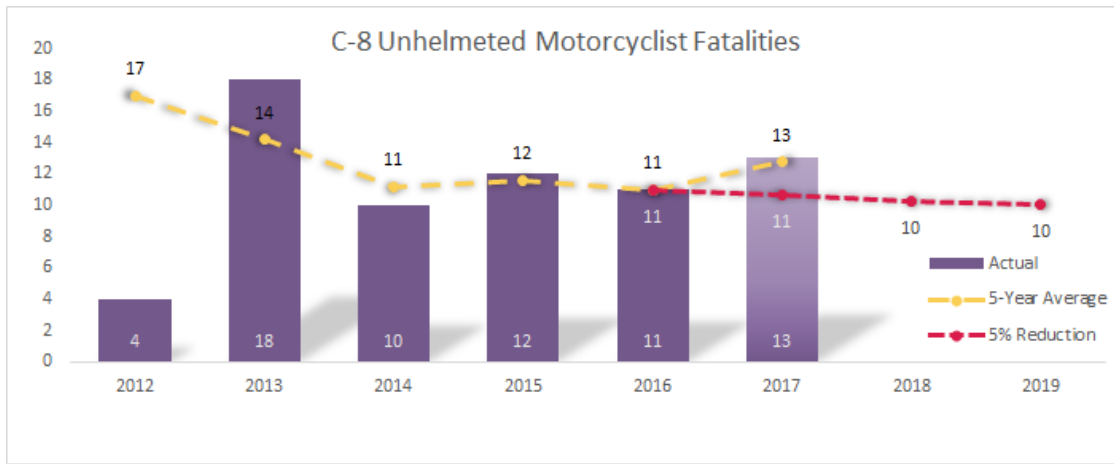


C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

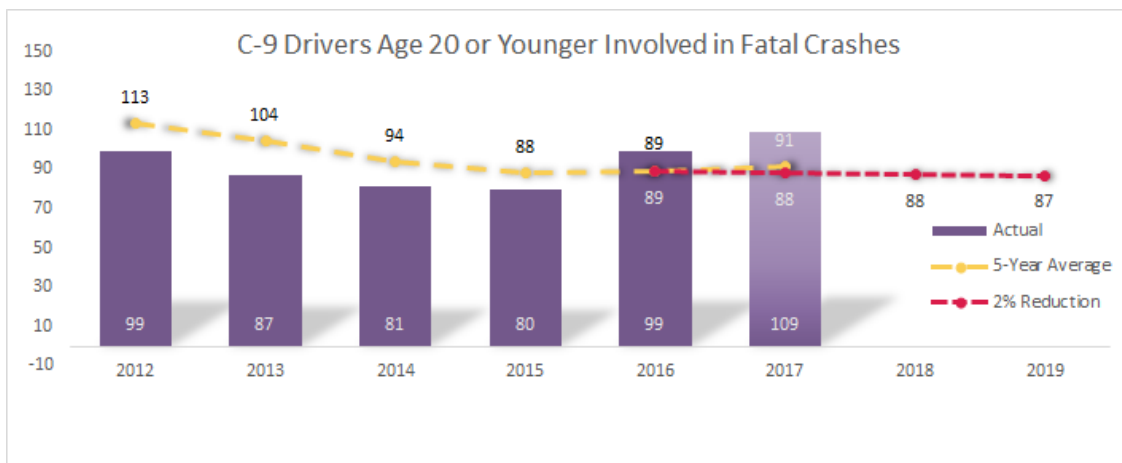


C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

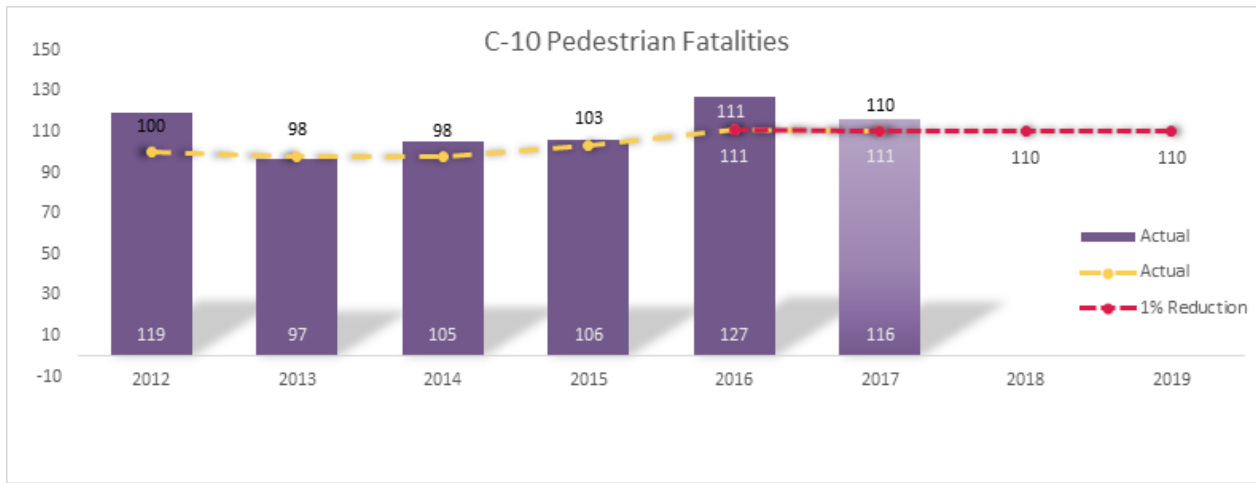


C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Progress towards meeting the target from last year's HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.

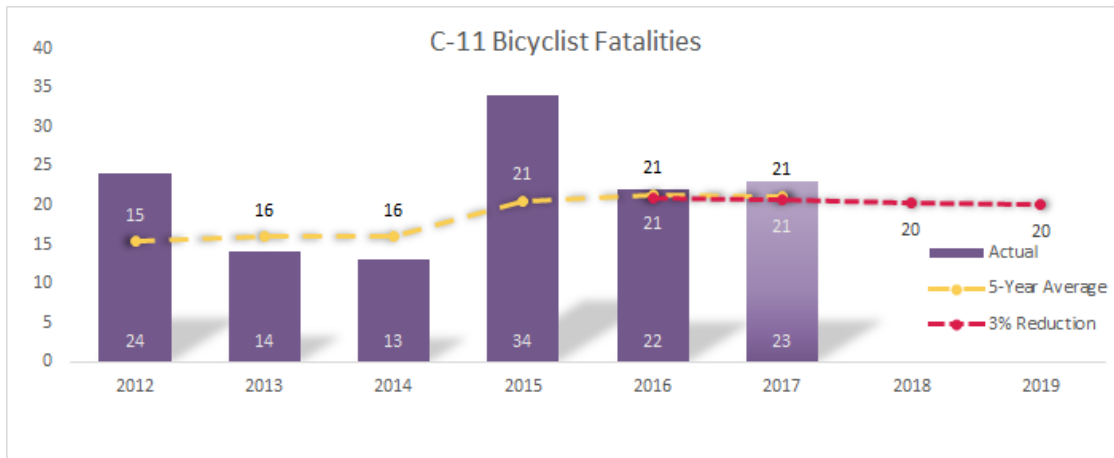


C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Progress towards meeting the target from last year’s HSP is currently ongoing. Current data is not available, however, the State continues to implement and monitor countermeasures in an effort to achieve the set performance target. Additional information should be available for the Annual Report.



B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Not Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The FFY 2017 HSP target for observed seat belt use was 87.6 percent. The 2017 observed seat belt use fell slightly short of the target and was 87.1 percent, within the margin of error. Although the target was not met, 87.1 percent observed seat belt use rate is the second highest observed rate ever recorded in Louisiana. The LHSC continues to make strides to improve the observed seat belt usage rate in the state and has been trending in that direction over the last decade.

Progress in Observed Seat Belt Use Rate

Behavioral Measure	2011	2012	2013	2014	2015	2016	2017
Statewide Observed Seat belt Use	78.0%	79.0%	83.0%	84.0%	86.0%	88.0%	87.1%

Target	78.0%	77.9%	79.7%	81.3%	84.5%	86.1%	87.6%
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Source: NHTSA STSI/FARS. Accessed November 9, 2017.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	731.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,332.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.507
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	244.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	236.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	188.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	85.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	10.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	87.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	110.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	20.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	90.0
Rail-highway fatalities	5 Year	2015	2019	3.0
Distracted Driving	5 Year	2015	2019	153.0
Percentage of days from disposition to entry into driver database within 10 days for commercial drivers	5 Year	2015	2019	40.0
Percentage of EMS patient care reports not missing one or more critical data elements	5 Year	2015	2019	96.0
Percentage of EMS agencies submitting data that is NEMSIS 3 compliant	5 Year	2015	2019	37.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

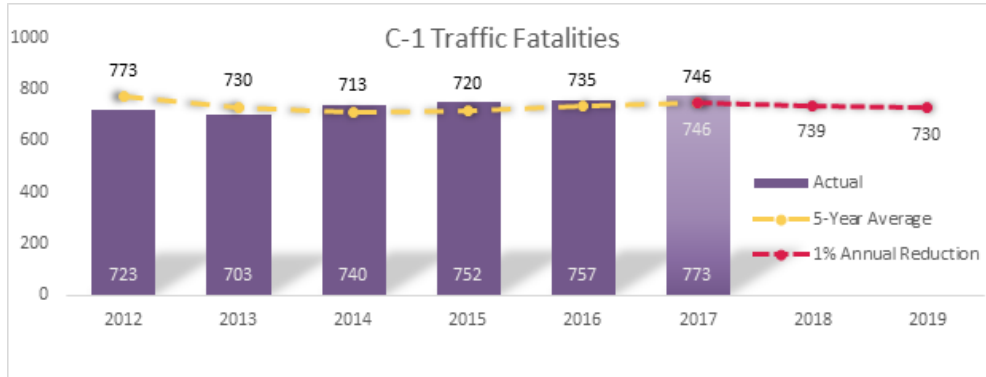
Target Metric Type: Numeric

Target Value: 731.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

The number of fatalities has fluctuated over the last six years and saw an increase from 752 in 2014 to 773 in 2017. A five-year average trend line was chosen as the most practical justification for determining the 2019 target based on the upward trend in fatalities and the state's loss of 154 penalty transfer funds that had been used for safety programming to address fatalities in the State. To achieve the 2019 target and reverse the upward trend, fatalities will have to decrease 1 percent annually from 746 (2013 to 2017 average) to 730.0 in 2019.

The 2017 data is considered preliminary State data.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

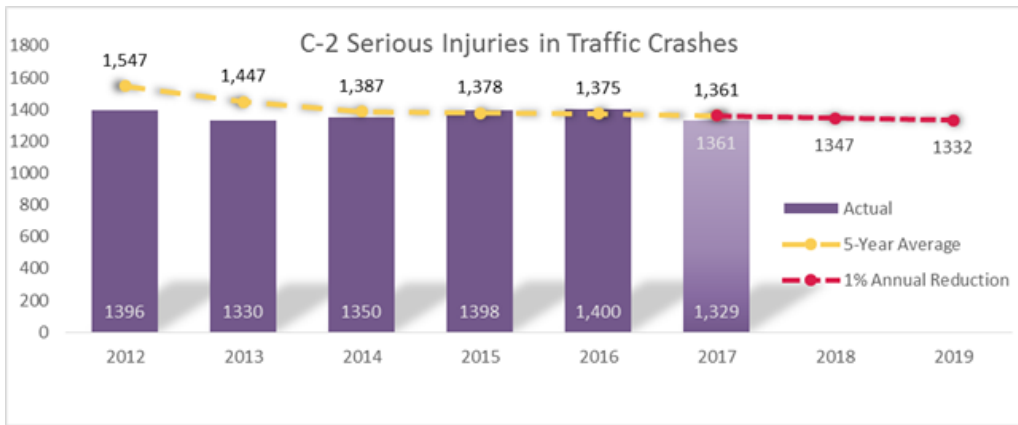
Target Metric Type: Numeric

Target Value: 1,332.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: HSRG

While initially falling since 2012, the number of serious injuries rose in 2015 and 2016 before falling again in 2017. A five-year trend line was chosen as the most practical justification for determining the 2019 target based in part on recent increases in observed seat belt usage rates and current countermeasure programs enacted to address the overall injuries. To achieve the 2019 target, serious injuries must be reduced by 1 percent annually from 1,361 (2013 to 2017 average) to 1,332 in 2019.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

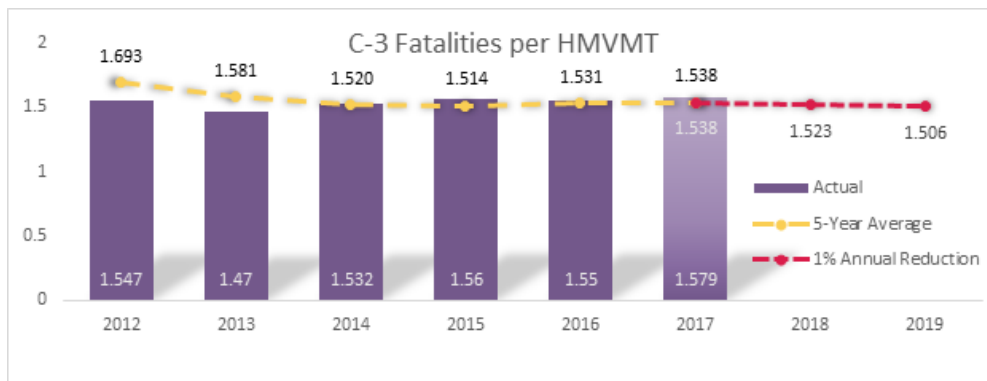
Target Metric Type: Numeric

Target Value: 1.507

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

The State's fatality rate per 100 MVMT has fluctuated over the last six years but has trended upward since 2013. A five-year trend line was chosen as the most practical justification for determining the 2019 target based on trends, current countermeasure programs being implemented and that fact that no new safety legislation has passed. To achieve the 2019 target, the fatality rate needs to be reduced by 1 percent annually from 1.538 (2013 to 2017 average) to 1.506 in 2019.

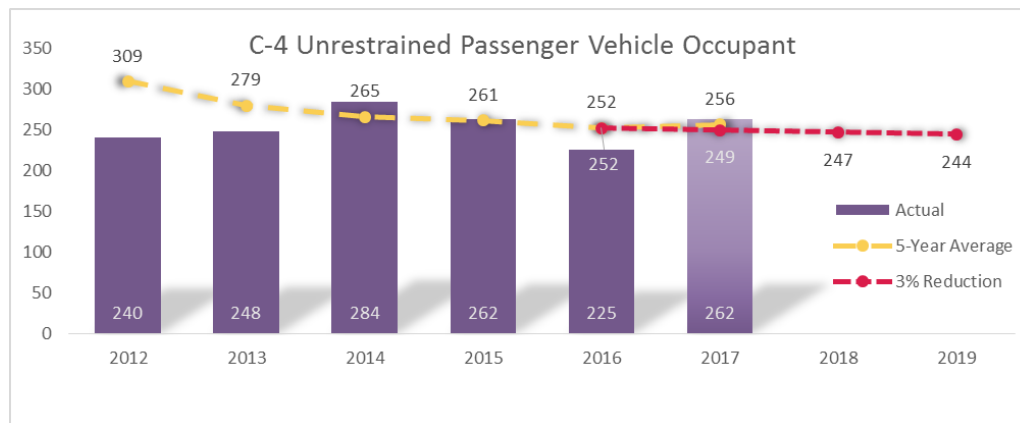
The 2017 data is considered preliminary State data.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**Is this a traffic records system performance measure?**

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 244.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Unrestrained fatalities in Louisiana have varied in the last six years and while they have declined in 2015 and 2016, the number jumped up again in 2017. To fully account for the range of changes, a five-year trend line was chosen to determine the 2019 target based on trends and countermeasure programs enacted to address unrestrained fatalities. To achieve the 2019 target, unrestrained fatalities must be reduced by 3 percent from 252 (2012 to 2016 average) to 244 in 2019.

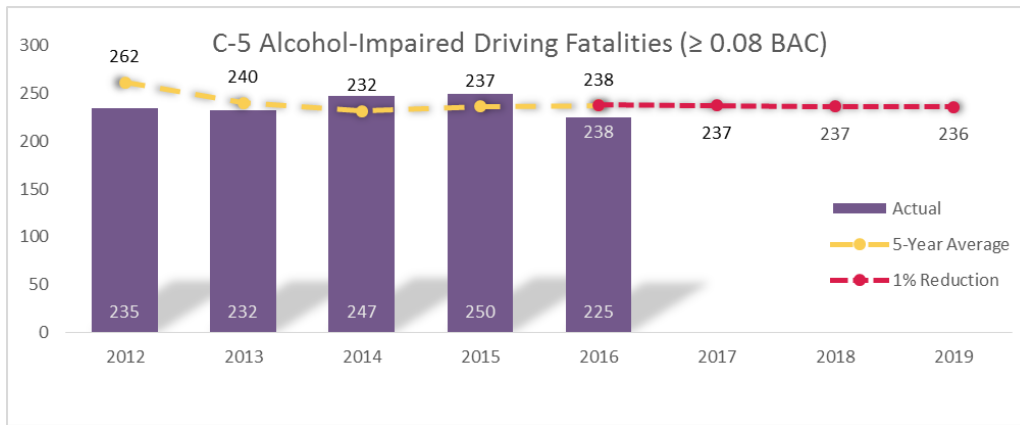
The 2016 data is considered preliminary State data; it was not considered in target-setting by the LHSC.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**Is this a traffic records system performance measure?**

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 236.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI

The number of alcohol-impaired fatalities experienced the lowest number over the last five years despite a brief uptick in 2014 and 2015. A five-year trend line was chosen as the most practical justification for determining the 2019 target. To achieve the 2019 target, alcohol-impaired fatalities need to be reduced by 1 percent from 238 (2012 to 2016 average) to 236 in 2019.

The data above is from FARS and is only available through 2016. Data from the HSRG website was not used because the state uses "alcohol-related fatalities" that do not meet NHTSA's definition of alcohol impaired (fatalities involving a driver or motorcycle operator with BAC at .08 and greater).

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

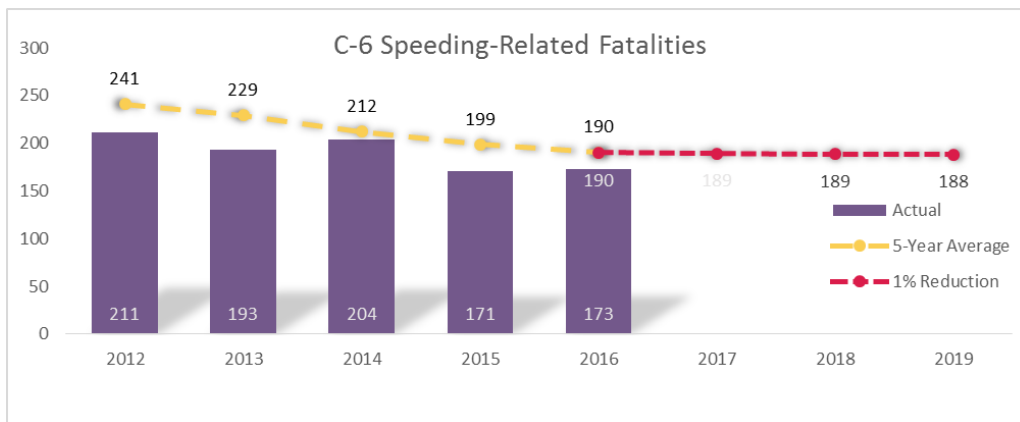
Target Metric Type: Numeric

Target Value: 188.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI

The number of speeding-related fatalities in Louisiana has flattened out over the last five years with an overall downward trend. There was a minimal increase of two fatalities from 2015 to 2016. A five-year trend line was chosen as the most practical justification for determining the 2019 target based on trends and current countermeasure programs enacted to address speeding-related fatalities. To achieve the 2019 target, speeding-related fatalities need to be reduced by 1 percent from 190 (2011 to 2015 average) to 188 in 2019.

The data above is from FARS and is only available through 2016. Speed related data is not available from the HSRG.

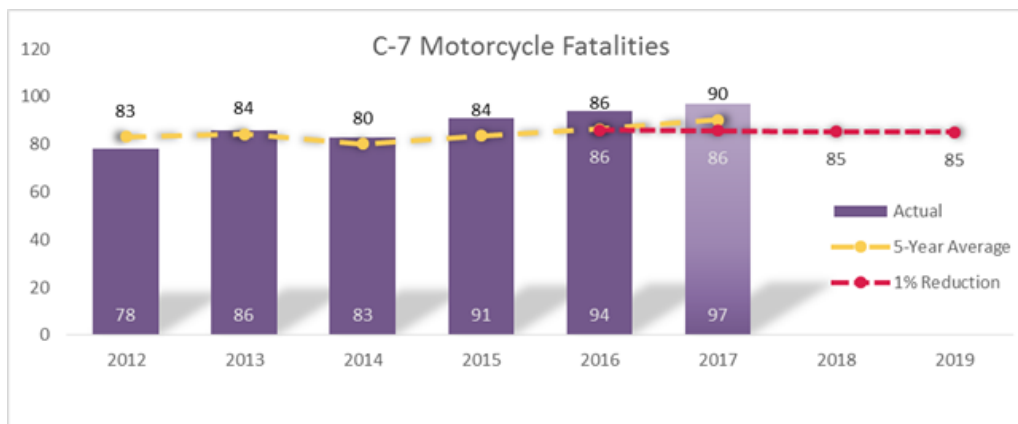
C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 85.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

The number of motorcycle fatalities has fluctuated over the last five years but is beginning to trend upwards as of 2014. In order to account for the ever-changing trends, a five-year trend line was chosen. To achieve the 2019 target, motorcycle-involved fatalities need to be reduced by 1 percent from 86 (2012 to 2016 average) to 85 in 2019.

2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.

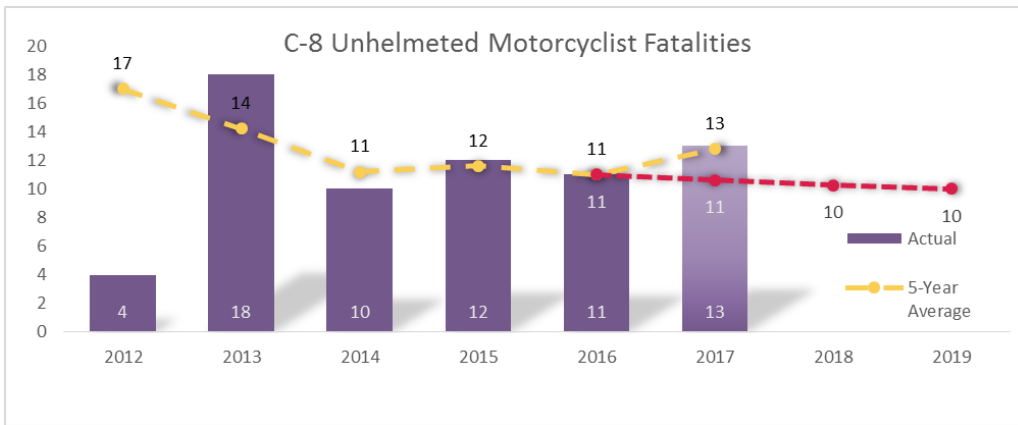
C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 10.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

The number of unhelmeted motorcyclist fatalities in the State has fluctuated considerably. Since the relative number of unhelmeted fatalities is low, it is challenging to account for fluctuations from one year to the next. Due to the high amount of variance, a five-year trend line was chosen in setting the target for 2019. To achieve this target, unhelmeted motorcyclist fatalities need to be reduced by 5 percent from 11 (2012 to 2016 average) to 10 in 2019.

2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

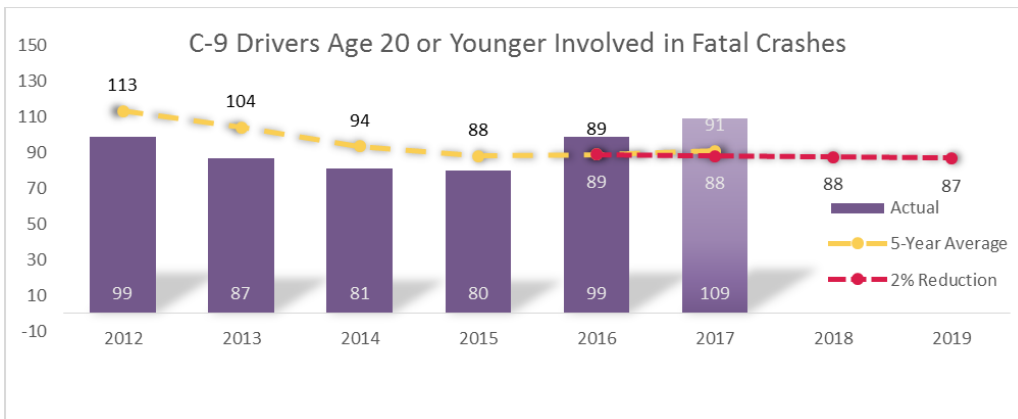
Target Metric Type: Numeric

Target Value: 87.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Based on historical FARS data, the number of drivers fatally injured in crashes under the age of 21 had been trending downwards through 2015, though the numbers for 2016 and 2017 suggest a new upward trend. A five-year trend line was selected as the most practical justification for selecting the 2019 target based on trends and current countermeasure programs enacted to address young driver fatalities. To achieve the 2019 target, it is necessary to reduce young driver fatalities by 2 percent from 89 (2012 to 2016 average) to 87 in 2019.

2017 data is preliminary State data; it was not considered in target-setting by the LHSC.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

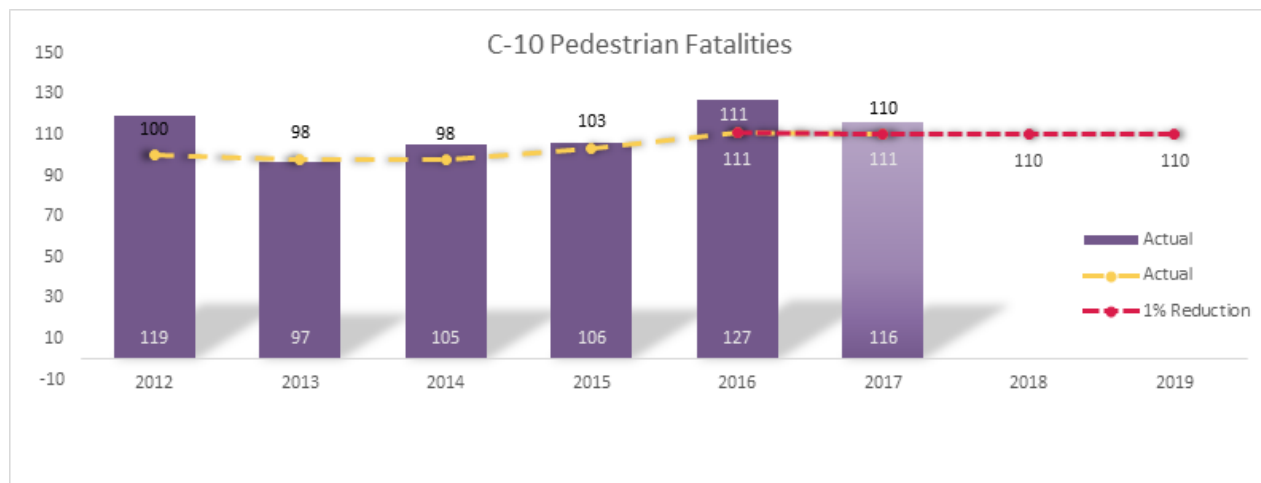
Target Metric Type: Numeric

Target Value: 110.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2015 data) and HSRG (2016 data)

The number of pedestrian fatalities has varied significantly over the last five years. The five-year trend line indicated, however, that there could be the start of an inclining trend as of 2014. To achieve the 2019 target, it is necessary to reduce pedestrian fatalities by 1 percent from 111 (2012 to 2016 average) to 110 in 2019.

2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

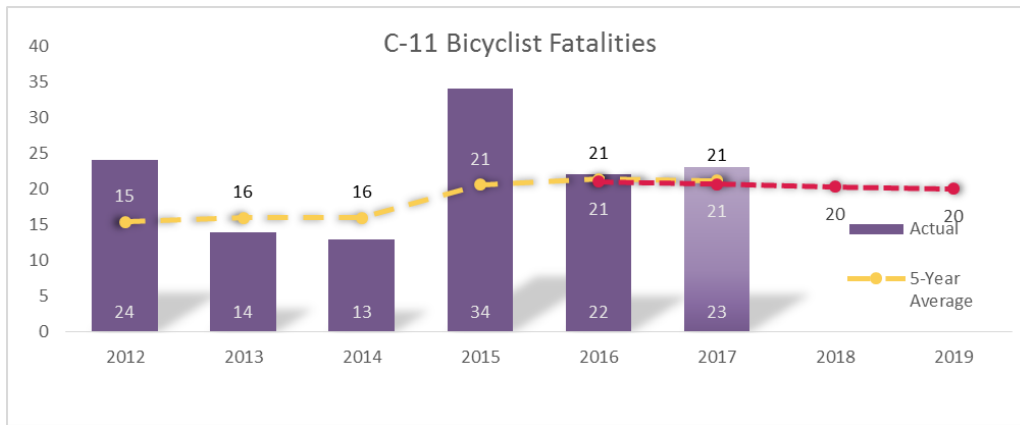
Target Metric Type: Numeric

Target Value: 20.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: NHTSA, STSI (2012 through 2016 data) and HSRG (2017 data)

Bicyclist fatalities have remained low relative to other modal fatalities and shifts significantly from year to year in most cases. 2015 was the most dangerous year in the past five years for bicyclists as evidenced by the jump from 13 fatalities in 2014 to 31 fatalities the next year. However, the number of fatalities regressed in 2016 and 2017. Because an annual reduction of one percent is not sufficient in seeing any whole number reduction in fatalities, it is necessary to continue reducing the number of bicyclist fatalities by 3 percent from 21 (2012 to 2016 average) to 20 in 2019

2017 data is considered preliminary State data; it was not considered in target-setting by the LHSC.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

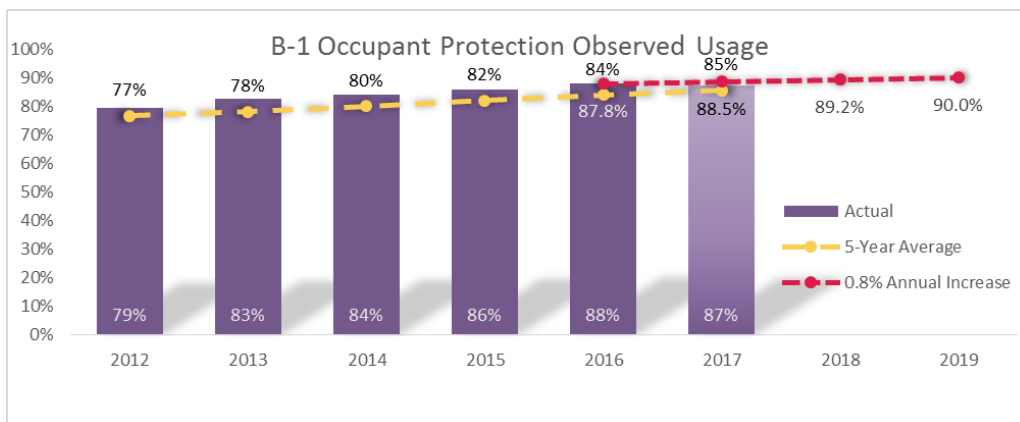
Target Metric Type: Percentage

Target Value: 90.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: LHSC, 2017

The observed seat belt usage rate has increased steadily the past five years from 77.7 percent in 2011 to 87.8 percent in 2016, before experiencing the first downward trend in 2017. The general increasing trend is in spite of a modest \$50 seat belt fine as a deterrent. The goal for 2019 is 90 percent seat belt usage which is an increase of 2.9 percent.

Rail-highway fatalities

Is this a traffic records system performance measure?

No

Rail-highway fatalities-2019

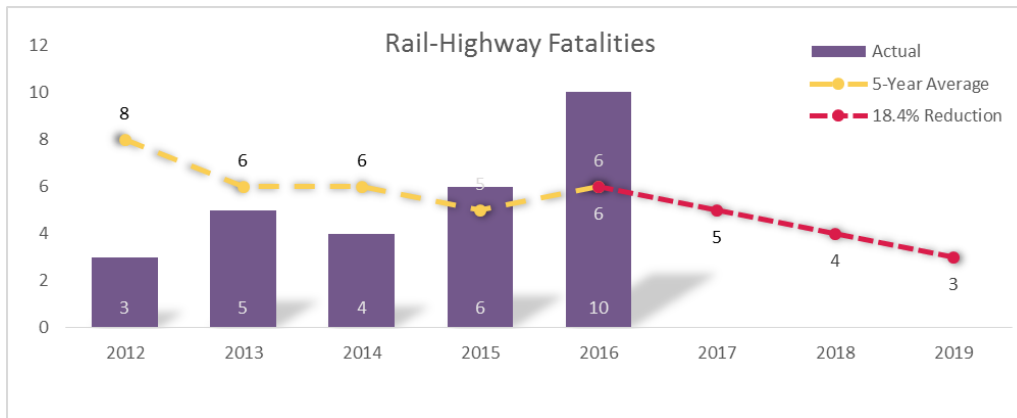
Target Metric Type: Numeric

Target Value: 3.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: FRA

Rail-highway fatalities are relatively low to begin with, and so the number of fatalities varies greatly from year to year. Due to this, the 2019 target was derived by using a five-year moving average and the continuation of that downward-sloping linear trend was chosen as the trajectory since it would result in a whole number reduction. To achieve the 2018 target, rail-highway fatalities need to be decreased by 18.4 percent from 6 (2012 to 2016 average) to 3 in 2019.

Distracted Driving

Is this a traffic records system performance measure?

No

Distracted Driving-2019

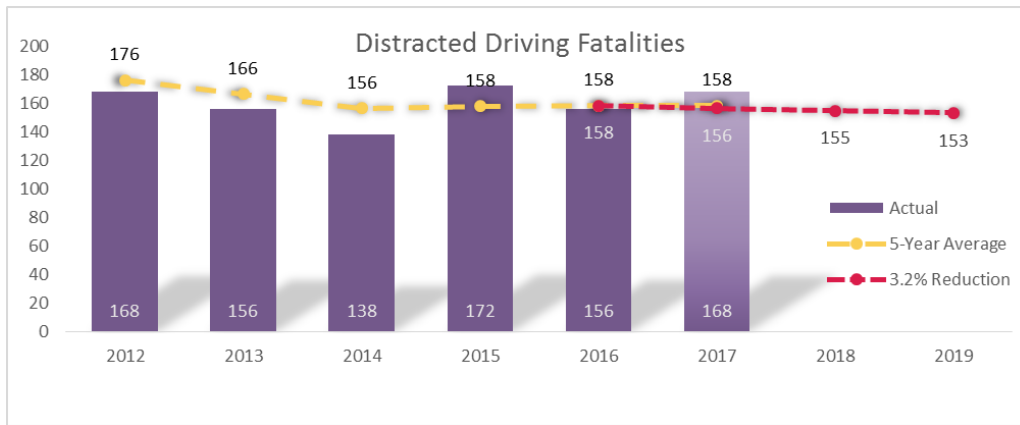
Target Metric Type: Numeric

Target Value: 153.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



Source: HSRG (2012 to 2017 data)

Historical data illustrated that the number of fatalities related to distracted driving have trended downward before 2015, which saw a jump from 138 in 2014 to 172 and remained relatively constant in 2016 and 2017. A five-year trend line was selected as the most practical justification for determining the 2019 target based on trends and current countermeasures enacted in order to address distracted driving fatalities. To achieve the 2019 target, distracted driving fatalities need to be reduced by 3.2 percent from 158 (2012 to 2016 average) to 153 in 2019.

2017 data is not derived from FARS and is considered preliminary State data; it was not considered in target-setting by the LHSC.

Percentage of days from disposition to entry into driver database within 10 days for commercial drivers

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Driver

Percentage of days from disposition to entry into driver database within 10 days for commercial drivers-2019
Target Metric Type: Percentage
Target Value: 40.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

One of the priorities of the Traffic Records Strategic Plan is to improve the timeliness of the data available in the driver database. The target set is to decrease the percentage of days from the date of disposition/conviction to entry into the driver database entered within 10 days or less for commercial drivers from 38 percent on March 31, 2018 to 40 percent by April 1, 2019. Based on the current projects in place and previous improvements in timeliness this was considered to be an appropriate target.

Percentage of EMS patient care reports not missing one or more critical data elements

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
--------------------------------	--------------

Core traffic records data system to be impacted: Emergency Medical Services/Injury Surveillance Systems

Percentage of EMS patient care reports not missing one or more critical data elements-2019

Target Metric Type: Percentage

Target Value: 96.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

One of the priorities of the Traffic Records Strategic Plan is to improve the completeness of the data available in the EMS database. The target set is to increase the percentage of EMS patient care reports not missing one or more critical data elements (i.e., vehicular injury indicator, primary impression, position of patient, use of occupant safety equipment) from 95 percent complete on March 31, 2018 to 96% on April 1, 2019. Based on the current projects in place, the current high rate of completeness, and previous improvements in completeness this was considered to be an appropriate target.

Percentage of EMS agencies submitting data that is NEMSIS 3 compliant

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Accessibility

Core traffic records data system to be impacted: Emergency Medical Services/Injury Surveillance Systems

Percentage of EMS agencies submitting data that is NEMSIS 3 compliant-2019

Target Metric Type: Percentage

Target Value: 37.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

One of the priorities of the Traffic Records Strategic Plan is to improve the accessibility of the data available in the EMS database. The target set is to increase the percentage of EMS Agencies submitting data to the State registry that are NEMSIS 3 compliant from 35 percent on March 31, 2018 to 37 percent by April 1, 2019. Based on the current projects in place and previous improvements accessibility this was considered to be an appropriate target.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	42,873
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	4,885
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	11,045

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
 - Underage Drinking Enforcement
 - JUDE
 - 164 Transfer Funds-AL
 - Toxicology Support
 - Toxicology Services
 - FAST Act 405d Impaired Driving Mid
 - Prosecutor Training
 - Prosecutor Training/TSRP - LDAA
 - FAST Act NHTSA 402
 - Judicial Education
 - Judicial Education
 - FAST Act 405d Impaired Driving Mid
 - ID-Sustained Enforcement
 - Impaired Driving (Drug and Alcohol) Sustained Enforcement
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
 - DWI Courts
 - DWI Courts
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
 - Court Monitoring
 - Court Monitoring
 - 164 Transfer Funds-AL
 - Alcohol Screening and Brief Intervention
 - Impaired Driving Professional Development Training
 - 154 Transfer Funds-AL
2. Occupant Protection (Adult and Child Passenger Safety)
 - OP-Sustained Enforcement
 - Occupant Protection Sustained Enforcement
 - FAST Act 405b OP Low
 - OP-School Programs
 - Occupant Protection School Program Rock the Belt
 - FAST Act NHTSA 402
 - Community Outreach
 - Occupant Protection Community Outreach
 - FAST Act NHTSA 402

164 Transfer Funds-AL

Child Restraint System Inspection Station(s)

CPS Training

FAST Act NHTSA 402

Occupant Protection Professional Development Training

FAST Act NHTSA 402

3. Traffic Records

Improves timeliness of a core highway safety database

Driver Records System

FAST Act 405c Data Program

Citation/Adjudication System

154 Transfer Funds-AL

Improves completeness of a core highway safety database

Crash Report System

FAST Act NHTSA 402

FAST Act 405c Data Program

Improves accessibility of a core highway safety database

Injury Surveillance/EMS System

FAST Act 405c Data Program

Traffic Records Professional Development Training

FAST Act 405c Data Program

4. Motorcycle Safety

MC-Communication Campaign

5. Police Traffic Services

Law Enforcement Support

Law Enforcement Support

FAST Act NHTSA 402

FAST Act 405b OP Low

FAST Act 405d Impaired Driving Mid

Law Enforcement Outreach Liaison

Law Enforcement Liaisons

FAST Act NHTSA 402

6. Railroad Safety

Rail Grade Crossing Safety

Railgrade Safety

FAST Act NHTSA 402

7. Non-motorized (Pedestrians and Bicyclist)

Pedestrian-Bicycle Education

Pedestrian Bike Safety

FAST Act NHTSA 402

8. Communications (Media)

Paid Media

Comm - Paid Media

FAST Act NHTSA 402

FAST Act 405b OP Low

FAST Act 405e Special Distracted Driving

FAST Act 405d Impaired Driving Mid

MC-Communication Campaign

Earned Media

Comm - Earned Media

FAST Act NHTSA 402

Motorcycle Awareness

FAST Act 405f Motorcycle Programs

9. Young Drivers

YD-School Programs

Young Driver Education

FAST Act NHTSA 402

164 Transfer Funds-AL

10. Planning & Administration

(none)

Planning and Administration

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Louisiana's alcohol fatal crash percentage, blood alcohol concentration (BAC) .08 and above, fell from 47 percent in 2014 to 41 percent in 2017.

NHTSA/FARS data for alcohol-impaired driving fatalities with a BAC 0.08 or greater indicates 225 fatalities occurred in the State in 2016. According to HSRG's website, from 2013 to 2017, 1,987 alcohol-related injuries occurred between 6 p.m. and 12 a.m., followed by 1,715 from 12 a.m. to 6 a.m., 621 from 12 p.m. to 6 p.m., and 283 from 6 a.m. to 12 p.m. Data from those same years show Friday, Saturday, and Sunday were the top three days when alcohol-related fatalities occurred. The 25-34 year old age group, followed by 35-44 age group together accounted for over half of the State's alcohol-impaired driving crashes.

Louisiana has a Zero Tolerance law (0.02 BAC) for drivers less than 21 years of age. However, 18- to 20-year olds are allowed to enter bars in Louisiana. According to HSRG, there were 181 alcohol-involved fatal and injury crashes in Louisiana among drivers age 18 to 20 from 2013 to 2017. In FFY 2017, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and found when asked "What do you think the chances are of someone getting arrested if they drive after drinking?" 84 percent of respondents noted 'Very Likely' and 'Somewhat Likely'. However, when asked, "In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?", 89.7 percent of respondents indicated 'None'. It should be noted that 25.9 percent of all respondents indicated they don't drink.

Driving after drinking continues to be taken too lightly in Louisiana. A cultural shift toward understanding the realities and consequences of drinking and driving must take place.

Impaired driving is not solely limited to alcohol impairment. In Louisiana, drugs also are prominent in the toxicology reports provided by the State Crime Laboratory. Of the traffic impairment reports identified in the following table, over two-thirds of drivers tested had drugs or drug metabolites in their system and, perhaps more alarming, the drivers had an average of three drugs in their system. Dr. Schneider, LSU Highway Safety Research Group, is completing a research project on drugged driving. This research project will inform our drugged driving activities in FFY 2019.

Table: General Statistics

	2013	2014	2015	2016	2017
Total traffic impairment TOX/BAC reports released ^a	4,327	4,486	5,042	4,620	3,797
BAC reports (BAC >0.08%)	1,843 (42.6%)	2,103 (46.9%)	2,037 (40.4%)	1,921 (41.5%)	1,818 (47.9%)
TOX reports (BAC <0.08%)	2,484 (57.4%)	2,383 (53.1%)	3,006 (59.6%)	2,699 (58.5%)	1,979 (52.1%)
Traffic/Impairment Only					
Toxicology reports released	2,484	2,216 ^a	3,006	2,546	1,815
Reports that had no drugs of toxicological significance	695 (27.9%)	624 (28.2%)	930 (30.9%)	730 (28.7%)	458 (25.2%)
Reports that had insufficient sample to process	112 (4.5%)	158 (7.1%)	68 (2.3%)	20 (0.8%)	19 (1.0%)
Remaining reports that yielded drugs or drug metabolites	1,677 (67.5%)	1,434 (64.7%)	2,008 (66.8%)	1,855 (72.8%)	1,341 (73.8%)
Drugs or drug metabolites identified	4,903	4,076	5,616	4,850	4,331
Average drugs per case	2.9	2.8	2.8	2.7	3.2

Source: Louisiana State Police Crime Lab, 2017.

Note: Instrument validation was February-April 2018- No tox reports released

^a Total released (coroner, etc.).

Cases don't always fall in one of the above three categories, insufficient, no drugs detected and/or drugs detected. Case overlap- some cases can be either both no drugs and insufficient OR identify one or more drugs and be insufficient.

The table below details the percentages of all traffic impairment cases in 2012, 2013, 2014, 2015, and 2016 in which the driver was at or above the legal limit for alcohol and had at least one drug of impairment in their system. Only 15 to 22 percent of the drivers in the cases reported had no drugs or an insufficient sample in their system.

Of the 3,797 BAC reports released, 1,818 of them had a BAC of 0.08g% or higher, that 55.5% of kits analyzed.

Table: Traffic Impairment Cases

What percentage of all traffic impairment cases reported?	2014	2015	2016	2017
...at or above the legal limit for alcohol?	46.8%	28% ^a	54.2%	57.6%
...at least one drug of impairment?	35.8%	50%	70.5%	73.8%
...no drugs and/or insufficient sample?	17.4%	22%	29.5%	26.2%

Source: Louisiana State Police Crime Lab, 2017.

^a This may be because of more Intoxilyzer information on submittal forms.

A breakdown of the types of drugs detected in the traffic impairment cases and the percent of times sufficient amounts of each specific drug was detected is detailed in the following table.

Table: Drugs Detected in Traffic Impairment Cases

Toxicology/Drug	2012		2013		2014		2015		Trend
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
Hydrocodone (Lortab)	906	16.35%	490	9.99%	356	8.69%	350	6.23%	Down
Carisoprodol (Soma)	871	15.72%	743	15.15%	464	11.35%	413	7.35%	Down
Cocaine	567	10.23%	416	8.48%	346	8.48%	562	10.01%	Up
Diazepam (Valium)	438	7.90%	473	9.65%	336	8.23%	397	7.07%	Steady
Prescription Antidepressants (except Alprazolam and Diazepam)	407	7.35%	411	8.38%	410	10.02%	272	4.84%	Down
Over-the-Counter (OTC) Drugs (except Benadryl)	358	6.46%	387	7.89%	251	6.18%	390	6.94%	Steady
THC (Marijuana)	293	5.29%	443	9.04%	435	10.65%	842	14.99%	Up
Oxycodone (OxyContin)	257	4.64%	245	5.00%	200	4.90%	230	4.10%	Steady
Prescription Pain Reliever (other than Hydrocodone and Oxycodone)	228	4.11%	156	3.18%	140	3.45%	203	3.61%	Steady
Other Pharmaceuticals (each less than 15)	173	3.12%	67	1.37%	40	1.00%	71	1.26%	Steady
Methadone	163	2.94%	176	3.59%	149	3.66%	235	4.18%	Steady
Prescription Sleep Aids (except Ambien)	160	2.89%	83	1.69%	38	0.93%	49	0.87%	Steady
Amphetamine (Adderall)	154	2.78%	163	3.32%	214	5.27%	401	7.14%	Up
Alprazolam (Xanax)	120	2.17%	38	0.78%	83	2.05%	111	1.98%	Steady
Barbiturates	110	1.99%	117	2.39%	81	2.00%	77	1.37%	Steady
Methamphetamine	92	1.66%	165	3.37%	209	5.15%	425	7.57%	Up

Toxicology/Drug	2012		2013		2014		2015		Trend
	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	Times Detected	Percent	
Codeine (Prescription Cough Syrup)	77	1.39%	83	1.69%	69	1.70%	197	3.51%	Steady
Prescription Muscle Relaxer (other than Carisoprodol)	47	0.85%	56	1.14%	51	1.26%	79	1.41%	Steady
Phencyclidine (PCP)	32	0.58%	44	0.90%	43	1.07%	35	0.62%	Steady
Heroin and/or Morphine	30	0.54%	104	2.12%	100	2.45%	190	3.38%	Up
Prescription Epilepsy	21	0.38%	9	0.18%	14	0.35%	23	0.41%	Steady
Schedule I Hallucinogens and/or Cathinones	20	0.36%	23	0.47%	34	0.84%	45	0.80%	Steady
Prescription Stimulants (other than Amphetamine)	17	0.31%	11	0.22%	13	0.30%	19	0.34%	Steady
Total	5,541	100.00%	4,903	100.00%	4,076	100.00%	5,616	100%	

Source: Louisiana State Police Crime Lab, 2017.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	236.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Toxicology Support
2019	Prosecutor Training
2019	Judicial Education
2019	ID-Sustained Enforcement
2019	DWI Courts
2019	Court Monitoring
2019	Alcohol Screening and Brief Intervention

5.1.1 Countermeasure Strategy: Underage Drinking Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Underage Drinking Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana's evidence-based impaired driving activities are detailed in the State's comprehensive FFY 2019 Statewide Impaired Driving Plan which is designed to reduce DWI related crashes, injuries, and deaths by using a sustained enforcement effort. This multi-year plan is evaluated on an annual basis, with changes made as needed. The plan's comprehensive approach utilizes city, parish, and state law enforcement agencies, state, regional and community partners, and the media. The plan covers the entire state in a comprehensive, sustained, and strategic manner. One component of the plan is Underage Drinking Enforcement.

Louisiana has two efforts that focuses on underage consumption. The first, Cops in Shops, is a statewide effort that utilizes enforcement agents from the Louisiana Office of Alcohol Tobacco Control (ATC) to conduct extensive underage alcohol enforcement efforts on an overtime basis. ATC enforcement agents will conduct additional underage alcohol enforcement efforts statewide, including vendor compliance checks, to reduce the

number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages.

Another effort will again focus on East Baton Rouge Parish, the State's most populous Parish and home to Louisiana State University's flagship institution. The Juvenile Underage Drinking Enforcement (JUDE) Task Force is comprised of local law enforcement agencies, the Louisiana Alcohol Tobacco Control Agency, and the East Baton Rouge (EBR) Alcohol Beverage Control (ABC) Board. In FFY 2019, the Board's JUDE Task Force will continue its work to reduce service of alcohol to juveniles and the underage purchase of alcohol, and improve compliance checks. EBR ABC agents will conduct overtime compliance checks with a similar mission of focusing on individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Some of the strategies planned to address underage drinking include:

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

Although several of these impaired driving projects address prevention programs for young adults and for underage drinking, they are coordinated by LHSC assigned program coordinators to ensure the projects contribute to the effectiveness of our overall highway safety impaired driving program.

The J.U.D.E. Task Force attacks underage drinking and impaired driving in East Baton Rouge Parish. The Task Force will work to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages. This project will also work to reduce serving of alcohol to juveniles, reduce the underage purchase of alcohol, and improve compliance checks.

Young drivers who are not of legal drinking age are involved in impaired driving crashes. The performance targets is three fold, to reduce overall fatalities (C-1), reduce alcohol impaired driving fatalities (C-5), and reduce drivers age 20 or younger involved in fatal crashes (C-9).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

In all 50 States, alcohol vendors are required to verify the age of young customers to be sure they are at least 21. However, several studies suggest young people can obtain alcohol without much difficulty. Across various studies, young buyers successfully purchased alcohol in 44% to 97% of attempts without showing identification (NCHRP, 2005, Strategy A3). To reduce the likelihood that alcohol vendors sell alcohol to underage people, law enforcement officers may conduct frequent compliance checks. In a compliance check or "sting," law enforcement officers watch as underage people attempt to purchase alcohol and cite the server or vendor for an MLDA-21 violation if a sale is made. An effective compliance check program works primarily through deterrence. The goal is to increase the perception among vendors they will be caught if they sell alcohol to underage people, which in turn will prevent them from driving impaired.

Evidence of Effectiveness: CTW, Chapter 1: Section 5; Section 6.1, 6.3

The LHSC estimates that approximately \$260,000 in 164AL funding will be spent on underage drinking enforcement which is commiserate with the size of the problem.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its

performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-7	JUDE	Underage Drinking Enforcement

5.1.1.1 Planned Activity: JUDE

Planned activity name	JUDE
Planned activity number	ID-7
Primary countermeasure strategy	Underage Drinking Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Junivile Underage Drinking Enforcment

Enter intended subrecipients.

Alcohol Beverage Control; Louisiana Office of Alcohol Tobacco Control

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Underage Drinking Enforcement
2019	Earned Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL		\$263,530.00		\$263,530.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2 Countermeasure Strategy: Toxicology Support

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Toxicology Support

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Crime labs process analysis requests for traffic-related crashes and DWI cases across Louisiana. Crime lab Forensic Analysts provide forensic support to law enforcement partners across the state by conducting blood and urine alcohol and drug testing. The purpose of this countermeasure is to provide dedicated forensic analysis support to perform forensic analysis of DWI cases.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Two of the LHSC's strategies to counter impaired driving are to:

Develop new, and strengthen existing, impaired driving prevention networks and associations.

Address repeat offenders through legislation, education, public information, and support of DWI Courts.

Increasing the availability of one or more dedicated forensic analysts is anticipated to enhance the collection and analysis of DWI case samples. This in turn will provide more robust impaired driving data for analysis as well as improved results for potential impaired driving prosecutions.

As mentioned previously in problem ID, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for reducing impaired driving, the LHSC provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local impaired driving projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of impaired fatalities. Louisiana's impaired driving program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence based countermeasure strategies for the FFY 2019 impaired driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for impaired driving countermeasures, the likelihood of our strategies reaching our goals increases in reducing impaired fatalities. Furthermore, Louisiana reviews literature and attends conferences to stay up to date on innovative and effective countermeasures to implement". The State considers the most recent proven countermeasures when planning legislative and programmatic strategies, based on the State's priorities, fiscal standing, staffing, and other factors.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure will help in addressing outcome measures C-1 and C-5 by reducing fatalities and impaired driving fatalities across the state by having proper analysis available of suspected impaired drivers to detect and test for drug impaired drivers to remove from the states roadways and prosecute accordingly.

Evidence of Effectiveness: (CTW, Chapter 1, Section 2.3)

It is estimated that \$78,240 in 405d funds will be going towards Toxicology Services.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-9	Toxicology Services	Toxicology Support

5.1.2.1 Planned Activity: Toxicology Services

Planned activity name Toxicology Services
Planned activity number ID-9
Primary countermeasure strategy Toxicology Support

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will provide forensic analysis support to perform forensic analysis of DWI cases.

Enter intended subrecipients.

North Louisiana Criminalistics Laboratory

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Toxicology Support

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid		\$78,240.00	\$19,560.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3 Countermeasure Strategy: Prosecutor Training**Program area** Impaired Driving (Drug and Alcohol)**Countermeasure strategy** Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts

throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

NHTSA has established a network representing judges, prosecutors, and law enforcement at the national, regional and state level to provide peer-to-peer training. The Louisiana District Attorneys Association (LDAA) provides training, service, and support to prosecuting attorneys. A portion of this is done through the Traffic Safety Resource Prosecutor (TSRP). The purpose of the TSRP is to improve the coordination of DWI case prosecution between law enforcement, local prosecutors, and judges by acting as a liaison between these groups. The TSRP will assist with the coordination and presentation of impaired driving-related courses for prosecutors and law enforcement officers across the state during FFY 2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a). Traffic Safety Resource Prosecutors are current (or former) prosecutors who specialize in the prosecution of traffic crimes, and DWI cases in particular. They provide training, education, and technical support to other

prosecutors and law enforcement agencies within their State. Funding this position will help to address the issue of impaired driving fatalities in Louisiana in the court system.

The TSRP will provide training and education to prosecutors throughout the State, share information; promote evidence-based and promising practices; and communicate highway safety issues to reach the states proposed impaired driving target.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Directed to address improving DWI system operations, a TSRP can be used as a statewide resource to new prosecutors or prosecutors dealing with complex impaired driving related issues. Based on a train the trainer model, and supported by NHTSA, this countermeasure will be supported by the LHSC.

Evidence of Effectiveness: CTW, Chapter 1: Section 3

The LHSC estimates that approximately \$250,000 in 402 funding will be allocated for the TSRP.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-6	Prosecutor Training/TSRP - LDAA	Prosecutor Training

5.1.3.1 Planned Activity: Prosecutor Training/TSRP - LDAA

Planned activity name	Prosecutor Training/TSRP - LDAA
Planned activity number	ID-6
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Assist with prosecution on DWI cases

Enter intended subrecipients.

Louisiana District Attorney Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402		\$250,000.00	\$62,501.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.4 Countermeasure Strategy: Judicial Education

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Judicial Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The criminal justice system plays a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for impaired driving and other traffic offenses. From arrest to prosecution to adjudication, it is important that all facets of the criminal justice system are aware of the efforts being made to reduce traffic fatalities. To that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices (Guidelines for Creating State Judicial Outreach Liaisons, NHTSA, June 2013, DOT HS 811 783).

NHTSA has established a network representing judges, prosecutors, and law enforcement at the national, regional and state level to provide peer-to-peer training. While NHTSA has established regional Judicial Outreach Liaisons (JOL), many states still do not have a State JOL. As can be seen from the following quote from the same document cited above, State JOLs play an important role this network of criminal justice professionals "Local judges, whether sitting or retired, are in better positions to understand and to respond to local highway safety concerns and are more likely to have close working relationships with local players, than are the National Judicial Fellows or the Regional JOLs."

After several years of trying to find and establish a State JOL, Louisiana intends to fill the position in FFY 2019. The LHSC Judicial Outreach Liaison will serve as a liaison between courts and policymakers, provide impaired driving training and continuing education to judges throughout the State, share information, and coordinate with other justice professionals; promote evidence-based and promising practices; and publish newsletters on impaired driving highway safety issues.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

DWI cases can be highly complex and difficult for both new prosecutors and judges. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a). Judicial Outreach Liaisons (JOL) are current (or retired) judges who specialize in the adjudication of traffic crimes, and DWI cases in particular. They provide training, education, and technical support to other judges, prosecutors, and law enforcement agencies within their State. Funding this position will help to address the issue of impaired driving fatalities in Louisiana in the court system.

The JOL will serve as a liaison between courts and policy-makers, provide training and continued education to judges throughout the State, share information, and coordinate with other justice professionals; promote evidence-based and promising practices; and communicate highway safety issues.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Judicial Outreach Liaison (JOL) has been a priority of NHTSA for several years now and LHSC will continue to support it to improve the prosecution process of impaired driving suspects in the state. JOL will improve the adjudication outcome to enhance safety on state roadways.

Evidence of Effectiveness: (CTW, Chapter 1: Section 3.1)

The LHSC estimates that approximately \$150,000 in 405d and 164AL funding will be allocated to initiate the Judicial Outreach Liaison position.

Traffic Safety Resource Center for Judges: <http://home.trafficresourcecenter.org/Related-Resources/Judicial-Outreach-Liaisons.aspx>

Guidelines for Creating State Judicial Outreach Liaisons, NHTSA, June 2013, DOT HS 811 783

(<http://home.trafficresourcecenter.org/~media/Microsites/Files/traffic-safety/Guidelines%20for%20Creating%20State%20JOLS.ashx>)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-3	Judicial Education	Judicial Education

5.1.4.1 Planned Activity: Judicial Education

Planned activity name	Judicial Education
Planned activity number	ID-3
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Court liaison

Enter intended subrecipients.

Louisiana Judicial College

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Judicial Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405d Impaired Driving Mid		\$149,900.00	\$37,475.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.1.5 Countermeasure Strategy: ID-Sustained Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID-Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana's evidence-based impaired driving activities are detailed in the State's comprehensive FFY 2019 Statewide Impaired Driving Plan which is designed to reduce DWI related crashes, injuries, and deaths by using a sustained enforcement effort. This multi-year plan is evaluated on an annual basis, with changes made as needed. The plan's comprehensive approach utilizes city, parish, and state law enforcement agencies, state, regional and community partners, and the media. The plan covers the entire state in a comprehensive, sustained, and strategic manner.

In FFY 2019, the LHSC will provide sub grants to law enforcement agencies across the state to conduct high-visibility impaired driving enforcement on a sustained basis throughout the year. Overtime enforcement sub grants will also be provided to support the National impaired driving mobilization, "Drive Sober Get Pulled Over" which will be accompanied by paid and earned media outreach based on data-driven demographic and geographic locations.

The Louisiana State Police (LSP) will work OP overtime enforcement and Public Information Officer (PIO) overtime activities throughout the year. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The LSP will conduct DWI enforcement during all routine enforcement efforts as well as during occupant protection and speed overtime enforcement activities.

The LHSC will provide approximately 40 Overtime Traffic Safety Enforcement sub grants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide impaired driving enforcement which will be coordinated with the annual "Drive Sober Get Pulled Over" national mobilization and other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime traffic safety enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. An additional 50 to 125 agencies will receive Special Waves Enforcement sub grants up to \$10,000 to conduct sobriety checkpoints and saturation patrols in support of the "Drive Sober Get Pulled Over" national mobilization and other state enforcement waves. Local law enforcement agencies will be asked to enforce impaired driving laws during all routine enforcement efforts as well as during national mobilizations and state enforcement wave activities.

The State's nine Law Enforcement Liaisons (LEL) conduct at least two site visits to assigned law enforcement agencies each month to educate the agency on the impaired driving mobilization and campaigns and other NHTSA/LHSC traffic safety programs. The LELs also attend monthly Strategic Highway Safety Plan (SHSP) regional coalition meetings in the relevant geographical area to help coordinate impaired driving efforts and messages with the state's other traffic safety stakeholders.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The LHSC utilizes data analysis and strategic planning to guide all funding decisions outlined in the HSP with the intention that the comprehensive nature of the impaired driving program will achieve the overall impaired driving goal. The LHSC used input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 impaired driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. Although several of these impaired driving projects address prevention programs for young adults and for underage drinking, they are coordinated by LHSC assigned program coordinators to ensure the projects contribute to the effectiveness of our overall highway safety impaired driving program.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The proven countermeasure strategy of high visibility enforcement is the cornerstone of LHSC's impaired driving countermeasures. The primary purpose of publicized highly visible impaired driving patrol is to deter driving after drinking by increasing the perceived risk of arrest. To do this, saturation patrols will be publicized extensively and conducted regularly, as part of an ongoing saturation patrol program. Publicized checkpoint and saturation patrol programs, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each.

Evidence of Effectiveness: CTW, Chapter 1: Section 2; Chapter 1: Section 5.2

It is estimated that over \$1,700,000 in 402 and 405d funds will be expended for impaired driving sustained enforcement.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-5	Impaired Driving (Drug and Alcohol) Sustained Enforcement	ID-Sustained Enforcement

5.1.5.1 Planned Activity: Impaired Driving (Drug and Alcohol) Sustained Enforcement

Planned activity name	Impaired Driving (Drug and Alcohol) Sustained Enforcement
Planned activity number	ID-5
Primary countermeasure strategy	ID-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Impaired Driving Overtime Traffic Enforcement, Driver Sober or Get Pulled Over

Enter intended subrecipients.

Louisiana State Police, over 40 sheriff's departments and local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID-Sustained Enforcement
2019	Earned Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$74,770.00	\$18,692.00	\$74,770.00
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$1,658,150.00	\$414,537.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.6 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

One strategy in Louisiana's comprehensive Statewide Impaired Driving Plan is to reduce the number of DWI repeat offenders. DWI Courts are specialized courts dedicated to changing the behavior of DWI offenders through intensive supervision and treatment. The support and expansion of DWI courts is one component of the State's strategy to impact the number of DWI offenders in the system.

Seven of Louisiana's DWI Courts are located in Tier I parishes which represent the State's top 25 percent of alcohol-related fatal and injury crashes. The eighth DWI Court is located in a Tier II parish. Tier 2 parishes represent the second highest 25 percent for alcohol-related fatal and injury crashes in the State. The LHSC actively recruits jurisdictions located in Tier I parishes to submit requests for DWI Court funding.

In FFY 2019, the LHSC will again provide funding to the Louisiana Supreme Court Drug Court Office (SCDCO) for operational support of DWI Courts. The funding will be used for administrative, fiscal, and programmatic oversight for five courts. In addition, the LHSC will fund an Impaired Driving Policy Specialist position to provide oversight for three DWI Courts. All courts will be required to comply with the Ten Guiding Principles of DWI Court set forth by the National Center for DWI Courts, and must operate as a post-conviction model to receive LHSC funding. This SCDCO sub-grant also provides a one and a half day annual operational training to the DWI Court teams. Additionally, the SCDCO staff and the LHSC Impaired Driving Specialist will provide support and technical assistance to the DWI Court teams throughout the year and will collaborate to identify other potential DWI courts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Louisiana has a comprehensive impaired driving program that incorporates broad-ranging strategies and actions designed to reduce impaired driving fatalities and injuries. The LHSC utilizes data analysis and strategic planning to guide all funding decisions outlined in the HSP with the intention that the comprehensive nature of the impaired driving program will achieve the overall impaired driving goal. DWI Courts are a proven countermeasure that Louisiana deploys by focusing on their establishment in Tier I parishes which represent the State's top 25 percent of alcohol-related fatal and injury crashes.

The LHSC estimates that approximately \$750,000 in 402 and 154AL funding will be spent to support the State's DWI Court program.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The LHSC uses NHTSA's Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 impaired driving program area. DWI Courts received a 4-star rating in CTW and were identified as proven to reduce recidivism. CTW noted a meta-analysis of 28 studies that suggest DWI Courts reduce recidivism among DWI offenders by approximately 50 percent compared to traditional court programs (Mitchell, Wilson, Eggers, & Mackenzie, 2012).

Evidence of Effectiveness: CTW, Chapter 1: Section 3.1

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-2	DWI Courts	DWI Courts

5.1.6.1 Planned Activity: DWI Courts

Planned activity name	DWI Courts
Planned activity number	ID-2
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Speciality court for DWI offenders

Enter intended subrecipients.

Louisiana Supreme Court, 4th Judicial District DWI Court, 14th Judicial District DWI Court, Terrebonne Parish DWI Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$49,900.00	\$12,475.00	\$0.00
2019	154 Transfer Funds-AL		\$700,100.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.7 Countermeasure Strategy: Court Monitoring

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure

strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

One component of Louisiana’s comprehensive approach to impaired driving is its Court Monitoring Program. These programs compare DWI cases across different judges and courts by providing data on the number of cases dismissed or pled down to lesser offenses, the number of convictions, and what sanctions are imposed on offenders.

Louisiana’s Court Monitoring Program has three components. MADD will monitor courts in the State’s Top parishes for alcohol related. DWI cases are observed, tracked, and reported to provide data about cases and comparisons or outcomes among the different courts. The second component is MADD’s Law Enforcement Recognition program to recognize and honor law enforcement officers with the highest number of DWI arrests statewide. The third component is the presentation of “Power of Parents” and “Power of Youth” workshops which are designed to influence parenting behavior, and prevent underage drinking. The parent’s workshops will educate and equip parents to talk with their teens about alcohol using a research-based parent handbook. The workshop for teens will make them aware they have the power to influence other teens to not drink before the age of 21.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This program monitors courts in East Baton Rouge Parish, Ascension, St. Tammany, Iberville, Lafayette, Livingston, West Baton Rouge, Tangipahoa, St. Charles, Bossier, Caddo, Ouachita, Rapides, Natchitoches, and Lincoln. The Court Monitors attend assigned court(s), observe DWI cases, collect pertinent data to generate trends in handling DWI cases, enter case information into a court monitoring database, train and supervise program volunteers, manage/monitor (“watchdog”) calls and cases, compile reports, and complete monthly progress reports on the outcomes of DWI cases.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The LHSC uses NHTSA’s Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 impaired driving program area. Court Monitoring received a 4-star rating in CTW and was identified as proven for increasing convictions.

Evidence of Effectiveness: CTW, Chapter 1: Section 3.3

The LHSC estimates approximately \$200,000 in 164AL funds will be used to support the State’s Court Monitoring Program.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-1	Court Monitoring	Court Monitoring

5.1.7.1 Planned Activity: Court Monitoring

Planned activity name Court Monitoring
Planned activity number ID-1
Primary countermeasure strategy Court Monitoring

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Monitor DWI cases

Enter intended subrecipients.

MADD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL		\$205,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.8 Countermeasure Strategy: Alcohol Screening and Brief Intervention**Program area** Impaired Driving (Drug and Alcohol)**Countermeasure strategy** Alcohol Screening and Brief Intervention

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts

throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Alcohol is one of the top contributing factors in fatal and injury crashes within the North Shore Regional Safety Coalition Region. The Louisiana Highway Safety Commission lists two parishes in the North Shore Regional Safety Coalition (St. Tammany and Tangipahoa) as "tier one" for alcohol related fatal and injury crashes. Data obtained from the Louisiana Highway Safety Research Group indicates that alcohol was a contributing factor in 141 fatal crashes within the North Shore Regional Safety Coalition region from 2012-2016. Additionally, since the year 2012, alcohol involvement has been the 2nd most common contributing factor in fatal crashes in North Shore Regional Safety Coalition (Louisiana Highway Safety Research Group). For these reasons, the utilization of a preventative impaired driving countermeasure like Screening, Brief Intervention, and Referral to Treatment (SBIRT), within the North Regional Safety Coalition region is imperative to reduce the number of alcohol involved fatal and serious injury crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Southeastern Louisiana University (SLU) is the only public university located within the North Shore Regional Safety Coalition region, and thus an important partner in helping the region reduce traffic fatalities and serious injuries. Typically, the majority of students enrolled in universities are between the ages of 18-24. The 2016 Louisiana Traffic Records Data Report notes that college aged individuals (18-24) are especially prone to crashes

involving alcohol. For the age group 18-20, 14.29% of the drivers in crashes within this age group were alcohol related, and for individuals aged 21-24, 28.07% of the drivers in crashes within this age group were alcohol related. (2016 Louisiana Traffic Records Data Report). By training staff at the university health center and counseling center, staff will be able to conduct SBIRT on a population that is at an elevated risk of getting into an impaired motor vehicle crash.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

According to the Substance Abuse and Mental Health Services Administration (SAMHSA), Screening, Brief Intervention, and Referral to Treatment (SBIRT) “is an evidence-based practice used to identify, reduce, and prevent problematic use, abuse, and dependence on alcohol and illicit drugs.” (<https://www.integration.samhsa.gov/clinical-practice/SBIRT>) The proposed funding will be used to provide multiple in-person trainings, by nationally registered SBIRT trainers, to individuals employed at Southeastern Louisiana Universities Health Center, and Counseling Center. The trainings will take place once per semester to ensure that any new staff will be trained to conduct SBIRT. The program is identified within NHTSA’s Countermeasures That Work, and is given a five star rating in regards to its effectiveness, and NHTSA notes that “many studies show that alcohol screening and brief interventions in medical facilities can reduce drinking and self-reported driving after drinking” (NHTSA Countermeasures That Work). SBIRT is conducted within many of the hospitals located within the North Shore Regional Safety Coalition region (St. Tammany, Tangipahoa, Washington, and St. Helena Parish) but is currently not being conducted within our regions only public university. By providing in person SBIRT training to the university health and counseling center staff, the trained individuals will be able to screen for alcohol dependency, and try to motivate a change in their patient’s substance usage.

For these reasons, providing SBIRT training to the university health and counseling center staff is seen as a valuable preventative impaired driving countermeasure. This is one of several impaired driving projects that address prevention programs for young adults and for underage drinking that are coordinated by LHSC assigned program coordinators to ensure the projects contribute to the effectiveness of LHSC’s overall highway safety impaired driving program.

Evidence of Effectiveness: CTW, Chapter 5: Section 1

Decrease alcohol impaired driving fatalities 1 percent from the average in 2012-2016 of 238 to 236 by December 31, 2019.

It is estimated that approximately \$6,000 in 405d funds will be used to provide funding for multiple SBIRT trainings to staff at one university.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-8	Impaired Driving Professional Development Training	Alcohol Screening and Brief Intervention

5.1.8.1 Planned Activity: Impaired Driving Professional Development Training

Planned activity name	Impaired Driving Professional Development Training
Planned activity number	ID-8

Primary countermeasure strategy Alcohol Screening and Brief Intervention

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Impaired Driving training

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Alcohol Screening and Brief Intervention

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$15,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Observed seat belt use (front seat outboard occupants), the one national behavioral measure, is collected annually from observational surveys. The statewide observational seat belt use data in the table below is from studies conducted for the Louisiana Highway Safety Commission. The numbers represent the actual observed rate for each year versus the State's performance targets for FFY 2011 to 2017.

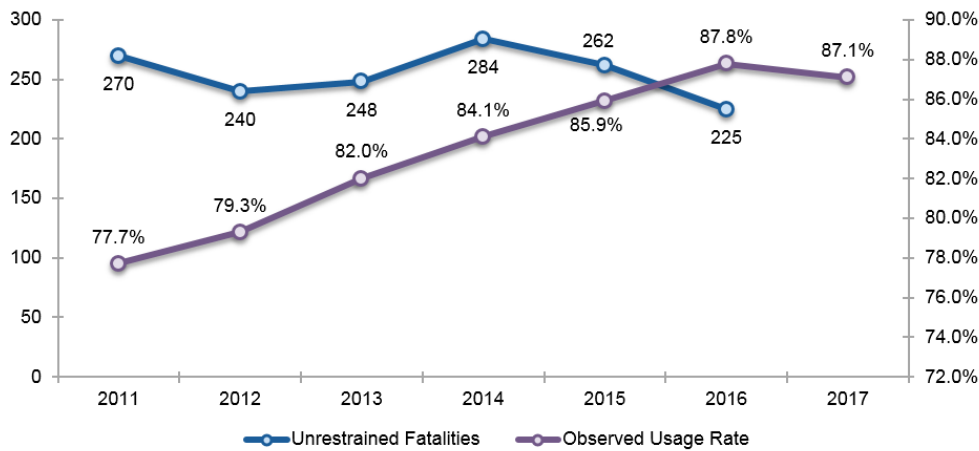
Table: Progress in Observed Seat Belt Use Rate

Behavioral Measure	2011	2012	2013	2014	2015	2016	2017
Statewide Observed Seat belt Use	78.0%	79.0%	83.0%	84.0%	86.0%	88.0%	87.1%
Target	78.0%	77.9%	79.7%	81.3%	84.5%	86.1%	87.6%

Source: NHTSA STSI/FARS. Accessed November 9, 2017.

In 2016, unrestrained fatalities reached the lowest level in the last six years while seat belt use reached a historic high of 87.8 percent. The State maintained a rate over 87 percent again in 2017. The figure below shows the correlation between Louisiana's observed seat belt use and unrestrained fatalities.

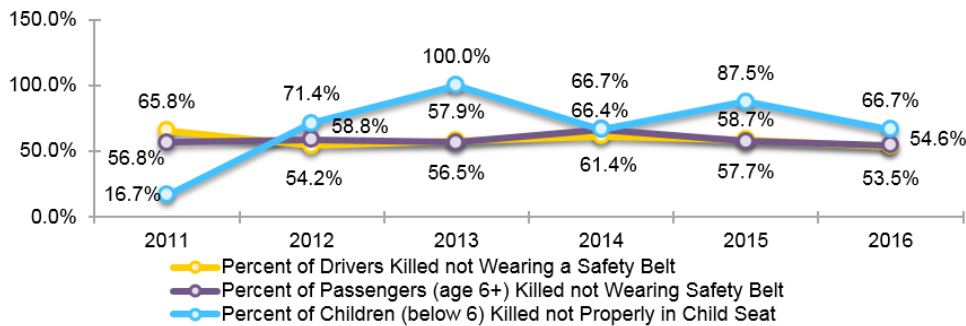
Figure: Observed Seat Belt Use and Unrestrained Fatalities



Source: NHTSA STSI/FARS. Accessed November 9, 2017.

The figure below provides a deeper understanding of the State's unrestrained vehicle occupants and shows the percent of unrestrained fatalities since 2011 for drivers, passengers over 6 years of age, and children under six years old.

Figure: Percent of Unrestrained Fatalities: Drivers, Passengers Age 6+, and Children Under 6



Source: Highway Safety Research Group at Louisiana State University. Accessed November 14, 2017.

Seat belt use varies by region across the State. The table below shows observed seat belt usage by region from 2011 through 2017.

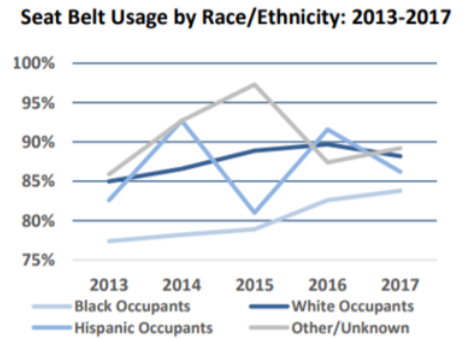
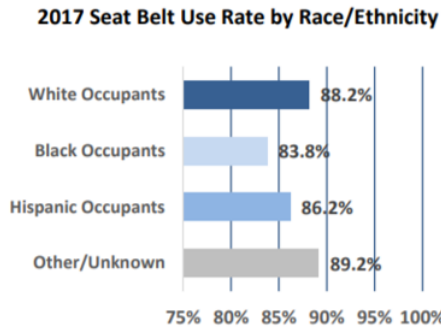
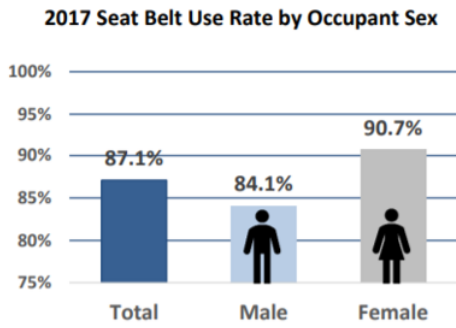
Table: Adult Observed Seat Belt Usage, All Vehicles and All Locations

Region	2011	2012	2013	2014	2015	2016	2017
1- New Orleans	74.9%	81.2%	78.1%	81.0%	82.4%	86.6%	90.3%
2- Baton Rouge	78.5%	73.5%	62.7%	84.4%	83.0%	84.0%	85.1%
3- Houma	79.6%	80.4%	85.5%	87.7%	91.2%	91.6%	88.0%
4- Lafayette	80.5%	83.7%	81.7%	85.0%	82.5%	86.4%	86.3%
5- Lake Charles	74.8%	85.6%	91.0%	89.9%	85.6%	91.7%	92.2%
6- Alexandria	74.8%	72.8%	83.4%	70.9%	87.3%	80.8%	82.7%
7- Shreveport	78.2%	79.8%	83.6%	87.9%	89.4%	91.1%	85.8%
8- Monroe	77.8%	62.5%	81.0%	74.8%	84.2%	83.2%	87.1%
Louisiana	77.7%	79.3%	82.5%	84.1%	85.9%	87.8%	87.1%

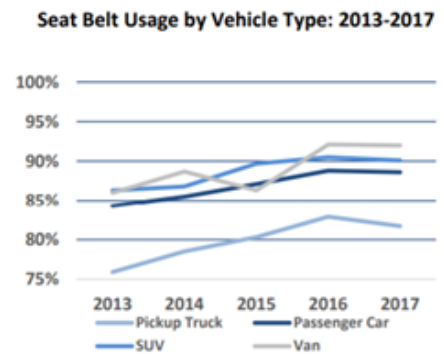
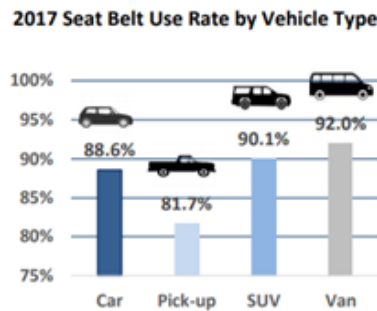
Source: Highway Safety Research Group at Louisiana State University. Accessed November 14, 2017.

Louisiana's 2017 observational survey included additional information including occupant sex, race/ethnicity, and vehicle type. The figure on the left shows that not only is female seat belt use currently above 90 percent, but belt use among female vehicle occupants is approximately seven percentage points more compared to male usage (90.7 percent versus 84.1 percent). Belt usage in Louisiana also differs by occupant race/ethnicity. Most notably, Black occupants are less likely to wear a seat belt compared to other race/ethnicities (middle figure). Historically, that has always been the case. The gap in usage between Black occupants and the other races/ethnicities has shrunk in the last two years. Note that Hispanic and

Other/Unknown occupant usage rates have large swings from year-to-year, due to small sample sizes. Hispanic/Latino fatalities were approximately 2.6 percent of all fatalities from 2012 to 2015 (most recent available from NHTSA/STSI). According to FARS, in 2015 4.1 percent of fatalities age 24 and younger were Hispanic.



All figures from the 2017 Louisiana Seat Belt Observation Survey Results report.



As shown in the two figures above, the occupant's vehicle type also makes a difference in belt usage which has been the case every year of the State's observational seat belt survey. Operators and passengers in pickup trucks use seat belts less often than occupants in other vehicle types. Over 25 percent of the sample from year-to-year includes pickup trucks and that pulls the overall statewide average downward.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	244.0

2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	90.0
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Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP-Sustained Enforcement
2019	OP-School Programs
2019	Community Outreach
2019	Child Restraint System Inspection Station(s)

5.2.1 Countermeasure Strategy: OP-Sustained Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP-Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The LHSC will provide sub grants to law enforcement agencies across the state to conduct high-visibility occupant protection enforcement on a sustained basis throughout the year. Overtime enforcement sub grants will also be provided to support the National seat belt mobilization, "Click It or Ticket," and Louisiana's Buckle Up in Your Truck special enforcement wave which will be accompanied by paid and earned media outreach based on data-driven demographic and geographic locations. All agencies are required to work at least 15 percent of their grant funded overtime at night, between the hours of 6:00 p.m. – 6:00 a.m. Sub-grantee agencies are required to report all enforcement data to the LHSC office on a monthly basis. On-going data collection provides the agencies and the LHSC the opportunity to actively monitor trends in the field.

The Louisiana State Police (LSP) will work OP overtime enforcement and Public Information Officer (PIO) overtime activities throughout the year. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The LSP will conduct seat belt enforcement during all routine enforcement efforts as well as during DWI and speed overtime enforcement activities.

The LHSC will provide approximately 40 Overtime Traffic Safety Enforcement sub-grants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety, which will be coordinated with the annual "Click It or Ticket" national mobilization in addition to Louisiana's Buckle Up in Your Truck and other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime traffic safety enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. An additional 50 to 125 agencies will receive Special

Waves Enforcement sub grants up to \$10,000 to conduct saturation patrols in support of the “Click It or Ticket” national mobilization and the Buckle Up in Your Truck state enforcement wave. Local law enforcement agencies will be asked to enforce seat belt laws during all routine enforcement efforts as well as during “Drive Sober Get Pulled Over” national mobilizations and state enforcement wave activities. Agencies are also instructed to conduct earned media events to support their enforcement activities and increase public awareness. The LHSC also encourages enforcement officers to attend the half-day Occupant Protection/Child Passenger Safety Training offered by the Louisiana Passenger Safety Task Force (LPSTF).

The State’s nine Law Enforcement Liaisons (LEL) conduct at least two site visits to assigned law enforcement agencies each month to educate the agency on the occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs. The LELs also attend monthly Strategic Highway Safety Plan (SHSP) coalition regional coalition meetings in the relevant geographical area to help coordinate occupant protection efforts and messages with the state’s other traffic safety stakeholders.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Short-term, high-visibility enforcement campaigns have been observed to increase belt use more among traditionally lower-belt-use groups, including young drivers, than among higher-belt-use drivers. As mentioned previously, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing restraint use, the LHSC provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. Louisiana’s occupant protection program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 occupant protection program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for occupant protection countermeasures, the likelihood of our strategies reaching our goals increases in reducing unrestrained fatalities. Furthermore, Louisiana had an occupant protection assessment conducted in 2017 and utilizes the recommendations and guidance provided in that report to address occupant protection in the State. The State considers the recommendations from this assessment and all other assessments when planning legislative and programmatic strategies, based on the State’s priorities, staffing, and other factors.

LHSC will provide sub grants to local, state, and parish law enforcement agencies for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety, which will be coordinated with the annual CIOT campaign in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The most common high visibility belt law enforcement method consists of short (such as CIOT in May), intense, highly publicized periods of increased belt law enforcement, frequently using saturation patrols, or enforcement zones. All high visibility enforcement programs in the state include communications and outreach strategies that use some combination of earned media (news stories and social media) and paid advertising. Communications and outreach may be conducted at the local or state levels. The LHSC will support the nationwide CIOT efforts.

Evidence of Effectiveness: CTW, Chapter 2: Sections 2.1, 2.2, and 2.3

It is estimated that over \$1,300,000 in 405b funds will be expended for occupant protection sustained enforcement.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-3	Occupant Protection Sustained Enforcement	OP-Sustained Enforcement

5.2.1.1 Planned Activity: Occupant Protection Sustained Enforcement

Planned activity name	Occupant Protection Sustained Enforcement
Planned activity number	OP-3
Primary countermeasure strategy	OP-Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Occupant Protection Overtime Traffic Enforcement, Click It or Ticket, and Buckle Up In Your Truck

Enter intended subrecipients.

Louisiana State Police, over 40 sheriff's departments and local police departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP-Sustained Enforcement

2019 Earned Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$1,313,190.00	\$328,298.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2 Countermeasure Strategy: OP-School Programs

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP-School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This School Program countermeasure strategy will focus solely on educating youth about the importance of proper seat belt usage. One element of the program is centered on high school students. The students will be exposed to occupant protection PSAs, posters, and flyers; contribute to occupant safety social media campaigns; and participate in timed buckle up contests throughout the school year. Educational presentations will be provided to elementary school students to convey the importance of buckling up properly, in every seat and every time, at an early age.

Every high school that previously participated in the Rock the Belt Relay saw an increase in seat belt usage through observational surveys conducted on campus. As a result, the LHSC will consider expanding this project into other areas of the State through the SHSP Regional Traffic Safety Coalitions if their schools want to offer the program. The project, and any expansion, will be coordinated through LHSC's Youth Project Coordinator to ensure consistency across the program.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned previously in problem ID, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing restraint use, the LHSC provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. Louisiana's occupant protection program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence based countermeasure strategies for the FFY 2019 occupant protection program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for occupant protection countermeasures, the likelihood of our strategies reaching our goals increases in reducing unrestrained fatalities. Furthermore, Louisiana had an occupant protection assessment conducted in 2017 and utilizes the recommendations and guidance provided in that report to address occupant protection in the State. The State considers the most recent proven countermeasures when planning legislative and programmatic strategies, based on the State's priorities, fiscal standing, staffing, and other factors.

High schools and/or elementary schools will compete to get more students to wear seat belts. Students will be exposed to occupant protection PSAs, posters, flyers, participate in occupant safety contests, and contribute to occupant safety social media campaigns. The Program will measure effectiveness with pre- and post-tests and observational seat belt surveys. The project and any expansion are coordinated through LHSC's youth project coordinator to ensure consistency across the program area.

Decrease drivers age 20 or younger involved in fatal crashes 2 percent from the average in 2012-2016 of 89 to 87 by December 31, 2019.

(C-9)

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

School programs have been shown to increase belt use in the few evaluations of school programs that have been conducted. Williams, Wells, and Ferguson (1997) conducted a pilot program to increase restraint use and rear seating position among elementary schools and day care centers. The programs, held in conjunction with an ongoing statewide "Click It or Ticket" program, included letters and pamphlets sent to parents, proper restraint use demonstrations, assemblies emphasizing proper restraint use (at the schools), and enforcement checkpoints. Proper use increased substantially at elementary schools (36% to 64%; 49% to 71%) with smaller increases at the daycare centers (71% to 76%; 60% to 75%). The researchers concluded also that enforcement is a key ingredient of programs even among school age children.

Evidence of Effectiveness: (CTW, Chapter 2: Section 3.2 and 7.1)

The LHSC anticipates approximately \$18,000 in 402 funds will be spent on this occupant protection program in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2	Occupant Protection School Program Rock the Belt	OP-School Programs

5.2.2.1 Planned Activity: Occupant Protection School Program Rock the Belt

Planned activity name	Occupant Protection School Program Rock the Belt
Planned activity number	OP-2
Primary countermeasure strategy	OP-School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth OP training

Enter intended subrecipients.

Louisiana Youth Advisors

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP-School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$18,500.00	\$4,625.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

No records found.

5.2.3 Countermeasure Strategy: Community Outreach

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Community Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana's seat belt use reached a historic high of 87.8 percent in 2016 and the state maintained a rate over 87 percent again in 2017. The LHSC provided leadership, training, and technical assistance to other state and law enforcement agencies, and local occupant protection projects to deliver the maximum impact and likelihood for increasing restraint use.

LHSC's Community Outreach countermeasure strategy seeks to reach the State's low seat belt use users as identified in their annual observational seat belt surveys. This year's strategy focuses on a number of projects that collectively reach the African American and Hispanic communities through outreach to clergy, high schools, colleges, and community events or diversity outreach activities, and at the State's largest African American sporting event. Some programs will also reach out to youth and older Louisianians who tend to buckle up but whose injuries are more likely to be worse when involved in a crash. Outreach and educational material promoting traffic safety will raise awareness and educate on the importance of buckling up, but will also include messages about not drinking and driving, and not being distracted while operating a motor vehicle. Efforts will be sustained year-long and will be coordinated with the LHSC and NHTSA during national campaigns or special waves to augment law enforcement activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC uses input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 Occupant Protection program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. All proposed strategies are evidence-based and have been shown to be effective measures for impacting and reducing the unrestrained occupant crashes statewide. By selecting these evidence-based strategies for Occupant Protection countermeasures, the likelihood of reaching our FFY 2019 performance targets increases, they are:

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 3 percent from the average in 2012-2016 of 252 to 244 by December 31, 2019. (C 4)

Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2.2 percentage points from 87.8 percent in 2016 to 90 percent in 2019. (B-1)

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Coordinating outreach efforts with enforcement has been shown to increase belt use among traditionally lower belt use groups including young drivers, rural drivers, males, Africa-Americans, and Hispanics. Distracted driving communications and outreach campaigns for the general public face different, but equally difficult, obstacles than drowsy driving campaigns. Drivers "know" at some level that they should be alert. However, distractions come in many forms. Distractions outside the car are not under the driver's control. Many distractions inside the car also cannot be controlled easily (conversations, children), or are intentional (listening to the radio or CD player, eating). They may in fact be useful, to keep drivers alert on a long trip. The state will continue to develop, refine and educate drivers on the dangers of distracted driving.

Evidence of Effectiveness: CTW, Chapter 2: Section 3.1, Section 3.2 and Section 6, Chapter 1, Section 6.5; and Chapter 4, Section 2.2.

The LHSC anticipates spending approximately \$260,000 in 402 and 405b funds will be spent on community outreach programs in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

OP-5

Occupant Protection Community Outreach Community Outreach

5.2.3.1 Planned Activity: Occupant Protection Community Outreach

Planned activity name Occupant Protection Community Outreach

Planned activity number OP-5

Primary countermeasure strategy Community Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Occupant protection outreach and training program to low seat belt users in diverse populations with additional messaging on not drinking and driving.

Enter intended subrecipients.

City of Baton Rouge; UMOJA; Le Sanctuary; NOCCI; LA Voz de la Comunidad

Countermeasure strategies**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.****Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 Community Outreach

Funding sources**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$234,061.00	\$58,515.00	\$200,000.00
2019	164 Transfer Funds-AL	164 Alcohol	\$76,779.00	\$0.00	\$0.00

Major purchases and dispositions**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.****Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

5.2.4 Countermeasure Strategy: Child Restraint System Inspection Station(s)**Program area** Occupant Protection (Adult and Child Passenger Safety)**Countermeasure strategy** Child Restraint System Inspection Station(s)**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

According to the Center for Disease Control, motor vehicle crashes are the leading killer of children, teens, and young adults in the nation. In Louisiana alone, total crash-related death costs are \$1.01 billion (\$8 million in medical costs and \$998 million in work loss costs), based on 2013 data. Children represent four percent, or \$37 million, and teens represent 8 percent, or \$80 million of these costs (CDC WISQARS Fatal Injury Reports, 2017). Additionally, according to FARS data found in the May 2016 Children Traffic Safety Fact Sheet, motor vehicle deaths for children aged 0 through 14 in Louisiana represent 4.2 percent of the State's total traffic fatalities versus the national average of 3.3 percent (NHTSA Children Traffic Safety Fact Sheets, 2016).

The LHSC employs a variety of strategies to provide public information and education, training, and dedicated law enforcement programs to reach Louisiana's estimated one million children age 13 and under and their parents. The LHSC educates and encourages parents to use safety seats correctly and provides opportunities for them to attend fitting clinics. The LHSC trains local child safety seat instructors and technicians and makes special effort to reach low-income populations where data supports the need. The LHSC also provides funding to the Louisiana Passenger Safety Task Force (LPSTF) for a network of child passenger safety professionals and advocates throughout Louisiana.

The LPSTF conducts this work with support from University Medical Center in New Orleans and the many partners from Louisiana State Police, law enforcement fire and other emergency personnel. During FFY 2019, the Child Restraint Inspection Station criteria under the FAST Act requirements will be met by the LPSTF with financial support via a sub-grant from the LHSC.

Louisiana is unique with the existence of the LPSTF and the regional network that this provides. The LPSTF divides the state into nine regions each designed and separated in accordance with the community served by the Louisiana State Police troop area. Each region has a regional coordinator, who is a certified technician, with specific guidelines and responsibilities.

Child Restraint Inspection Stations

The LPSTF has an annual application process for inspection stations. Existing agencies are encouraged to renew their status, and the agencies of newly certified technicians are encouraged to establish an inspection station at their agency. The inspection station enrollment application includes the following guidelines:

1. Select a day of the week and time that your agency will dedicate to child safety seat inspections.
2. Designate an Inspection Station Coordinator (CPS Technician) from your agency as the CPS contact.
3. Check a minimum of eight child safety seats per month or 24 per quarter.
4. A certified child passenger safety technician must be available during the appointed Inspection Station time frame.
5. Secure a safe environment to conduct your Inspection Station activities.
6. Forward ALL child safety seat checker forms to the LPSTF monthly.
7. Attendance at the statewide conference is encouraged.
8. Establish quarterly contact with your LPSTF Regional Coordinator.
9. Maintain technical competency and proper child safety seat installation.

Upon application, each agency is encouraged to visit an existing CPS Inspection Station to learn the process, contact the LPSTF Regional Coordinator to discuss their new Inspection Station, and to forward two standardized CPS checker forms to the LPSTF. This promotes networking from the bottom-up and helps the new inspection stations learn their new function and seek the help necessary to standardize their function.

Safety seat checkup events are also an integral part of Louisiana's overall education program. The certified inspection stations conduct CPS checkup events in all regions of the state with emphasis on the high population centers. The LPSTF also conducts an annual Inspection Station In-service/Training to insure standardization of all inspection stations. Additionally, inspection stations receive updated technical information and technical assistance on completing checker forms.

Louisiana's Child Restraint Inspection Stations provide information and education to the public to address all aspects of proper installation of child restraints using standard seatbelt hardware, supplemental hardware, and modification devices. Special installation techniques, harness threading, harness adjustment on child restraints, child restraint design, selection and placement procedures, and instruction about proper seating positions for children in airbag equipped vehicles remain part of this, free to the public, training.

Direct referrals, the LHSC website, and cooperation with the NHTSA hotline continue to be the means for information distribution. The LHSC keeps the link on its website for consumers to access information regarding the Universal Child Safety Seat System (UCSSS). In addition, NHTSA publications regarding UCSSS are distributed as requested, and the NHTSA planner to address Child Passenger Safety is provided to technicians and instructors via the web. The LPSTF has its own social media site with over 2,500 followers. It is maintained by UMC and directly tagged to LHSC.

The Louisiana Child Restraint Inspection Stations provide child safety seat inspection stations and clinics throughout Louisiana and are part of an overall network that provides continuity and standards for success. Over the last several years, the program has targeted fire stations as new Child Passenger Safety inspection stations. Fire stations offer a non-threatening environment that increase participation from diverse groups.

Ninety-two inspection stations are registered for FFY 2018, an increase of 40 in one year. The inspection stations are located throughout each of nine regions aligned with Louisiana State Police Troops and serve 100 percent of the state's urban and rural populations. Each inspection station is staffed with at least one current nationally certified Child Passenger Safety Technician. "Independent stations" are certified Child Passenger Safety Technicians who travel to an individual's location to provide seat inspection services upon request. The permanent inspection stations, combined with the independent (mobile) inspection stations, serve 100 percent of the state's at-risk populations.

The inspection stations are listed below in the table below which shows the population covered by each Louisiana State Police Troops' region.

Table: Inspection Stations by Louisiana State Police Troop

CPS Service Area	Population*	Percent of Population
LSP Troop A, Baton Rouge Lexlee's Kids Central Fire Department Karen Beason East Baton Rouge Sheriff's Office Katelynn McCartney Curtis (Independent) Family Road of Baton Rouge Alliance Safety Council Lisa Hotard Galvez-Lake Fire Department Pediatric Associates of Denham Springs Brusly Police Department Denham Springs Police Department	846,220	18 percent
LSP Troop B, New Orleans New Orleans EMS Ochsner Medical Center - WB Tulane Lakeside Hospital for Women and Children West Jefferson Medical Center Plaquemines Parish Sheriff's Office Tim's Quality Care UMC (with LSP B) * LSP- B (with UMC) (Kenner)* New Orleans Police Dept. East Jefferson General Hospital Hahnville Fire Department Children's Hospital New Orleans Jefferson Parish Sheriff's Office Ochsner Medical Center - Kenner Crescent City WIC Services Harahan Fire Dept.	993,724	21 percent
LSP Troop C, Gray Houma Police Department LSP - C (Houma) Coteau Fire Protection Lafourche Parish Sheriff's Office Candace Credeur Bayou Cane Fire Department Morgan City Police Department	234,220	5 percent
LSP Troop D, Lake Charles Beauregard Parish Sheriff's Office Lake Charles Police Department Lake Charles Fire Department Lighthouse Ministries Chantal Castille (Independent) IMCAL Westlake PD	301,507	6 percent
LSP Troop E, Alexandria Rapides Regional Medical Center Baynes Jones Army Hospital	368,883	8 percent

Natchitoches Parish Sheriff's Office Cabrini Pediatric Therapy Clinic Victoria <u>Firmin</u> Winnfield Police Department		
LSP Troop F, Monroe	354,451	8 percent
Monroe Fire Department Lane <u>McGaha</u> Insurance Ruston Fire Department West Carroll Memorial Hospital Northeast Delta H.S.A. Richland Parish Sheriff's Office		
LSP Troop G, Bossier City	480,314	10 percent
Bossier Parish EMS Caddo Parish Sheriff's Office (Safety Town) Shreveport Police Department (w/ Safety Town) Minden Pediatrics Little Works in Progress Brittany <u>Hollowell</u>		
LSP Troop I, Lafayette	661,213	14 percent
Tracy <u>LeMaire</u> (Independent) Lafayette Parish Sheriff's Office St. Martin Parish Sheriff's Office Lafayette General Medical Center Eunice Police Department The Family Tree: Healthy Start Gena <u>Purpera</u> (Independent) Broussard Police Department Opelousas General A Child's Place Daycare Aimee Juneau Scott Police Department		
LSP Troop L, Mandeville	441,134	9 percent
North Oaks Health Systems The Parenting Center of STPH St. Tammany Parish Sheriff's Office St. Tammany Fire District #4 Slidell Fire Department Hammond Fire Department Lakeview Regional Medical Center Regina <u>Coeli</u> Child Center Restoration House Washington Parish Fire District 8 Bogalusa Fire Department Riverside Medical Center		
54 Total Inspection Stations*	4,670,724	100 percent

Note: The permanent Inspection Stations, combined with the Independent (mobile) Inspection Stations, serve

100 percent of the state's **at-risk populations**.

Source: Louisiana Highway Safety Commission, 2017; US Census Bureau, 2016.

*Stations within the CPS Service Area are included within the service area population.

Louisiana's child restraint inspection stations are part of an overall network that provides continuity and standards for success.

Child Passenger Safety Technicians

The Louisiana Passenger Safety Task Force conducts this work with support from University Medical Center at New Orleans and the many partners from Louisiana State Police, law enforcement, fire, hospitals, trauma centers, advocates and other emergency personnel. During FFY 2019, the Child Passenger Safety Technicians criteria under the FAST Act requirements will be met by the LPSTF with financial support via a sub-grant from the LHSC.

Louisiana is very unique with the existence of the LPSTF and the cohesiveness and regional network of critical infrastructure that it provides. The LPSTF divides the state into nine regions each designed and separated in accordance with the community served by the Louisiana State Police troop area. Each region has a regional coordinator, who is also a certified technician, with specific guidelines and responsibilities.

The regional coordinators' responsibilities include the following:

- Support an advisory group to the state task force by conducting regional meetings. Host a minimum of one meeting quarterly.
- Forward meeting agenda and roster to the LPSTF Administrative Coordinator.

Maintain a database of currently certified CPS technicians. Update the database following each National CPS Certification Training program (NCPST).

Encourage participation of all newly certified CPS technicians through phone calls, e-mails, notification of the technician's supervisor/agency, mail, or any other form of outreach.

Act as a resource for the recertification of technicians in your region. Notify technicians of upcoming expiration dates, provide resources to encourage recertification and notify instructors of recertification needs.

Coordinate and conduct a minimum of 2 checkup events per year (National Seat Check Saturday event and a booster seat event)

Coordinate the checkup event component of the National Child Passenger Safety Technician Program course.

Act as a resource to CPS technicians and for child safety seat events within your region, both grant and non-grant funded.

Act as a resource to CPS technicians and for child passenger safety fitting stations within your region, both grant and non-grant funded.

Coordinate and conduct a CEU course within your region if needed. Notify all area agencies of CEU availability.

Encourage technician participation in events, statewide activities, and CEU courses.

Maintain effective communication with the LPSTF Administrative Coordinator for all events, meetings, and trainings.

Designate or act as the site coordinator for all NCPST courses in your region. Encourage and recruit participants for a successful course.

Co-coordinate NCPST courses within your region.

Coordinate and support educational efforts during the NHTSA national campaigns to promote occupant protection.

Follow up with Fitting Stations and agencies to insure that CPS checklists are forwarded to the LPSTF.

Attend LHSC conferences and trainings regarding occupant protection.

Attend state task force meetings. Attendance is required at 100 percent of meetings. A designee must be present if your absence is necessary.

Report all passenger safety activities, grant or non-grant funded to the state director.

The statewide program provides CPS training and retraining to establish or update child passenger safety technicians, police officers, fire and emergency personnel and other educators via the Louisiana Passenger Safety Task Force. Seven technician courses are scheduled in FFY 2019, one of which will be supported by the instructor's agency. They will be available to both urban and rural areas.

Historically, the Passenger Safety Technician program in Louisiana has been extremely successful. Nationally, it is estimated that nearly 1,000 law enforcement, emergency personnel, child care workers, and other educators receive the NHTSA CPS Training program or the awareness course each year. Louisiana currently has 700 CPS technicians and 26 instructors and 3 instructor candidates.

To provide current information, updated technical content, and emphasize technician recertification, one CPS Conference will be offered in FFY 2019 in Baton Rouge. Smaller CEU sessions will be offered throughout the year supported by instructors' agencies.

The technicians attend the conference to receive the most up-to-date CPS information and acquire the six continuing education units needed for recertification. Louisiana's technician recertification rate remains above the national average.

The LPSTF has also taken a proactive approach to CPS safety for children with special needs by providing the Transportation for Children with Special Needs training annually. The statewide training serves as enrichment training for CPS technicians who are interested in learning more about special needs transportation, children with specialized health care needs, wheelchair transportation and school buses. At this specialized update training, technicians will be introduced to medical conditions that can affect restraint selection and have the opportunity to install specialized restraint devices. Since training 22 additional medical personnel in transportation of children with special healthcare needs in the state's two largest hospitals serving children, there is now an infrastructure to support the development of policies and practices at both facilities. Physical and occupational therapists will address the specific healthcare needs of each individual, provide the necessary letters for funding and fit each child and vehicle. The two newly trained instructors will conduct one course to expand upon this service and continue to embrace healthcare personnel and medical facilities to address this critical need. Each hospital has a designated coordinator to reach a higher level of service for FFY 2019.

Louisiana's child passenger safety technicians are successful because they are part of an overall network supported by the LHSC that promotes standardization and allows for an infrastructure to maintain technician competency and confidence.

Occupant Protection for Children Program

Louisiana law requires the usage of child safety restraints for all children in all seating positions in every personal vehicle. The LHSC contracts with the Louisiana Passenger Safety Task Force (LPSTF) to coordinate and manage all child passenger safety (CPS) related training and programs statewide.

The Task Force is a network of child passenger safety technicians and advocates who work together to make unrestrained and incorrectly restrained behavior unacceptable in Louisiana. The infrastructure of the network produces success, as events, education and activities are implemented and

tailored for the local level. The project director and assistant administrator, employees at the University Medical Center Level 1 Trauma Center in New Orleans, lead the LPSTF, which is divided into nine areas within the state. Regional coordinators, who are directly responsible for education, events, and dissemination of knowledge locally represent each of the nine areas. The regional coordinator positions are non-funded and supported by the individual or affiliated agency. The LPSTF strives to keep passenger safety efforts standardized throughout the state with a centralized nucleus for enforcing national practices, providing direction, and encouraging compliance with child safety seat reporting.

In addition to the annual CPS efforts, the LPSTF emphasizes increasing the observed seat belt usage rate among the adult population and the medical facility's involvement in traffic safety programs. This includes the promotion of the national occupant protection campaigns within the LPSTF.

The LPSTF director works with the Louisiana Emergency Response Network (LERN) to promote traffic safety program involvement within medical facilities and EMS. LERN meets monthly with hospital administrators in each region of the state. The LPSTF director is a member of the LERN committee and the LERN Injury Prevention subcommittee. This relationship connects the LPSTF to LERN and encourages regional coordinator involvement at the local level, while encouraging medical and EMS involvement in traffic safety initiatives. This has proven success, as technician course participation has had 60 to 100 percent medical participation. The multi-disciplinary approach had contributed to the balance of services provided in the community, emphasizing all "E" in the prevention approach.

Child safety seat misuse remains high in Louisiana (96 percent). Certification to assist with proper installations is the only way to impact this number. Certification also provides the necessary information to effectively enforce the current child passenger safety law. Seven Nationally Standardized Child Passenger Safety Technician Courses are planned for FFY 2019, six of which will be funded by LHSC. Contracted instructors partner with agency funded instructors to conduct technician courses. Each course will have an estimated 25 participants and will comply with the national instructor/student ratio. Certified technicians are capable of reproducing the knowledge to his or her respective agency and community on an awareness level, as well as establishing or participating in a grant funded fitting station, community events or teaching the Louisiana occupant protection laws. Certification enables the participant to assist with the correction of child safety seat misuse.

Table: FFY 2019 Child Passenger Safety Technician Courses

Course Location	Number of Courses	Estimated Number of Participants
Lake Charles	1	25
New Orleans/Plaquemines	1	25
Alexandria	1	25
Monroe	1	25
Baton Rouge	1	25
Houma	1	25

By supporting the technician certification fee in the national course, the LPSTF is able to encourage the establishment of a grant funded fitting station at the agency. By funding the certification fee for the course and supporting the agency's fitting station, the LHSC and the LPSTF are able to build upon the network of partnerships throughout the state that are actively promoting proper child safety seat installation and compliance with Louisiana occupant protection laws.

Ninety-two fitting stations are registered with the LPSTF for current or upcoming year. Those in compliance with the established guidelines receive grant funded supplies, resources and incentive items to sustain the community service. Personnel must attend a mandatory fitting station in-service and show compliance with the approved child installation forms and documentation, as fitting stations are mandated to send copies of installation forms to the LPSTF. The collection of forms provides data on child safety seat installations and misuse that are provided to NHTSA, the state, and the individual agency. Grant funded supplies and in-services promote and maintain standardization within the state.

The LPSTF provides continuing education through CEU Conferences/Trainings, grant funded child passenger safety seat events, regional meetings for technicians, and learning venues to encourage recertification and maintain or update technical skills. The infrastructure of coordinators and instructors in each area of the state, allows for the support of events and technician communication/recertification.

Emphasis is placed on the maintenance of the technician recertification rate. The reimbursement of the recertification fee for technicians is financially supported through a medical partnership between LSU Health Sciences Center – Shreveport and University Medical Center – New Orleans. One of the recertification requirements mandates technicians to install five child restraints every two years to recertify. A certified instructor must verify the seat installations. LHSC grant funded child passenger safety events throughout the year and during the national mobilization campaign

provide an opportunity to assist the community during the heightened awareness and meet the technicians' installation/recertification needs. Through partnerships, the LPSTF is able to provide ample technicians on agency time to staff community events, while offering a fee for four technicians and one instructor's service at each event. Two child passenger safety community events are mandated in each area of the state.

In 2017, Louisiana's state recertification rate was 69.7 percent (an increase from 62 percent in 2016). Louisiana is successful in maintaining a high recertification rate because certification courses are offered in multiple locations and to diverse populations. By offering a continuing education conference/training each year, technicians throughout the state are able to obtain the continuing education hours needed for recertification, and are informed of the latest technical issue involving occupant protection. Speaker recruitment comes from within our own technician pool. Louisiana currently has 700 certified technicians, 26 instructors and 3 instructor candidates.

Focused on producing data driven programs, University Medical Center personnel are responsible for maintaining the database of child safety seats inspected. The number of restraints and events throughout the state is maintained, as well inspection forms from fitting stations or child safety seat events. Summaries of the data collection are sent to partnering agencies monthly. This maintains data in a centralized location and promotes the standardization of child safety seat inspection forms. Each form is entered into a data system to allow for accurate record keeping and misuse rates.

The goal of the LPSTF is to make occupant protection a priority, while supporting technician competence, compliance and confidence, promote recertification, allowing participation in occupant protection events easily accessible and maintaining effective dissemination of education to the public.

Outreach Program

The LHSC understands that Louisiana is a diverse state with changing needs and funds traditional and non-traditional traffic safety partners to address our identified occupant protection problems. The LHSC welcomes and seeks new and innovative approaches to changing restraint use behaviors. The problem identification process allows the LHSC to determine what additional types of outreach are needed. Currently, our occupant protection program includes outreach to diverse populations, health and medical communities, and schools.

Our outreach to diverse populations is guided by several key data points – our observation survey results, census data, and unrestrained crash data. Problem identification determines the priority parishes for occupant protection outreach each year. The LHSC overlays the occupant protection observation survey results with unrestrained fatalities to determine specific parishes with high unrestrained fatalities numbers and low usage rates. Then, the LHSC analyzes the demographics of those areas and seeks diverse and/or non-traditional partners, as needed, to reach the identified low restraint usage populations.

As a result of this data review, the LHSC has an occupant protection education program directed to the Hispanic population in the New Orleans area. The YMCA program will raise awareness through community outreach by partnering with the LPSTF and the New Orleans Police Department (NOPD) to host two car seat events, promote occupant protection at a minimum of six community events, and distribute language appropriate materials targeting such as young adults, pregnant moms, churches, and clinics.

To reach diverse populations, the paid media campaign for *Click It or Ticket* strives to reach diverse populations within the budget limitations.

Our outreach to the health and medical communities is guided by the LPSTF. The project director and assistant administrator are employees at the University Medical Center, Level 1 Trauma Center in New Orleans. University Medical Center is the safety net hospital/health care provider, treating patients in surrounding areas for traumatic injuries, while promoting health care among lower socio-economic communities. They are also part of a 5-hospital network, inclusive of Children's Hospital, New Orleans, and hospitals established in low socio economic communities. UMC is the leader in injury prevention, paving the way for hospitals and upcoming trauma centers to actively engage in traffic safety programs.

The LPSTF director is a member of the Louisiana Emergency Response Network (LERN) committee and Injury Prevention subcommittee where she promotes traffic safety program involvement within medical facilities. LERN meets monthly with hospital administrators in each region of the state. This relationship connects the LPSTF to LERN, encourages regional coordinator involvement at the local level and medical and EMS involvement in traffic safety initiatives such as participation in traffic safety national campaigns, Saved by the Belt, traffic safety press events and attendance at awareness and certification courses. National Trauma Awareness month focuses on traffic safety with multiple outreach efforts within the medical community.

Another connection LPSTF has to the medical community is through a special interest group to assist with the transport of individuals with disabilities. The group consists of physical and occupational therapists who conduct assessments on children for proper placement in the correct restraint and proper transport and includes specialized transportation needs, seats, wheelchairs, or devices in order to be properly restrained in a motor vehicle. Each year, training is conducted for the special interest group to maintain technical skills. The goal is to support the Special Needs Subcommittee of the LPSTF and to be a resource to technicians, parents, law enforcement, and medical centers throughout Louisiana.

Louisiana has nine Strategic Highway Safety Plan (SHSP) Regional Traffic Safety Coalitions that receive DOTD and/or LHSC funding. LHSC coordinates with DOTD to request inclusion of nighttime and rear seat enforcement and awareness in the Coalitions' action plans. In addition, LHSC promotes and encourages local earned media activities and education and awareness through the Regional Coalitions.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned previously in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing restraint use, the LHSC provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. Louisiana's occupant protection program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence based countermeasure strategies for the FFY 2019 occupant protection program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for occupant protection countermeasures, the likelihood of our strategies reaching our goals increases in reducing unrestrained fatalities. Furthermore, Louisiana had an occupant protection assessment conducted in 2017 and utilizes the recommendations and guidance provided in that report to address occupant protection in the State. The State considers the recommendations from this assessment and all other assessments when planning legislative and programmatic strategies, based on the State's priorities, staffing, and other factors.

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 3 percent from the average in 2012-2016 of 252 to 244 by December 31, 2019. (C 4)

Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2.2 percentage points from 87.8 percent in 2016 to 90 percent in 2019. (B-1)

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The misuse of child restraints has been a concern for many years. A number of programs have been implemented to provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraints in an effort to combat widespread misuse. Child passenger safety (CPS) inspection stations, which LHSC plans to support, are places or events where parents and caregivers can receive this assistance from certified CPS technicians.

One study found that inspection stations, like the ones LHSC supports, held at car dealerships, hospitals, retail outlets and other community locations positively changed parents' behavior and increased their knowledge over a 6-week follow-up period: children arriving at the second event were restrained more safely and more appropriately than they were at the first (Dukehart, Walker, Lococo, Decina, & Staplin, 2007).

Evidence of Effectiveness: CTW, Chapter 2: Sections 5.1, 6.1, 6.2, 7.1, and 7.2

The LHSC anticipates spending approximately \$80,000 in 402 funding on the statewide Child Passenger Safety Program.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-1	CPS Training	Child Restraint System Inspection Station(s)
OP-4	Occupant Protection Professional Development Training	Child Restraint System Inspection Station(s)

5.2.4.1 Planned Activity: CPS Training

Planned activity name	CPS Training
Planned activity number	OP-1
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Train support technicians and fitting stations

Enter intended subrecipients.

University Medical Center Medical Corporation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$82,994.00	\$20,748.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.2.4.2 Planned Activity: Occupant Protection Professional Development Training

Planned activity name Occupant Protection Professional Development Training

Planned activity number OP-4

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Occupant Protection training

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402		\$15,000.00	\$3,750.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Department of Public Safety (DPS) is responsible under state statute to receive all crash reports from investigating agencies. The DPS, via the LHSC, has 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.

The Traffic Safety Information System Strategic Plan is the guiding document for the statewide Traffic Records Coordinating Committee (TRCC), a body composed of members from the different data owners, and stakeholders involved in collecting and using data related to highway safety. Section 405c funds provide guidance for traffic records projects planned, implemented, and managed by the TRCC. The Plan is based on expert recommendations from the last traffic records assessment conducted in Louisiana. By following the assessment recommendations many of the planned strategies will help achieve our goals. The plan is the committee's charter, and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Percentage of days from disposition to entry into driver database within 10 days for commercial drivers	5 Year	2019	40.0

2019	Percentage of EMS patient care reports not missing one or more critical data elements	5 Year	2019	96.0
2019	Percentage of EMS agencies submitting data that is NEMESIS 3 compliant	5 Year	2019	37.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves completeness of a core highway safety database
2019	Improves accessibility of a core highway safety database

5.3.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As noted in the 405c section, project proposals are solicited through a two-pronged approach; agencies may submit the TRCC *New Project Funding Proposal Request* form independent of invitation or the TRCC may recruit agencies to submit for funding.

Proposed projects must meet the following criteria to be considered for funding:

1. The project request must align with and support the TRCC Strategic Plan while focusing upon traffic safety improvement.
2. The project must address one of the six data systems: Crash, Vehicle, EMS/Injury, Roadway, Citation/Adjudication, or Driver
3. The project must impact one or more of the following performance attributes: Timeliness, Accuracy, Completeness, Uniformity, Integration, and/or Accessibility.
4. A project plan, budget, and anticipated performance measures must accompany the TRCC *New Project Funding Proposal Request* form.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Safety Information System Strategic Plan is the guiding document for the statewide Traffic Records Coordinating Committee (TRCC), a body composed of members from the different data owners, and stakeholders involved in collecting and using data related to highway safety. Section 405c funds provide guidance for traffic records projects planned, implemented, and managed by the TRCC. The Plan is based on expert recommendations from the last traffic records assessment conducted in Louisiana. By following the assessment

recommendations many of the planned strategies will help achieve our goals. The plan is the committee's charter, and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section.

As mentioned previously, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC will continue to partner with the TRCC to address areas like timeliness, accuracy, completeness, and accessibility because traffic records impacts all areas of safety programming. The performance targets and performance measures noted below support the State's Section 405c grant application. The projects identified for FFY 2019 were chosen to support the Traffic Safety Information System Strategic Plan strategies, strengthen Louisiana traffic records information systems, and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements. In turn, these strategies and projects will combine to improve the quality and accessibility of traffic records throughout Louisiana. All proposed strategies will aid in the identification of traffic safety problem areas in the State and help in the development of countermeasures to address them.

Performance Targets

Decrease the percentage of days from the date of disposition/conviction to entry into the driver database entered within 10 days or less for commercial drivers from 38 percent on March 31, 2018 to 40 percent by April 1, 2019.

Increase the percentage of EMS patient care reports not missing one or more critical data elements (i.e., vehicular injury indicator, primary impression, position of patient, use of occupant safety equipment) from 95 percent complete on March 31, 2018 to 96% on April 1, 2019.

Increase the percentage of EMS Agencies submitting data to the State registry that are NEMSIS 3 compliant from 35 percent on March 31, 2018 to 37 percent by April 1, 2019.

To increase the accuracy of latitude and longitude fields on crash reports submitted electronically from 67 percent on March 31, 2018 to 69 percent by April 1, 2018.

Increase the number of courts reporting the disposition of traffic related cases from 89 courts on March 31, 2018 to 101 courts by April 1, 2019. *(Improvement in this measure stalled from March 31, 2017 to April 1, 2018 due to the Louisiana Supreme Court awaiting communication needed from the Office of Motor Vehicles. The LSC continued to onboard courts during this time-period and has 12 courts in que to begin reporting once this issue is resolved.)*

Performance Measures

Timeliness of driver records system.

Completeness of the Injury Surveillance/EMS system.

Accuracy of the Crash Report system.

Completeness of the citation/adjudication system.

Strategies

Maintain membership in the Louisiana TRCC.

Support the TRCC and data owners as they implement projects, which support the identified performance measures.

Initiate a Data Governance program for traffic records in the State.

Recommend legislative changes as needed to support an improved traffic records information system.

Continue to support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The NHTSA Traffic Records Program Assessment Advisory, which is the framework for the Traffic Records Assessment conducted notes that the TRCC coordinator is designated by the committee to aid the technical TRCC chair, the executive TRCC, and technical TRCC. The coordinator duties may include coordination of the technical TRCC at the direction of the chair; coordination of the development, implementation, and maintenance of the TRCC strategic plan; and providing secretariat support for the executive TRCC. The LHSC fully supports the evidence of the effectiveness of having a Traffic Records Coordinator and the guidance from the most recent traffic records assessment for selecting the appropriate strategies to improve traffic records systems in the state.

The LHSC estimates that the following projects will be paid out of 405c funding:

Louisiana Ambulance Alliance – \$229,000 (estimated)

This project will support the implementation of the EMS Data Element into the Injury Surveillance System Critical Pathway as detailed in the 2012 Traffic Records Program Assessment Advisory published by NHTSA. Implementation of this project aims to accomplish the following: training EMS providers to extract and utilize data; adopting performance measures, which address timeliness, accuracy, completeness, uniformity, integration, and accessibility; and increase the total number of EMS agencies extracting, analyzing, and utilizing patient care data reports and data submitted to LERN and integrated with LACRASH data.

Traffic Crash Reconstruction Training - \$230,000 (estimated)

The Louisiana Highway Safety Commission will sub-contract with Northwestern University Traffic Institute to hold one set of Crash Investigation 1 and 2 and one full Reconstruction Series for law enforcement officers from around the State. The full Reconstruction Series will consist of Crash Investigation 1 & 2, Vehicle Dynamics, and Reconstruction 1 and 2. There is a constant need for this type of training due to the turnover of police officers and the lack of crash investigation training they normally receive in the POST academy. (Accuracy, completeness and timeliness)

Request for Proposal (RFP) for Bar-Code Readers - \$750,000 (estimated)

The current statewide electronic crash-reporting system (LACRASH) utilizes drivers' license scanners for populating the name, address and DL number of drivers involved in traffic crashes. However, the Office of Motor Vehicles is replacing these scanned numbers with barcodes not only on drivers' licenses but on vehicle registrations as well. This will greatly facilitate the accuracy and timeliness of even more critical information electronically obtained at the crash scene. To purchase enough barcode readers for all law enforcement it is necessary for Highway safety to use the RFP method through State Purchasing (because of the amount). The successful vendor will then enter into a three-year contract with LHSC and provide the barcode readers to the HSRG as dictated by rollout requirements among statewide law enforcement.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-1	Driver Records System	Improves timeliness of a core highway safety database

5.3.1.1 Planned Activity: Driver Records System

Planned activity name	Driver Records System
Planned activity number	TR-1
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Improve the Completeness of the crash system through electronic traffic crash reporting.

Enter intended subrecipients.

Louisiana Office of Sponsored Programs

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$204,274.00	\$51,069.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.2 Planned Activity: Citation/Adjudication System

Planned activity name	Citation/Adjudication System
Planned activity number	TR-4
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Improve the Completeness of the Citation/Adjudication system through the electronic DWI arrest report project.

Enter intended subrecipients.

LA Office of Technology Support

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	\$550,000.00	\$0.00	\$550,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As noted in the 405c section, project proposals are solicited through a two-pronged approach; agencies may submit the TRCC New Project Funding Proposal Request form independent of invitation or the TRCC may recruit agencies to submit for funding.

Proposed projects must meet the following criteria to be considered for funding:

1. The project request must align with and support the TRCC Strategic Plan while focusing upon traffic safety improvement.
2. The project must address one of the six data systems: Crash, Vehicle, EMS/Injury, Roadway, Citation/Adjudication, or Driver
3. The project must impact one or more of the following performance attributes: Timeliness, Accuracy, Completeness, Uniformity, Integration, and/or Accessibility.
4. A project plan, budget, and anticipated performance measures must accompany the TRCC *New Project Funding Proposal Request* form.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Safety Information System Strategic Plan is the guiding document for the statewide Traffic Records Coordinating Committee (TRCC), a body composed of members from the different data owners, and stakeholders involved in collecting and using data related to highway safety. Section 405c funds provide guidance for traffic records projects planned, implemented, and managed by the TRCC. The Plan is based on expert recommendations from the last traffic records assessment conducted in Louisiana. By following the assessment recommendations many of the planned strategies will help achieve our goals. The plan is the committee's charter, and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section.

As mentioned previously, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC will continue to partner with the TRCC to address areas like timeliness, accuracy, completeness, and accessibility because traffic records impacts all areas of safety programming. The performance targets and performance measures noted below support the State's Section 405c grant application. The projects identified for FFY 2019 were chosen to support the Traffic Safety Information System Strategic Plan strategies, strengthen Louisiana traffic records information systems, and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements. In turn, these strategies and projects will combine to improve the quality and accessibility of traffic records throughout Louisiana. All proposed strategies will aid in the identification of traffic safety problem areas in the State and help in the development of countermeasures to address them.

Performance Targets

Decrease the percentage of days from the date of disposition/conviction to entry into the driver database entered within 10 days or less for commercial drivers from 38 percent on March 31, 2018 to 40 percent by April 1, 2019.

Increase the percentage of EMS patient care reports not missing one or more critical data elements (i.e., vehicular injury indicator, primary impression, position of patient, use of occupant safety equipment) from 95 percent complete on March 31, 2018 to 96% on April 1, 2019.

Increase the percentage of EMS Agencies submitting data to the State registry that are NEMSIS 3 compliant from 35 percent on March 31, 2018 to 37 percent by April 1, 2019.

To increase the accuracy of latitude and longitude fields on crash reports submitted electronically from 67 percent on March 31, 2018 to 69 percent by April 1, 2018.

Increase the number of courts reporting the disposition of traffic related cases from 89 courts on March 31, 2018 to 101 courts by April 1, 2019. *(Improvement in this measure stalled from March 31, 2017 to April 1, 2018 due to the Louisiana Supreme Court awaiting communication needed from the Office of Motor Vehicles. The LSC continued to onboard courts during this time-period and has 12 courts in que to begin reporting once this issue is resolved.)*

Performance Measures

Timeliness of driver records system.

Completeness of the Injury Surveillance/EMS system.

Accuracy of the Crash Report system.

Completeness of the citation/adjudication system.

Strategies

Maintain membership in the Louisiana TRCC.

Support the TRCC and data owners as they implement projects, which support the identified performance measures.

Initiate a Data Governance program for traffic records in the State.

Recommend legislative changes as needed to support an improved traffic records information system.

Continue to support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The NHTSA Traffic Records Program Assessment Advisory, which is the framework for the Traffic Records Assessment conducted notes that the TRCC coordinator is designated by the committee to aid the technical TRCC chair, the executive TRCC, and technical TRCC. The coordinator duties may include coordination of the technical TRCC at the direction of the chair; coordination of the development, implementation, and maintenance of the TRCC strategic plan; and providing secretariat support for the executive TRCC. The LHSC fully supports the evidence of the effectiveness of having a Traffic Records Coordinator and the guidance from the most recent traffic records assessment for selecting the appropriate strategies to improve traffic records systems in the state.

LHSC estimates that the following projects will be funded out of 405c:

Highway Safety Research Group Programming - \$204,274 (esma ted)

The Highway Safety Research Group (HSRG) at Louisiana State University will support state law enforcement agencies with LaCrash software installation and support, used by the agencies to submit crash data to the State. Louisiana is receiving over 95% of the crash data electronically, which enables the HSRG data quality team to switch their primary focus from electronic crash reporting to accuracy and completeness of the data. These projects increase the quality of crash data the State uses to report crash-related information, which is used for research and to improve the dissemination of crash data to decision-makers.

Louisiana Ambulance Alliance – \$229,000 (esma ted)

This project will support the implementation of the EMS Data Element into the Injury Surveillance System Critical Pathway as detailed in the 2012 Traffic Records Program Assessment Advisory published by NHTSA. Implementation of this project aims to accomplish the following: training EMS providers to extract and utilize data; adopting performance measures, which address timeliness, accuracy, completeness, uniformity, integration, and accessibility; and increase the total number of EMS agencies extracting, analyzing, and utilizing patient care data reports and data submitted to LERN and integrated with LACRASH data.

Traffic Crash Reconstrucon T raining - \$230,000 (esma ted)

The Louisiana Highway Safety Commission will sub-contract with Northwestern University Traffic Institute to hold one set of Crash Investigation 1 and 2 and one full Reconstruction Series for law enforcement officers from around the State. The full Reconstruction Series will consist of Crash Investigation 1 & 2, Vehicle Dynamics, and Reconstruction 1 and 2. There is a constant need for this type of training due to the turnover of police officers and the lack of crash investigation training they normally receive in the POST academy. (Accuracy, completeness and timeliness).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-2	Injury Surveilland/EMS System	Improves accessibility of a core highway safety database
TR-4	Citation/Adjudication System	Improves timeliness of a core highway safety database

5.3.2.1 Planned Activity: Crash Report System

Planned activity name Crash Report System
Planned activity number TR-3
Primary countermeasure strategy Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Improve the Completeness of the crash system through electronic traffic crash reporting, data linkage, and statistical analysis.

Enter intended subrecipients.

Louisiana Office of Sponsored Programs; LA Office of Technology Services; H&M Consulting

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$49,900.00	\$12,475.00	\$0.00
2019	FAST Act 405c Data Program		\$239,274.00	\$59,819.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.3 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under

§ 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As noted in the 405c section, project proposals are solicited through a two-pronged approach; agencies may submit the TRCC New Project Funding Proposal Request form independent of invitation or the TRCC may recruit agencies to submit for funding.

Proposed projects must meet the following criteria to be considered for funding:

1. The project request must align with and support the TRCC Strategic Plan while focusing upon traffic safety improvement.
2. The project must address one of the six data systems: Crash, Vehicle, EMS/Injury, Roadway, Citation/Adjudication, or Driver

3. The project must impact one or more of the following performance attributes: Timeliness, Accuracy, Completeness, Uniformity, Integration, and/or Accessibility.
4. A project plan, budget, and anticipated performance measures must accompany the TRCC *New Project Funding Proposal Request* form.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Safety Information System Strategic Plan is the guiding document for the statewide Traffic Records Coordinating Committee (TRCC), a body composed of members from the different data owners, and stakeholders involved in collecting and using data related to highway safety. Section 405c funds provide guidance for traffic records projects planned, implemented, and managed by the TRCC. The Plan is based on expert recommendations from the last traffic records assessment conducted in Louisiana. By following the assessment recommendations many of the planned strategies will help achieve our goals. The plan is the committee's charter, and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section.

As mentioned previously, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC will continue to partner with the TRCC to address areas like timeliness, accuracy, completeness, and accessibility because traffic records impacts all areas of safety programming. The performance targets and performance measures noted below support the State's Section 405c grant application. The projects identified for FFY 2019 were chosen to support the Traffic Safety Information System Strategic Plan strategies, strengthen Louisiana traffic records information systems, and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements. In turn, these strategies and projects will combine to improve the quality and accessibility of traffic records throughout Louisiana. All proposed strategies will aid in the identification of traffic safety problem areas in the State and help in the development of countermeasures to address them.

Performance Targets

Decrease the percentage of days from the date of disposition/conviction to entry into the driver database entered within 10 days or less for commercial drivers from 38 percent on March 31, 2018 to 40 percent by April 1, 2019.

Increase the percentage of EMS patient care reports not missing one or more critical data elements (i.e., vehicular injury indicator, primary impression, position of patient, use of occupant safety equipment) from 95 percent complete on March 31, 2018 to 96% on April 1, 2019.

Increase the percentage of EMS Agencies submitting data to the State registry that are NEMSIS 3 compliant from 35 percent on March 31, 2018 to 37 percent by April 1, 2019.

To increase the accuracy of latitude and longitude fields on crash reports submitted electronically from 67 percent on March 31, 2018 to 69 percent by April 1, 2018.

Increase the number of courts reporting the disposition of traffic related cases from 89 courts on March 31, 2018 to 101 courts by April 1, 2019. *(Improvement in this measure stalled from March 31, 2017 to April 1, 2018 due to the Louisiana Supreme Court awaiting communication needed from the Office of Motor Vehicles. The LSC continued to onboard courts during this time-period and has 12 courts in que to begin reporting once this issue is resolved.)*

Performance Measures

Timeliness of driver records system.

Completeness of the Injury Surveillance/EMS system.

Accuracy of the Crash Report system.

Completeness of the citation/adjudication system.

Strategies

Maintain membership in the Louisiana TRCC.

Support the TRCC and data owners as they implement projects, which support the identified performance measures.

Initiate a Data Governance program for traffic records in the State.

Recommend legislative changes as needed to support an improved traffic records information system.

Continue to support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The NHTSA Traffic Records Program Assessment Advisory, which is the framework for the Traffic Records Assessment conducted notes that the TRCC coordinator is designated by the committee to aid the technical TRCC chair, the executive TRCC, and technical TRCC. The coordinator duties may include coordination of the technical TRCC at the direction of the chair; coordination of the development, implementation, and maintenance of the TRCC strategic plan; and providing secretariat support for the executive TRCC. The LHSC fully supports the evidence of the effectiveness of having a Traffic Records Coordinator and the guidance from the most recent traffic records assessment for selecting the appropriate strategies to improve traffic records systems in the state.

This project will support the implementation of the EMS Data Element into the Injury Surveillance System Critical Pathway as detailed in the 2012 Traffic Records Program Assessment Advisory published by NHTSA. Implementation of this project aims to accomplish the following: training EMS providers to extract and utilize data; adopting performance measures, which address timeliness, accuracy, completeness, uniformity, integration, and accessibility; and increase the total number of EMS agencies extracting, analyzing, and utilizing patient care data reports and data submitted to LERN and integrated with LACRASH data.

LHSC estimates that \$225,000 will be allocated to improve the accessibility of the injury data.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-1	Driver Records System	Improves timeliness of a core highway safety database
TR-2	Injury Surveilland/EMS System	Improves accessibility of a core highway safety database
TR-3	Crash Report System	Improves completeness of a core highway safety database
TR-4	Citation/Adjudication System	Improves timeliness of a core highway safety database
TR-5	Traffic Records Professional Development Training	Improves accessibility of a core highway safety database

5.3.3.1 Planned Activity: Injury Surveilland/EMS System

Planned activity name	Injury Surveilland/EMS System
Planned activity number	TR-2
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Improve the Completeness and accessibility of the Injury Surveillance/EMS Systems through data linkage and electronic injury surveillance data reporting and utilization.

Enter intended subrecipients.

Louisiana Ambulance Alliance; LA Emergency Response Network; Louisiana Office of Public Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$343,800.00	\$85,950.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.3.2 Planned Activity: Traffic Records Professional Development Training

Planned activity name	Traffic Records Professional Development Training
Planned activity number	TR-5
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Traffic Records training

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$30,000.00	\$7,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

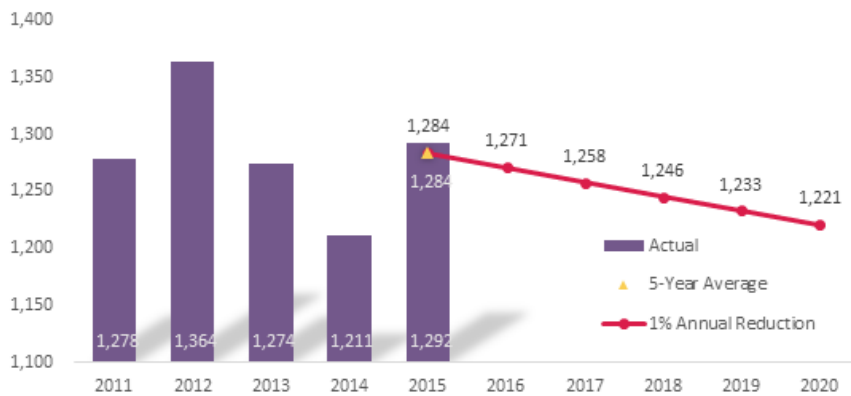
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Overall, motorcycle crashes in Louisiana decreased 6.3 percent to 1,908 in 2016 from 2,035 in 2015. In 2016, there was a 3.3 percent increase in motorcycle fatalities, with 94 motorcyclist fatalities versus 91 in 2015. Severe injuries decreased by 12.6 percent from 2015 to 2016. Thirty-one percent of motorcyclist fatalities involved alcohol in 2016, an increase of 1 percent from 2014.

Unhelmeted motorcyclist fatalities decreased from 12 in 2015 to 11 in 2016. Louisiana’s helmet law has changed several time over the years. The state’s first universal (all rider) motorcycle helmet law became effective in 1968. That law was amended in 1976 to require helmet use only by riders under the age of 18 and followed by reenactment of the universal helmet law again in 1982. In 1999, the law was amended to require helmet use only by riders under the age of 18 and riders over 18 who did not have at least \$10,000 in medical insurance coverage. In 2004 the universal helmet law was enacted again for all motorcyclists. Louisiana maintained its universal motorcycle helmet law in the 2017 legislative session. Safety stakeholders will likely need to sustain the same vigorous educational and informational efforts again in FFY 2019.

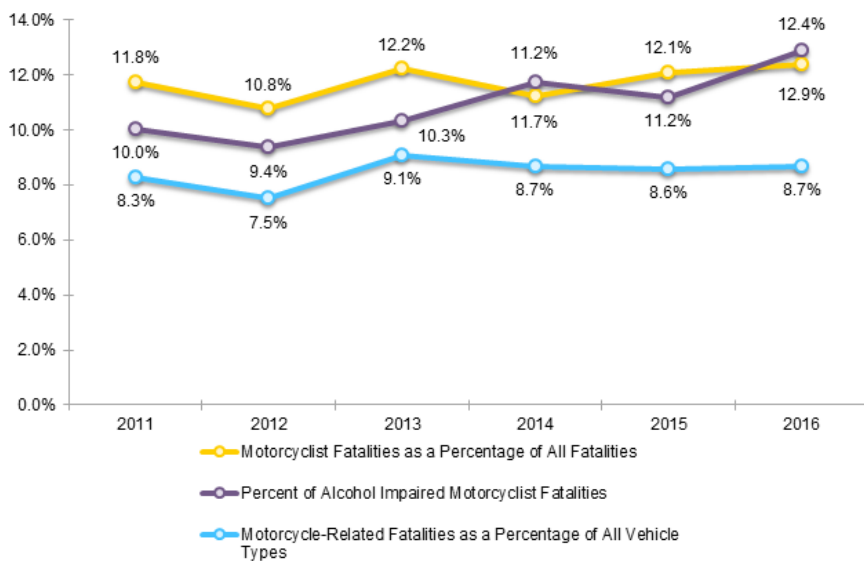
Multi-vehicle crashes involving a motorcycle have remained relatively steady over the last five years as shown in the figure below and averaged 1,284 over this time period.

Figure: Motorcycle/Motor Vehicle Crashes



Source: HSRG

The figure below shows motorcyclist fatalities as a percent of all motor vehicle fatalities, the percent of motorcyclist fatalities that were alcohol-impaired and the percent of motorcyclist fatalities that were single vehicle crashes.



Source: NHTSA STSI/FARS. Accessed November 14, 2017.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	85.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	MC-Communication Campaign

5.4.1 Countermeasure Strategy: MC-Communication Campaign

Program area	Motorcycle Safety
Countermeasure strategy	MC-Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in

which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana's motorcyclist awareness program was developed by the LHSC per R.S. 48:1351 with the designated authority and jurisdiction over motorcyclist safety issues. Louisiana's motorcycle safety awareness program was developed initially through collaboration between the Department of Education (DOE), the Louisiana Highway Safety Commission (LHSC), Motorcycle Awareness Campaign (MAC), American Bikers Active Toward Education (ABATE), safety professionals and motorcycle enthusiasts. Louisiana, through legislative action, transferred the management of the motorcycle safety training program to the Louisiana State Police (LSP).

Both the LSP and the LHSC play an active role in training and education programs conducted in Louisiana. The mission of the Louisiana Department of Public Safety's Motorcycle Safety, Awareness, and Operator Training Program is to reduce the number of motorcycle related traffic crash injuries and fatalities in Louisiana through quality training and comprehensive motorcycle awareness projects. In addition to oversight of the motorcycle safety training program, the LSP provides and distributes motorcyclist awareness information and materials statewide through events and activities conducted by the Troop commands. The Louisiana State Police's Public Information Officers distribute messages locally about (motorists) sharing the roads with motorcyclists through crash media releases involving motorcycles and other vehicles. LSP also participates in safety fairs, parades, rallies, festivals, and other events as requested in each of the high incident parishes at which they disseminate "Share the Road" pamphlets to encourage motorists in these high crash areas to be extra vigilant in these areas. In addition to statewide coverage provided by the LSP, motorist awareness of the "Share the Road" message at the local level is accomplished through the Motorcycle Awareness Campaign (MAC) chapters.

MAC chapter members will conduct the following activities to increase awareness of sharing the roadway among motorists:

Staff booths at motorcycle shops, fairs, festivals, and other community events where they personally deliver the "Share the Road" message to motorists in these high crash parishes. "Please Watch for Motorcycles" banners are displayed at all events.

Distribute brochures with the following motorist awareness messages: "Life Saving Information" and "Share the Road, Share the Ride".

Distribute "Please Watch for Motorcycles" yard signs to motorists in high incident parishes.

Partner with local businesses to put "Please Watch for Motorcycles" messages on billboards with concentration during Motorcycle Awareness Month in May.

Partner with local media to ensure the "Please Watch for Motorcycles" and "Share the Road" messages are included in print and TV news stories in May.

The LHSC, LSP, and MAC will conduct numerous earned media activities during the May Motorcycle Awareness Month beginning with the Louisiana Motorcycle Awareness and Safety Rally on the steps of the Louisiana State Capitol. The event is generally covered by all three TV network stations and aired on their evening news. "Please Watch for Motorcycles" billboards and banners will be placed in all high incident parishes. MAC Chapter members will talk to their local media outlets and issue a press release; the LHSC will issue a press release statewide reminding motorists to "Share the Road"; and the LSP will obtain a Proclamation signed by the Governor proclaiming May as Motorcycle Awareness Month. The LHSC's media contractor will assist with earned media outreach.

The LHSC's annual Marketing and Communications Plan includes May motorcycle activities which are implemented during the national Motorcycle Awareness Month and will be modified as needed for FFY 2019. Past campaigns included press releases, a press event, motorcycle rally on the Capitol steps, and radio public service announcements. The primary audience is vehicle motorists to raise their awareness of motorcyclists by promoting the "Share the Road" message. The LHSC will continue to promote motorcycle safety and incorporate messages into its activities when appropriate and will encourage the SHSP Regional Traffic Safety Coalitions to promote motorcycle safety messages and conduct activities in tandem with the LHSC.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC continues to support strategies, which are cornerstones for improving motorcyclist safety and reducing crashes, including support of the motorcycle helmet law, rider training, educating motorists about sharing the roadway with motorcycles, and reducing impaired riding. The LHSC assesses motorcycle crash data to identify Parishes with a high number of motorcycle crashes by crash type in problem identification and focuses resources to those Parishes to address the particular motorcyclist or motorist population. The LHSC uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 motorcycle safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for motorcycle safety countermeasures, the likelihood of our strategies reaching our goals increases. All proposed strategies are evidence-based and have been shown to be effective measures for impacting and reducing the number of motorcycle crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

There is very little flexibility in the use of 405f funding so it will largely be focused on motorist awareness efforts.

Evidence of Effectiveness: CTW, Chapter 5: Section 4

The LHSC estimates spending \$25,000 in 405 f funding to support this motorist awareness effort. Other countermeasures, such as HVE impaired driving enforcement and communications, will be leveraged to promote the messaging of driving and riding sober.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-1	Motorcycle Awareness	Earned Media

5.5 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The LHSC provides traffic safety leadership, training, and technical assistance to Louisiana's law enforcement community. The LHSC has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State's highway safety program. Louisiana incorporates an evidence-based data-driven approach in its statewide Traffic Safety Enforcement Program (TSEP). The statewide problem identification process used in the development of the HSP has been described earlier in the Highway Safety Planning Process section; the data analyses are designed to identify who is overrepresented in crashes as well as when, where, and why crashes are occurring. That section also notes how the LHSC identified 16 Tier 1 parishes for FFY 2019 that account for 70 percent of the State's total licensed driver population, 78 percent of total fatal and injury crashes, and 61 percent of the State's motor vehicle crash-related fatalities. The LHSC gives special emphasis in selecting law enforcement agencies and activities in these Tier 1 parishes to implement proven countermeasures to enhance traffic safety such as coordinating their efforts with the national "Click It or Ticket" and "Drive Sober Get or Pulled Over" mobilizations and the state's special enforcement waves. Data analyses also are conducted to identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

For FFY 2019, the LHSC is submitting information about all state and local law enforcement overtime efforts under Sustained Enforcement countermeasure areas in the HSP. This Police Traffic Services program area will include countermeasures to oversee Louisiana's federally funded state and local enforcement efforts as well as support law enforcement officers with the critical knowledge and skills they need to perform their traffic safety-related enforcement duties. The LHSC's Law Enforcement Liaisons (LEL) Program will have oversight of the state's local law enforcement efforts. The program is two tiered and includes Police Traffic Safety Contract Program Coordinators who will oversee and manage LELs assigned to each of the nine Louisiana State Police (LSP) troop areas. In addition, the Coordinators collectively manage local law enforcement agency grants in four LSP Troop areas. Through this two-tiered structure, Louisiana will ensure that all the State's law enforcement efforts are coordinated with the "Drive Sober Get Pulled Over" and "Click It or Ticket" national mobilizations, and other LHSC identified state enforcement waves. In FFY 2019, training courses for law enforcement officers will be provided statewide through the Louisiana State Police (LSP). Training courses will include the Standardized Field Sobriety Testing (SFST) Training Field Courses and Instructor Development Courses, Radar Instructor Development Course, Drug Recognition Expert (DRE) Courses, and Advanced Roadside Impaired Driving Enforcement (ARIDE) Field Courses.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	244.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	236.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	188.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	90.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Support
2019	Law Enforcement Outreach Liaison

5.5.1 Countermeasure Strategy: Law Enforcement Support

Program area	Police Traffic Services
Countermeasure strategy	Law Enforcement Support

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under

§ 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In FFY 2019, the Louisiana State Police (LSP) will subcontract with nationally recognized law enforcement training agencies to conduct specific training courses for law enforcement officers statewide. These training courses will include four Standardized Field Sobriety Testing (SFST) Training Field

Courses and two SFST Instructor Development Courses, one Radar Instructor Development Course, two Drug Recognition Expert (DRE) Courses and two DRE training courses, and four Advanced Roadside Impaired Driving Enforcement (ARIDE) Field Courses.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Enforcement of drug-impaired driving laws can be difficult. Typically, drug-impaired driving is only investigated when a driver is obviously impaired but the driver's BAC is low. If drivers have BACs over the illegal limit, many officers and prosecutors do not probe for drugs. The LHSC plans to employ drug recognition experts (DREs) to assist in investigating potential drug-impaired driving cases. The NHTSA recommends that DREs participate in HVE activities and checkpoints, and respond to serious and fatal crashes (CTW).

As mentioned previously in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Louisiana's Police Traffic Services Program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. The LHSC uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 Police Traffic Services program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Police Traffic Services countermeasures, the likelihood of our strategies reaching our goals increases. Enforcement efforts for impaired driving, non-restraint use, and speeding are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future campaigns.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The ARIDE training was created to address the gap in training between the SFST and the Drug Evaluation and Classification (DEC/DRE) Program. This 16-hour class is offered at least once in each of the eight Regional Traffic Safety Programs each year.

Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85% or more of cases (NHTSA, 1996).

Evidence of Effectiveness: CTW, Chapter 1: Section 7.1

It is estimated that over \$ 1,200,000 in 402, 405b, 405d funds will be used for DRE, SFST, ARIDE, speed and occupant protection-related training across the state. Other countermeasures, such as HVE impaired driving enforcement, will incorporate enforcement with DRE/ARIDE certified officers. With greater awareness by officers of the signs of drug impaired driving it is believed that greater detection, apprehension, and conviction of drug impaired drivers will occur.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-1	Law Enforcement Support	Law Enforcement Support

5.5.1.1 Planned Activity: Law Enforcement Support

Planned activity name	Law Enforcement Support
Planned activity number	PS-1
Primary countermeasure strategy	Law Enforcement Support

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Law Enforcement Training- DRE, ARIDE, Radar, SFST; LADRIVING

Enter intended subrecipients.

Louisiana State Police; Traffic Safety Consultant

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Support

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$238,518.00	\$59,630.00	\$0.00
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$360,156.00	\$90,039.00	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$602,217.00	\$150,554.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2 Countermeasure Strategy: Law Enforcement Outreach Liaison

Program area Police Traffic Services

Countermeasure strategy Law Enforcement Outreach Liaison

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The LHSC's Law Enforcement Liaisons (LEL) Program is two tiered. Police Traffic Safety Contract Program Coordinators will oversee and manage LELs who are assigned to each of the nine Louisiana State Police (LSP) troop areas. In addition, the Coordinators collectively manage local law enforcement agency grants in four LSP Troop areas. The Coordinators:

- manage local police departments' and sheriff's offices' high-visibility and sustained overtime enforcement sub grants in which each agency provides impaired driving and occupant protection enforcement that is coordinated with the "Drive Sober Get Pulled Over" and "Click It or Ticket" national mobilizations, and other LHSC identified state enforcement waves;
- provide technical assistance to local law enforcement agencies to so they can effectively participate in "Drive Sober Get Pulled Over" and "Click It or Ticket" national mobilizations and LHSC identified traffic safety enforcement mobilization periods;
- work with other agencies in their enforcement efforts;
- attend and participate in LHSC required traffic safety programs, conferences, and meetings; and
- provide LHSC required data and documentation.

LELs will assist all law enforcement agencies in the Troop A, B, C, D, E, F, G, I, and L areas with top priority given to LHSC law enforcement agency sub grantees. LHSC Law Enforcement Liaisons will:

- compile traffic safety statistics from law enforcement agencies and assist with analysis of the data,
- promote No Refusal weekends,
- conduct at least two site visits to each assigned law enforcement agencies every month to educate the agency on the “Drive Sober Get Pulled Over” and “Click It or Ticket”
- monitoring sub grants as assigned by LHSC management;
- attend monthly Strategic Highway Safety Plan (SHSP) regional coalition meetings in their assigned area;
- attend national, State, and regional LEL and traffic safety program meetings; and
- provide LHSC required data and documentation.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

LELs will assist all law enforcement agencies in the Troop A, B, C, D, E, F, G, I, and L areas with top priority given to LHSC law enforcement agency subgrantees. These LELs will attend national, State, and regional LEL and traffic safety program meetings, as well as monthly SHSP coalition meetings in the relevant geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; conduct at least two site visits to assigned law enforcement agencies each month to educate the agency on the impaired driving and occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote No Refusal weekends.

As mentioned previously, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Within Louisiana’s Police Traffic Services Program the LELs assist in the monitoring and deployment of evidence-based efforts that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow - up and necessary adjustments to programs and projects. The LHSC uses input collected throughout the year from planning partners and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 Police Traffic Services program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Police Traffic Services countermeasures, the likelihood of our strategies reaching our goals increases. Enforcement efforts for impaired driving, non-restraint use, and speeding are based on available data and focused on problem locations with the assistance of the LELs. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement’s effectiveness and enhance future campaigns.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

A consistent and uniform structure for promoting impaired driving and occupant protection countermeasures across the state is the reason the LHSC’s Law Enforcement Liaison Program is a selected countermeasure. The Police Traffic Safety Contract Program Coordinators and LELs are responsible for coordinating efforts of the local enforcement agencies including high-visibility enforcement activities such as participation in national and state mobilizations, saturation patrols, and sobriety checkpoints.

Evidence of Effectiveness: CTW, Chapter 1: Sections 2.1, 2.2, 2.3, 2.5, 6.5, and 7.1

It is estimated that nearly \$400,000 in 402 funding will be allocated for LELs across the state.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-2	Law Enforcement Liaisons	Law Enforcement Outreach Liaison

5.5.2.1 Planned Activity: Law Enforcement Liaisons

Planned activity name	Law Enforcement Liaisons
Planned activity number	PS-2
Primary countermeasure strategy	Law Enforcement Outreach Liaison

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Assist LHSC with law enforcement programs

Enter intended subrecipients.

William Stewart, Don Campbell, Larkin Riser, Brad McGlothren, Wayne McElveen, Morris Beverly, Wilbert Sanders, Aaron Chabaud

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Outreach Liaison

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$399,200.00	\$99,800.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Railroad Safety

Program area type Railroad Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Between 2011 and 2016, there were a total of 28 railroad/highway crossing fatalities and 170 injuries reported involving a train in Louisiana. Although on average, the number of railroad traffic fatalities equate less than one percent of all traffic fatalities in any given year, they still must be addressed if Louisiana is to reach Destination Zero Deaths. According to HSRG the parishes with the most train-vehicle crashes in 2016 were East Baton Rouge (7), Ouachita (6), and Tangipahoa (4). Even with the combined number of incidents, injuries, and fatalities related to highway rail crossings have declined since 1981, due in large part to the effective education and awareness programs led by Louisiana Operation Lifesaver (LOL). The LOL team tracks railroad/highway crossing deaths and injuries each year, and targets education efforts by Parish based upon the problem identification analysis.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Rail-highway fatalities	5 Year	2019	3.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Rail Grade Crossing Safety

5.6.1 Countermeasure Strategy: Rail Grade Crossing Safety

Program area	Railroad Safety
Countermeasure strategy	Rail Grade Crossing Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Although on average, the number of railroad traffic fatalities equate to less than one percent of all traffic fatalities in any given year, they still must be addressed if Louisiana is to reach Destination Zero Deaths. Even with the combined number of incidents, injuries, and fatalities related to highway rail crossings have declined since 1981, due in large part to the effective education and awareness programs led by Louisiana Operation Lifesaver (LOL).

The Louisiana Operation Lifesaver (LOL) team seeks to save lives, reduce crashes and injuries at rail grade crossing and railroad's rights-of-way. The team tracks railroad/highway crossing deaths and injuries each year, and targets education efforts by parish based upon the problem identification analysis. In FFY 2019, this will be done again through safety education presentations to individuals of all ages. The program will plan, organize, and conduct meetings, workshops, and presentations to support rail-grade safety; maintain, and utilize the LOL "presenters" database; coordinate the maintenance of the LOL website; train volunteers; and promote Operation Lifesaver programs in parishes with high railroad-grade collision rates.

Performance Measures

Number of railroad/highway-crossing fatalities.

Strategies

- Support Louisiana Operation Lifesaver.
- Establish a legislative framework for the LHSC program throughout FFY 2019.
- Conduct highway-rail at-grade crossing public education programs.
- Conduct highway-rail at-grade crossing officer training programs.
- Support Officer on a train educational program.
- Encourage strict enforcement of rail crossing violations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The Rail Grade Highway Crossings program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. The LHSC uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 Railroad/Highway Crossings program area. The LHSC also works closely with Louisiana Operation Lifesaver to implement new evidence-based strategies. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Rail Grade Highway Crossing countermeasures, the likelihood of our strategies reaching our goals increases. Enforcement efforts are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future campaigns. All proposed strategies are evidence-based, and have been shown to be effective measures for impacting and reducing the number of railroad/highway crossing crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Since the early part of this century, railroads have endeavored to educate the public about crossings. On their own initiative, many railroads developed materials and distributed them to the news media, law enforcement agencies, schools, and civic clubs. They made presentations at schools, civic club meetings, and other gatherings.

Today, these educational programs have evolved into a nationwide program called Operation Lifesaver, an international, non-profit education and awareness program dedicated to ending collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights of way. To accomplish its mission, Operation Lifesaver trains speakers to provide a safety message to their communities and promotes the 3 Es: education, enforcement, and engineering.

Evidence of Effectiveness: <http://www.oli.org>; CTW, Section 1: 6.5; Railroad-Highway Grade Crossing Handbook - Revised Second Edition August 2007 (FHWA)

The LHSC estimates that approximately \$42,000 in 402 funding will be spent on underage drinking enforcement which is commiserate with the size of the problem.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
RS-1	Railgrade Safety	Rail Grade Crossing Safety

5.6.1.1 Planned Activity: Railgrade Safety

Planned activity name	Railgrade Safety
Planned activity number	RS-1
Primary countermeasure strategy	Rail Grade Crossing Safety

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide railroad safety education

Enter intended subrecipients.

Louisiana Operation Lifesaver

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Rail Grade Crossing Safety

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$42,400.00	\$10,600.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Non-motorized (Pedestrians and Bicyclist)**Program area type** Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

According to FARS, 127 pedestrian fatalities and 22 bicyclist fatalities occurred in Louisiana in 2016. In 2017, pedestrian fatalities accounted for 15 percent of all fatalities on Louisiana roadways. Of those fatalities 47 percent of occurred during the evening hours between 6 p.m. and 12 a.m., while

20 percent occurred during the early morning hours of 12 a.m. to 6 a.m. Another twenty percent occurred during the afternoon hours between 12 p.m. to 6 p.m., and the remaining 13 percent occurred during the morning hours of 6 a.m. to 12 p.m. Between 2012 and 2017, an average of 18 bicycle fatalities occurred every year. During this same time, an average of 34 percent of all bicycle fatalities was alcohol-related. Also between 2012 and 2017, the average number of crashes involving a bicycle was 902.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	110.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	20.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian-Bicycle Education

5.7.1 Countermeasure Strategy: Pedestrian-Bicycle Education

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Pedestrian-Bicycle Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana uses a multifaceted approach to provide the maximum impact and likelihood for increasing pedestrian and bicyclist safety. While the Louisiana Department of Transportation and Development (DOTD) manages a bicycle and pedestrian safety program that plans, designs, and manages bicycle and pedestrian facilities to provide safe and accessible transportation all non-motorized travelers in the State, the LHSC provides leadership, training, data, and technical assistance to other state agencies, law enforcement agencies, and to local pedestrian and bicyclist safety projects. The LHSC program analyzes data to determine the populations and areas within the State that have the highest rate of pedestrian and

bicyclist crashes. The program is comprehensive in its geographic coverage, reach to high-risk populations, and engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures.

The projects LHSC will fund in FFY 2019 reach all ages of children, caregivers, and community members with pedestrian and bicyclist safety messages in schools and through community events; deliver messages to motorists about how to share the roads with pedestrians and bicyclists; as well as help schools develop school travel safety plans combined with programming to increase bicycle and pedestrian safety.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned previously in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing pedestrian and bicyclist safety, the LHSC provides leadership, training, data, and technical assistance to other state agencies, law enforcement agencies, and to local pedestrian and bicyclist safety projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of pedestrian and bicyclist crashes. Louisiana's pedestrian and bicyclist safety program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 pedestrian and bicyclist safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for pedestrian and bicyclist safety countermeasures, the likelihood of our strategies reaching our goals increase in reducing pedestrian and bicyclist fatalities and injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This project aims to help elementary and secondary schools develop school travel safety plans, educate the most vulnerable roadway users, promote safe traffic habits, and improve the safety of pedestrians and cyclists. These plans will aid in students being aware of how to walk and/or cycle to school in a safe manner. The program will coordinate with the school to develop the safest route for students to arrive and exit the school campus while walking and cycling. The program will be integrated into the school's physical education classes using a portable safety town for instruction, administer a parent survey, perform a walk audit, set transportation goals, and develop strategies to improve pedestrian and bike safety. A media component will also be included to educate all motorists on sharing the road.

Evidence of Effectiveness: CTW, Chapter 8: Sections 2.1 and 2.3, Chapter 9: Sections 1.3, 1.4, 2.2, 3.3, and 4.1 and 4.2

The LHSC estimates approximately \$200,000 in 402 funds will be expended for pedestrian and bicycle safety projects.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PB-1	Pedestrian Bike Safety	Pedestrian-Bicycle Education

5.7.1.1 Planned Activity: Pedestrian Bike Safety

Planned activity name
Pedestrian Bike Safety

Planned activity number PB-1

Primary countermeasure strategy Pedestrian-Bicycle Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

These activities will reach all ages of children, caregivers, and community members with pedestrian and bicyclist safety messages in schools and through community events; deliver messages to motorists about how to share the roads with pedestrians and bicyclists; as well as help schools develop school travel safety plans combined with programming to increase bicycle and pedestrian safety.

Enter intended subrecipients.

Bike Easy; New Orleans Health Department; Regional Planning Commission; CenLA Walk-N-Roll; Lexlee's Kids

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Pedestrian-Bicycle Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$203,700.00	\$50,925.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Louisiana has a strong culture and the LHSC realizes that their communications program plays an integral role in making behavioral change. The LHSC paid media campaigns and earned media efforts include a social media aspect. The LHSC will conduct paid and earned media campaigns to support the enforcement activities and inform the public about impaired driving, occupant protection, and distracted driving laws.

The LHSC will contract with a media firm in FFY 2019 for placement of paid media to support the national "Click It or Ticket" and "Driver Sober or Get Pulled Over" mobilizations and a July distracted driving campaign. Media placements will be based on data-driven demographic and geographic locations that support and enhance the on-going high visibility enforcement campaigns. The paid media campaigns will include primarily radio and online media outlets with some television and outdoor placements. The media outlets utilized will vary and be dependent on campaign demographic and the geographic area to reach the targeted audience. The gross rating point average of all paid media campaigns for network buys are measured and LHSC assesses the effectiveness of paid media outreach using attitudinal surveys.

The earned media campaign will focus heavily on seat belts and child passenger safety. The LHSC will issue occupant protection focused opinion editorials, letters to the editor, and news releases during nationally recognized safety and injury prevention weeks and during state enforcement waves. In addition, LHSC will promote and encourage local earned media activities through the Strategic Highway Safety Plan (SHSP) Regional Traffic Safety Coalitions. New research and the results of the occupant protection usage surveys and child safety seat usage surveys will also be publicized. The LHSC also provides funds to the LSP for the public information officers (PIOs). PIOs are responsible for all LSP media relations, public relations, and public education. They also serve as official spokespersons for the LSP and help promote a clear and consistent message of the importance of seat belt use, child restraint seat use, and the dangers of impaired and distracted driving to the public at every opportunity.

The agency's website will continue to include an occupant protection page with information and resources. Facebook, Twitter, and YouTube will continue to be used to expand the reach for sharing information about occupant protection.

Newspaper clippings will be monitored by the LHSC. The majority of law enforcement agencies now include seat belt and child safety seat use and nonuse in their reports of motor vehicle crashes, consequently, media outlets are also including this information in their news stories.

The media outlets utilized for the media buys may vary slightly by demographic area and campaign in order to reach the targeted audiences, however the media firm will include stations and online platforms in all campaign buy plans that will reach diverse populations given the limits of the campaign budgets.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Distracted Driving	5 Year	2019	153.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	244.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	236.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Paid Media
2019	MC-Communication Campaign
2019	Earned Media

5.8.1 Countermeasure Strategy: Paid Media

Program area	Communications (Media)
Countermeasure strategy	Paid Media

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the

assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana has a strong culture and the LHSC realizes that their communications program plays an integral role in making behavioral change. In 2019, the LHSC's communications plan will consist of paid and earned media focused on impaired driving, occupant protection, and distracted driving to directly support the enforcement activities and inform the public about impaired driving, occupant protection, and distracted driving laws. The plan will be based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data.

Paid media will be focused on a "Click It or Ticket" occupant protection media placement in May/June, a distracted driving campaign in July, and an impaired driving media placement to coincide with the national "Drive Sober Get Pulled Over" mobilization around Labor Day. Louisiana uses the national "Click It or Ticket" and "Drive Sober Get Pulled Over" branding and messages, but will also supplement the national impaired driving message with some Louisiana creative for the online and outdoor pieces that highlights the costs of DWI and having a designated driver. The LHSC will use the national creative for distracted driving and tag it for Louisiana.

The anticipated total media buy budget for FFY 2019 is \$700,000. The impaired driving media budget will be \$550,000, for a statewide buy that will be a mixture of television, online, and outdoor media placement. An ad budget of \$50,000 for occupant protection will be targeted to radio and online placements, while another \$50,000 for the distracted driving campaign will be a statewide radio buy. The remaining \$50,000 will be reserved for creative work. A similar amount of funds for the 2018 "Click It or Ticket" campaign buy was for radio and online only and it is anticipated that same approach would be taken in FFY 2019. To maximize its impact, the buy was focused on central and north Louisiana because that's where data identified the lowest belt usage rates. The media outlets utilized for the media buys may vary slightly by demographic area and campaign in order to reach the targeted audiences, however the media firm will include stations and online platforms in all campaign buy plans that will reach diverse populations given the limits of the campaign budgets.

The media contractor will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The proven countermeasure strategy of high visibility enforcement is the cornerstone of the LHSC's occupant protection, impaired driving, and distracted driving countermeasures. Statewide coordinated overtime enforcement is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data and focused on the State's Tier 1 parishes.

The primary purpose of publicized highly visible enforcement is to deter high risk behaviors, such as driving after drinking, cell phone use while driving or riding unrestrained, by increasing the perceived risk of arrest or a citation. To do this, grant-funded state and local law enforcement efforts will be publicized extensively and coincide with enforcement activity, as part of an ongoing Sustained Enforcement program which includes national mobilizations and state mandated enforcement waves. Publicized checkpoints and saturation patrols, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Publicized checkpoints and saturation patrols, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each. Fifteen high quality studies of short-term high visibility enforcement programs increased belt use by about 16 percentage points with greater gains when pre-program belt use was lower. High visibility enforcement campaigns have been shown to be effective in increasing seat belt use by 4.6 percentage points in primary use states. These same enforcement efforts have been shown to increase belt use among traditionally lower belt use groups including young drivers, rural drivers, males, African-Americans, and Hispanics. Distracted driving communications and outreach campaigns for the general public face different, but equally difficult, obstacles than drowsy driving

campaigns. Drivers “know” at some level that they should be alert. However, distractions come in many forms. Distractions outside the car are not under the driver’s control. Many distractions inside the car also cannot be controlled easily (conversations, children), or are intentional (listening to the radio or CD player, eating). They may in fact be useful, to keep drivers alert on a long trip. The state will continue to develop, refine and educate drivers on the dangers of distracted driving.

Evidence of Effectiveness: CTW, Chapter 1: Section 2 and Section 5; Chapter 2: Section 3 and Section 6; and Chapter 4: Section 2.2

The LHSC estimates that approximately \$700,000 in 402, 405b, and 405d funding will be spent on occupant protection, impaired driving, and distracted driving paid media in FFY 2019.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Comm - 2	Comm - Paid Media	Paid Media

5.8.1.1 Planned Activity: Comm - Paid Media

Planned activity name	Comm - Paid Media
Planned activity number	Comm - 2
Primary countermeasure strategy	Paid Media

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

General paid media campaign

Enter intended subrecipients.

Graham Group

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Paid Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$50,000.00	\$12,500.00	\$0.00
2019	FAST Act 405b OP Low		\$50,000.00	\$12,500.00	
2019	FAST Act 405e Special Distracted Driving		\$50,000.00	\$12,500.00	
2019	FAST Act 405d Impaired Driving Mid		\$550,000.00	\$137,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.2 Countermeasure Strategy: MC-Communication Campaign

Program area Motorcycle Safety

Countermeasure strategy MC-Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana's motorcyclist awareness program was developed by the LHSC per R.S. 48:1351 with the designated authority and jurisdiction over motorcyclist safety issues. Louisiana's motorcycle safety awareness program was developed initially through collaboration between the Department of Education (DOE), the Louisiana Highway Safety Commission (LHSC), Motorcycle Awareness Campaign (MAC), American Bikers Active Toward Education (ABATE), safety professionals and motorcycle enthusiasts. Louisiana, through legislative action, transferred the management of the motorcycle safety training program to the Louisiana State Police (LSP).

Both the LSP and the LHSC play an active role in training and education programs conducted in Louisiana. The mission of the Louisiana Department of Public Safety's Motorcycle Safety, Awareness, and Operator Training Program is to reduce the number of motorcycle related traffic crash injuries and fatalities in Louisiana through quality training and comprehensive motorcycle awareness projects. In addition to oversight of the motorcycle safety training program, the LSP provides and distributes motorcyclist awareness information and materials statewide through events and activities conducted by the Troop commands. The Louisiana State Police's Public Information Officers distribute messages locally about (motorists) sharing the roads with motorcyclists through crash media releases involving motorcycles and other vehicles. LSP also participates in safety fairs, parades, rallies, festivals, and other events as requested in each of the high incident parishes at which they disseminate "Share the Road" pamphlets to encourage motorists in these high crash areas to be extra vigilant in these areas. In addition to statewide coverage provided by the LSP, motorist awareness of the "Share the Road" message at the local level is accomplished through the Motorcycle Awareness Campaign (MAC) chapters.

MAC chapter members will conduct the following activities to increase awareness of sharing the roadway among motorists:

Staff booths at motorcycle shops, fairs, festivals, and other community events where they personally deliver the "Share the Road" message to motorists in these high crash parishes. "Please Watch for Motorcycles" banners are displayed at all events.

Distribute brochures with the following motorist awareness messages: "Life Saving Information" and "Share the Road, Share the Ride".

Distribute "Please Watch for Motorcycles" yard signs to motorists in high incident parishes.

Partner with local businesses to put "Please Watch for Motorcycles" messages on billboards with concentration during Motorcycle Awareness Month in May.

Partner with local media to ensure the "Please Watch for Motorcycles" and "Share the Road" messages are included in print and TV news stories in May.

The LHSC, LSP, and MAC will conduct numerous earned media activities during the May Motorcycle Awareness Month beginning with the Louisiana Motorcycle Awareness and Safety Rally on the steps of the Louisiana State Capitol. The event is generally covered by all three TV network stations and aired on their evening news. "Please Watch for Motorcycles" billboards and banners will be placed in all high incident parishes. MAC Chapter members will talk to their local media outlets and issue a press release; the LHSC will issue a press release statewide reminding motorists to "Share the Road"; and the LSP will obtain a Proclamation signed by the Governor proclaiming May as Motorcycle Awareness Month. The LHSC's media contractor will assist with earned media outreach.

The LHSC's annual Marketing and Communications Plan includes May motorcycle activities which are implemented during the national Motorcycle Awareness Month and will be modified as needed for FFY 2019. Past campaigns included press releases, a press event, motorcycle rally on the Capitol steps, and radio public service announcements. The primary audience is vehicle motorists to raise their awareness of motorcyclists by

promoting the "Share the Road" message. The LHSC will continue to promote motorcycle safety and incorporate messages into its activities when appropriate and will encourage the SHSP Regional Traffic Safety Coalitions to promote motorcycle safety messages and conduct activities in tandem with the LHSC.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC continues to support strategies, which are cornerstones for improving motorcyclist safety and reducing crashes, including support of the motorcycle helmet law, rider training, educating motorists about sharing the roadway with motorcycles, and reducing impaired riding. The LHSC assesses motorcycle crash data to identify Parishes with a high number of motorcycle crashes by crash type in problem identification and focuses resources to those Parishes to address the particular motorcyclist or motorist population. The LHSC uses input collected throughout the year from planning partners identified in the Highway Safety Planning Process section and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 motorcycle safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for motorcycle safety countermeasures, the likelihood of our strategies reaching our goals increases. All proposed strategies are evidence-based and have been shown to be effective measures for impacting and reducing the number of motorcycle crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

There is very little flexibility in the use of 405f funding so it will largely be focused on motorist awareness efforts.

Evidence of Effectiveness: CTW, Chapter 5: Section 4

The LHSC estimates spending \$25,000 in 405 f funding to support this motorist awareness effort. Other countermeasures, such as HVE impaired driving enforcement and communications, will be leveraged to promote the messaging of driving and riding sober.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-1	Motorcycle Awareness	Earned Media

5.8.3 Countermeasure Strategy: Earned Media

Program area	Communications (Media)
Countermeasure strategy	Earned Media

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In FFY 2019, the LHSC will enter into a contract with a firm to coordinate all LHSC earned media efforts. The contractor will develop a communications plan that includes social media management, press releases, and news events for the purpose of raising awareness of traffic safety issues across Louisiana, as well as coordinate with LHSC's paid media contractor and other traffic safety partners to maximize effectiveness of traffic safety messaging. The earned media contractor will coordinate social media platforms, and provide a monthly analysis on the social media posts and what target audience or "following" they had, the distribution of any press releases, and coverage of any news events conducted. The contractor will also provide an annual summary report of all earned media activities.

The earned media campaign will focus heavily on seat belts and child passenger safety. The LHSC will issue occupant protection focused opinion editorials, letters to the editor, and news releases during nationally recognized safety and injury prevention weeks and during state enforcement waves. In addition, LHSC will promote and encourage local earned media activities through the Strategic Highway Safety Plan (SHSP) Regional Traffic Safety Coalitions. New research and the results of the occupant protection usage surveys and child safety seat usage surveys will also be publicized. The LHSC also provides funds to the LSP for the public information officers (PIOs). PIOs are responsible for all LSP media relations, public relations, and public education. They also serve as official spokespersons for the LSP and help promote a clear and consistent message of the importance of seat belt use, child restraint seat use, and the dangers of impaired and distracted driving to the public at every opportunity.

The LHSC paid media campaigns and earned media efforts will include a social media aspect. The agency's website will continue to include an occupant protection page with information and resources. Facebook, Twitter, and YouTube will continue to be used to expand the reach for sharing information about occupant protection, impaired and distracted driving, and other traffic safety issues.

LHSC will continue to contract with a media monitoring service to collect articles relating to impaired driving, occupant protection, distracted driving, teens, and a number of other topics of interest to LHSC that had an estimated value. Obtaining media clippings from across the state allows the LHSC to see the types and content of media appearing, the approximate value of each story, and the number and approximate value of earned media by program area.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The proven countermeasure strategy of high visibility enforcement is the cornerstone of the LHSC's occupant protection, impaired driving, and distracted driving countermeasures which are focused on the State's Tier 1 parishes for fatalities. The primary purpose of publicized highly visible enforcement is to deter high risk behaviors, such as driving after drinking, cell phone use while driving, or riding unrestrained, by increasing the perceived risk of arrest or a citation. State and local law enforcement efforts will be promoted extensively through various earned media avenues by the LHSC, all grant-funded enforcement agencies, and the SHSP Regional Traffic Safety Coalitions and coincide with enforcement activity, as part of an ongoing Sustained Enforcement program.

The LHSC estimates that approximately \$50,000 in 402 funding will be spent to coordinate occupant protection, impaired driving, and distracted driving earned media to amplify the State's yearlong high visibility enforcement, in addition to \$3,000,000 in 402, 405b, and 405d funds for the Sustained Enforcement Program which also contributes to paid media.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Publicized checkpoints and saturation patrols, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each. Fifteen high quality studies of short-term high visibility enforcement programs increased belt use by about 16 percentage points with greater gains when pre-program belt use was lower. High visibility enforcement campaigns have been shown to be effective in increasing seat belt use by 4.6 percentage points in primary use states. These same enforcement efforts have been

shown to increase belt use among traditionally lower belt use groups including young drivers, rural drivers, males, Africa-Americans, and Hispanics. Distracted driving communications and outreach campaigns for the general public face different, but equally difficult, obstacles than drowsy driving campaigns. Drivers “know” at some level that they should be alert. However, distractions come in many forms. Distractions outside the car are not under the driver’s control. Many distractions inside the car also cannot be controlled easily (conversations, children), or are intentional (listening to the radio or CD player, eating). They may in fact be useful, to keep drivers alert on a long trip. The state will continue to develop, refine and educate drivers on the dangers of distracted driving.

Evidence of Effectiveness: CTW, Chapter 1: Section 2 and Section 5; Chapter 2: Section 3 and Section 6; and Chapter 4: Section 2.2

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Comm - 1	Comm - Earned Media	Earned Media
MC-1	Motorcycle Awareness	Earned Media
OP-3	Occupant Protection Sustained Enforcement	OP-Sustained Enforcement
ID-5	Impaired Driving (Drug and Alcohol) Sustained Enforcement	ID-Sustained Enforcement
ID-7	JUDE	Underage Drinking Enforcement

5.8.3.1 Planned Activity: Comm - Earned Media

Planned activity name	Comm - Earned Media
Planned activity number	Comm - 1
Primary countermeasure strategy	Earned Media

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

General earned media campaign

Enter intended subrecipients.

Lambert Media

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Earned Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402		\$49,900.00	\$12,475.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.3.2 Planned Activity: Motorcycle Awareness

Planned activity name Motorcycle Awareness
Planned activity number MC-1
Primary countermeasure strategy Earned Media

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Increase awareness of sharing the roadway with motorcyclists among motorists through community activities and partnering with local media.

Enter intended subrecipients.

Motorcycle Awareness Committee

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	MC-Communication Campaign
2019	Earned Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	\$48,000.00	\$12,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

According to FARS, of fatal crashes in 2016, nine percent of the drivers involved were young drivers (age 20 or younger). This is significant, because drivers age 15 to 20 make up 9.4 percent of all licensed drivers in the State so they have experienced a normal representation in crashes for 2016 after being overrepresented in crashes in previous years. Of the 75 fatal crashes involving drivers age 15 to 20 that were tested, 39 percent (29) were

alcohol involved. Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel does not have the skills or experience needed to recognize a hazard and take corrective action.

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

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

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	244.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	236.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	87.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	YD-School Programs

5.9.1 Countermeasure Strategy: YD-School Programs

Program area Young Drivers

Countermeasure strategy YD-School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Louisiana's Strategic Highway Safety Plan (SHSP) coordination is enhanced by the Regional Traffic Safety Coalitions which includes local governments, local law enforcement, metropolitan planning organizations (MPO), and other traffic safety advocates who share a common goal of achieving statewide targets at the regional-level utilizing local solutions to improve safety. The Regional Traffic Safety Coalitions focus on the five statewide SHSP emphasis areas, four of which are behavioral (occupant protection, impaired driving, young drivers, and distracted driving) in their regional action plans. Of course all four of these emphasis areas include strategies and actions that can impact young driver crashes. The LHSC staff is integrally involved in SHSP and serve on the Executive Committee, Implementation Team, Young Driver Emphasis Area Team, Impaired Driving Emphasis Area Team, and co-chair the Occupant Protection and Distracted Driving Emphasis Area Teams. This strong collaboration across the State at multiple levels helps the LHSC not only understand young driver issues, but builds a strong team of safety partners and advocates to address young driver issues and support those who implement young driver programs. The LHSC has a strong Young Driver Traffic Safety Program that provides traffic safety awareness and education to youth across the State.

The School Program countermeasure strategy includes a number of young driver projects aimed at high schools students and incoming freshmen at colleges or universities across the State that focus on the Louisiana GDL law, teaching the importance of proper seat belt usage, and the dangers associated with impaired driving and distracted driving. The programs use various means of engagement with the youth including classroom presentations and driving simulations, creating peer-to-peer video messages, social norms theory and social marketing techniques to create individualized high school campaigns, mock crashes, mock trials, hospital presentations complete with trauma center tours, and educational presentations and the use testimonials about the lasting effects of traumatic brain and spinal cord injuries as a result of poor decisions made while driving. Several projects also reach out to parents to raise awareness about the dangers that young drivers face on the roadway through community events or driver's education school parent sessions.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the Highway Safety Planning Process section, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The youth-based programs statewide efforts that include peer-to-peer education and prevention strategies funded for FFY 2019 are targeted towards novice drivers, under 20, who are the most likely to take risks on the road, including drinking and driving. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eight Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2019 young driver program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for young driver countermeasures, the likelihood of our strategies reaching our goals increases. With a highly effective GDL law in place in Louisiana, these evidence-based education programs were chosen to compliment and support the law which will lead to fewer young driver crashes. The LHSC will continue to assess, seek out best practices, and fund eligible youth-based projects which support the FFY 2019 HSP performance targets and strategies including those that provide education and outreach to counter underage drinking, encourage seat belt use and curb distracted driving.

The LHSC anticipates spending approximately \$725,000 in 402 and 164AL funds on young drivers programs in FFY 2019.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Schools provide well-defined and somewhat controlled audiences for numerous traffic safety messages, such as; seat belt use, impaired, and distracted driving. Education and other communications strategies can be tailored to a specific audience. School programs have been shown to increase belt use in the few evaluations of school programs that have been conducted. Williams, Wells, and Ferguson (1997) conducted a pilot program to increase restraint use and rear seating position among elementary schools and day care centers.

Evidence of Effectiveness: (CTW, Chapter 1: Section 6.5; Chapter 2: Section 7.1)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
YD-1	Young Driver Education	

5.9.1.1 Planned Activity: Young Driver Education

Planned activity name: Young Driver Education

Planned activity number: YD-1

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Youth traffic safety education

Enter intended subrecipients.

Tangipahoa Parish TRACC Coalition; ThinkFirst; Lafourche SADD; Louisiana Youth Advisory; Community Support Programs, Inc.; Louisiana Tech University; Southwest Louisiana Area Health Education Center; Lexlee's Kids, Inc. University Medical Center Medical Corporation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 YD-School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402		\$590,138.00	\$147,535.00	\$338,118.00
	2019	164 Transfer Funds-AL	164 Alcohol	\$137,868.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.10 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Louisiana Highway Safety Commission (LHSC) serves as the primary agency responsible for ensuring that the State's highway safety concerns are identified and addressed through the development and implementation of the State and Community Highway Safety Grant Program and other state- and Federal-funded highway safety programs. To fulfill this responsibility, the LHSC conducts analysis of data to identify the State's overall highway safety problems and set performance targets, selects and implements countermeasure strategies and programs, monitors progress and evaluates program results each year. The LHSC works with a wide variety of partners and safety stakeholders at the federal, state, and local level to impact highway safety and reduce traffic related crashes, fatalities and injuries. A more complete description of the process followed by the LHSC is in the Highway Safety Planning Process section.

The LHSC is responsible for the operation of Louisiana's State and Community Highway Safety Grant Program and other state- and Federal-funded highway safety programs. The LHSC provides management, supervision, and support services for the activities necessary to carry out this responsibility. Planning and Administration provides for the management of the LHSC programs, including employment of personnel to manage programs, associated travel, conference fees, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.

The LHSC's goal is to administer a fiscally responsible and effective highway safety program that is data-driven, includes strategic partners and stakeholders, and addresses the State's specific safety characteristics.

In FFY 2019, the LHSC will:

Administer the statewide traffic safety program:

- Implement the FFY 2019 HSP and develop future initiatives;
- Provide sound fiscal management for traffic safety programs;
- Coordinate state plans with other Federal, state, and local agencies; and
- Assess program outcomes.

Provide data required for Federal and state reports.

Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

Identify and prioritize highway safety problems for future LHSC attention, programming, and activities.

Implement program management and oversight for all activities within this priority area.

The LHSC staff, their positions, and funding source (federal/state) is provided in the table below.

Table: Positions and Funding Source

Position	Current Staff		Federal	State
Executive Director	Lisa Freeman	Planning and Administration	50%	50%
Deputy Director	Dortha Cummins	Planning and Administration	50%	50%
Accountant 4	Josh McDaniels	Planning and Administration	50%	50%
Executive Staff Officer	Vacant	Planning and Administration	50%	50%
LHSC Public Information Officer*	Vacant	Program Management	100%	-
Program Coordinator 3	Lyrice Johnson	Program Management	100%	-
Program Coordinator 2	A'Kimberly Short	Program Management	100%	-
Program Coordinator 2	Chuck Miller	Program Management	100%	-
Program Coordinator 2	Jessica Bedwell	Program Management	100%	-
Program Coordinator 2	Chela Mitchell	Program Management	100%	-
Program Coordinator 2	Johnathan Hill	Program Management	100%	-
Program Coordinator 2/Fiscal Manager	Demetrious Allen	Planning and Administration	50%	50%
Administrative Coordinator 4	Ladricka Hill Minor	Planning and Administration	50%	50%
Grants/Reviewer 2*	Cindy Wheeler	Planning and Administration	50%	50%
Grants/Reviewer 1*	Ruth Zanders	Planning and Administration	50%	50%
Administrative Coordinator (Temporary)	Vacant	Planning and Administration	50%	50%
Student Worker	Vacant	Planning and Administration	50%	50%

* Percentages are based on all LHSC projects – these positions support all LHSC projects. Projects will be monitored and adjustments made to percentages if necessary.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-1	Planning and Administration	

5.10.1 Planned Activity: Planning and Administration

Planned activity name	Planning and Administration
Planned activity number	PA-1
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Electronic Grants Management System; Annual statewide surveys

Enter intended subrecipients.

SmartSimple Software Inc, Preusser Research Group

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$245,000.00	\$122,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-3	Occupant Protection Sustained Enforcement	OP-Sustained Enforcement
PS-2	Law Enforcement Liaisons	Law Enforcement Outreach Liaison
PS-1	Law Enforcement Support	Law Enforcement Support
ID-5	Impaired Driving (Drug and Alcohol) Sustained Enforcement	ID-Sustained Enforcement
ID-7	JUDE	Underage Drinking Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The statewide problem identification process used in the development of the HSP has been described earlier; the data analyses are designed to identify who is overrepresented in crashes as well as when, where, and why crashes are occurring. As noted in the Highway Safety Planning Process section, the LHSC identified 16 parishes that account for the State's greatest portion of highway safety problems. These parishes also are the top 16 parishes in terms of population and special emphasis is given to law enforcement agencies in these identified Top Tier parishes to implement proven countermeasures to enhance traffic safety. Data analyses also are conducted to identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data are provided to local law enforcement agencies as part of a statewide problem identification. Furthermore, local crash information is available through the HSRG website to law enforcement continuously. The HSRG website provides specific and detailed data such as location, time of day, and day of week crash information that law enforcement use to identify strategies to improve traffic safety in their communities. Agencies use local data for resource allocation and evidence-based enforcement to address their specific problem(s).

Enter explanation of the deployment of resources based on the analysis performed.

The LHSC has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State's highway safety program. Louisiana incorporates an evidence-based data-driven approach in its statewide Traffic Safety Enforcement Program (TSEP).

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies. The LHSC uses the NHTSA publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Louisiana's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data, or utilize the data provided by HSRG (HSRG Crash Reports), to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, failure to wear seatbelts, and speeding. Additional strategies deployed include enforcement during specific times of day when more crashes occur, nighttime impaired driving checkpoints, and enforcement of high-risk occupant protection populations, such as at night, with additional focus on occupant protection of pickup truck occupants. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Paid Media

OP-Sustained Enforcement

MC-Communication Campaign

Law Enforcement Outreach Liaison

ID-Sustained Enforcement

Earned Media

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-3	Occupant Protection Sustained Enforcement	OP-Sustained Enforcement
ID-5	Impaired Driving (Drug and Alcohol) Sustained Enforcement	ID-Sustained Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Police Traffic Services

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Abbeville Police Department

Abbeville Police Department

Alexandria Police Department

Ascension Sheriff's Office

Baton Rouge Police Department

Bogalusa Police Department

Bossier Sheriff's Office

Caddo Sheriff's Office

Calcasieu Sheriff's Office

East Baton Rouge Sheriff's Office

Denham Springs Police Department

Bossier Sheriff's Office

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

All sub-grantee agencies are mandated to support the "Click It or Ticket" national mobilization with specific overtime enforcement. The Louisiana State Police (LSP) and approximately 40 police departments and sheriff's offices working on Overtime Traffic Safety Enforcement sub grants will join 50 to 125 local agencies who will receive Special Waves Enforcement sub grants to conduct saturation patrols in support of the "Click It or Ticket" national mobilization.

Each agency contract delineates the occupant protection overtime hours assigned to that agency. All agencies are required to work at least 15 percent of their grant funded overtime at night, between the hours of 6:00 p.m. – 6:00a.m. Sub-grantee agencies are required to report all enforcement data to the LHSC office. The Louisiana State Police (LSP) Public Information Officer (PIO) will conduct pre- and post-enforcement earned media events to support their enforcement activities and increase public awareness. LHSC will promote and encourage local earned media activities through the Strategic Highway Safety Plan (SHSP) Regional Traffic Safety Coalitions. In addition, the LHSC's website will include an occupant protection page with information and resources. Facebook, Twitter, and YouTube will continue to be used to expand the reach for sharing information about "Click It or Ticket" and occupant protection in general.

The LHSC contracts with a media firm for placement of paid media to support the "Click It or Ticket" national mobilization. Media placements are based on data-driven demographic and geographic locations that support and enhance the high visibility enforcement campaign. The paid media campaign will include an ad budget of \$50,000 for radio and online placements. The media outlets utilized may vary slightly by demographic area and campaign to reach the targeted audience, however our media firm will continue to include stations and online platforms in all campaign buy plans that will reach diverse populations given the limits of the campaign budgets.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

YD-School Programs

Earned Media

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-1	CPS Training	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 92

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 100

Populations served - rural 100

Populations served - at risk 100

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Earned Media

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-1	CPS Training	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 7

Estimated total number of technicians 175

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	Yes
Occupant protection statute	Yes
Seat belt enforcement	Yes
High risk population countermeasure program	Yes

Comprehensive occupant protection program No

Occupant protection program assessment Yes

Primary enforcement seat belt use statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.

R.S. 32:295

Occupant protection statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Requirement for occupants to be secured in a seat belt.

R.S. 32:295.1

Requirement for occupants to be secured in an age appropriate child restraint.

RS 32:295

Coverage of all passenger motor vehicles.

R.S. 32:295.1

Minimum fine of at least \$25.

RS 32:295.1

Click Add New to provide legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citation	Amended Date
----------	--------------

R.S. 32:295.1	
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Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

YD-School Programs

Paid Media

OP-Sustained Enforcement

Law Enforcement Support

Law Enforcement Outreach Liaison

ID-Sustained Enforcement

Earned Media

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Comm - 1	Comm - Earned Media	Earned Media
Comm - 2	Comm - Paid Media	Paid Media
OP-3	Occupant Protection Sustained Enforcement	OP-Sustained Enforcement

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

YD-School Programs

Paid Media

OP-Sustained Enforcement

OP-School Programs

MC-Communication Campaign

Law Enforcement Outreach Liaison

Earned Media

Community Outreach

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Comm - 2	Comm - Paid Media	Paid Media
OP-1	CPS Training	Child Restraint System Inspection Station(s)
OP-2	Occupant Protection School Program Rock the Belt	OP-School Programs
YD-1	Young Driver Education	

OP-3

Occupant Protection Sustained Enforcement

OP-Sustained Enforcement

PS-2

Law Enforcement Liaisons

Law Enforcement Outreach Liaison

Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment 3/10/2017

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

6/22/2018

5/15/2018

3/2/2018

11/28/2017

8/23/2017

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Karla L. Houston

Title of State's Traffic Records Coordinator: Coordinator, LA Traffic Records Coordinating Committee

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

TRCC EXECUTIVE COMMITTEE MEMBERS		
Agency	Traffic Records System Represented	Member
Louisiana Department of Transportation & Development	Roadway	Dan Magri, P.E., TRCC Chair, Deputy Assistant Secretary, Office of Planning
Louisiana Highway Safety Commission	Crash & Roadway	Dortha Cummins, TRCC Vice Chair, Deputy Director
Traffic Records Coordinating Committee	TRCC	Karla Houston, TRCC Coordinator
Federal Highway Administration (non-voting member)	Federal, Non-Voting Member	Betsey Tramonte, Transportation Specialist – Safety
Federal Motor Carrier Safety Administration (non-voting member)	Federal, Non-Voting Member	William Norris, Division Administrator
Highway Safety Research Group	Crash, Roadway	Cory Hutchinson, Ph.D., Director
Louisiana Ambulance Alliance	EMS/Injury	Donna Newchurch, Executive Director
Louisiana District Attorney's Association	Citation/Adjudication	Dale Polozola, IT Director
Louisiana Emergency Response Network	EMS/Injury	Paige Hargrove, Executive Director
Louisiana Highway Safety Commission	Crash & Citation/Adjudication	Lisa Freeman, Executive Director
Louisiana Local Technical Assistance Program	Crash & Roadway	Marie Walsh, Ph.D., Director
Louisiana Office of Motor Vehicles	Vehicle, Driver & Citation/Adjudication	Ashley Spiers, Manager Compulsory Insurance Unit
Louisiana Office of Public Health, Bureau of Health Informatics	EMS/Injury	Jay Besse, Chief Data Officer
Louisiana State Police	Crash & Citation/Adjudication	Lt. John Riles, Commander, Troop L
Louisiana Supreme Court	Citation/Adjudication	Norm Gobert, Court Case Management Systems Director
National Highway Traffic Safety Administration	Federal, Non-Voting Member	Kenneth Copeland, Regional Programs Manager

TECHNICAL COMMITTEE TRCC

Agency	Traffic Records System Represented	Member
Traffic Records Coordinating Committee	TRCC	Karla Houston, TRCC Coordinator
Calcasieu Parish Sheriff's Office	Crash & Citation/Adjudication (Local Agency)	Sgt. Luke Pierrotti, Crash Reconstruction/Training/Risk Mgt.
Calcasieu Parish Sheriff's Office	Crash & Citation/Adjudication (Local Agency)	Lt. Roger Thomas
Federal Highway Administration	Federal, Non-Voting Member	John Broemmelsiek, ITS/Traffic Operations Engineer
Federal Highway Administration	Federal, Non-Voting Member	Betsey Tramonte, Transportation Specialist – Safety

Agency	Traffic Records System Represented	Member
Federal Motor Carrier Safety Administraon	Federal, Non-Voting Member	William Norris, Division Administrator
Federal Motor Carrier Safety Administraon	Federal, Non-Voting Member	Jonathan Weiner, Program Manager
Highway Safety Research Group	Crash, Roadway	Cory Hutchinson, Ph.D., Director
Louisiana Ambulance Alliance	EMS/Injury	Donna Newchurch, Executive Director
Louisiana Center for Transportao n Safety	Crash	Dortha Cummins, Director, TRCC Vice Chair
Louisiana Department of Transportao n & Development	Roadway	Bryan Costello, P.E., Highway Safety Engineer
Louisiana Department of Transportaon & De velopment	Roadway	Dan Magri, Deputy Assistant Secretary, Office of Planning, TRCC Chair
Louisiana Department of Transportaon & De velopment	Roadway	Adriane McRae, P.E.
Louisiana Department of Transportaon & De velopment	Crash	Ron Whittaker, Law Enforcement Expert
Louisiana District Attorney's Associaon	Citation/Adjudication	Joey LeBeau, IT Project Manager
Louisiana District Attorney's Associaon	Citation/Adjudication	Dale Polozola, IT Director

Agency	Traffic Records System Represented	Member
Louisiana Emergency Response Network	EMS/Injury	Paige Hargrove, Executive Director
Louisiana Emergency Response Network	EMS/Injury	Chris Hector, Administrative Director
Louisiana Highway Safety Commission	Crash & Citation/Adjudication	Lisa Freeman, Executive Director
Louisiana Highway Safety Commission	Crash & Citation/Adjudication	Chuck Miller, Program Coordinator
Louisiana Local Technical Assistance Program	Crash & Roadway	Marie Walsh, Ph.D., Director

Agency	Traffic Records System Represented	Member
Louisiana Transportation Research Center	Crash, Roadway	Stephen Strength, P.E., PTOE, Program Manager
Louisiana Office of Motor Vehicles	Vehicle, Driver & Citation/Adjudication	Ashley Spiers, Manager Compulsory Insurance Unit
Louisiana Office of Public Health, Bureau of Health Informatics	EMS/Injury	Jay Besse, Chief Data Officer
Louisiana Office of Public Health	EMS/Injury	Jane Herwehe, MPH Lead, Data Action Team
Louisiana Office of Public Health	EMS/Injury	Michelle Lackovic, MPH, Occupational Health & Injury Surveillance Program
Louisiana State Police	Crash & Citation/Adjudication	Lt. Adrian Kelleher, MCSAP Coordinator
Louisiana State Police Crime Lab	Crash & Citation/Adjudication	Rebecca Nugent, Chemistry Manager
Louisiana State Police	Crash & Citation/Adjudication	Lt. John Riles, Commander, Troop L
Louisiana State Police	Crash & Citation/Adjudication	Lt. David Staton, Deputy Superintendent
Louisiana Supreme Court	Citation/Adjudication	Norm Gobert, Court Case Management Systems Director
Louisiana Supreme Court	Citation/Adjudication	Brian Denzer, CMIS Data Analyst
National Highway Traffic Safety Administration	Federal, Non-Voting Member	Kenneth Copeland, Regional Programs Manager

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

HSRG_20180622_CDL_Elapsed10DaysOrLess.xlsx

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

The following table from Louisiana's Traffic Records Strategic Plan is addresses:

1. Assessment recommendations that the State intends to address in fiscal year, and
2. Recommendations that the State does not intend to address in the fiscal year

TRCC Management and Strategic Planning, Questions 1 – 34

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
10.	Does the TRCC identify core system performance measures and monitor progress?	Provide at least one performance measure for each of the six core systems and describe how the TRCC identified it and has tracked its progress over time.	Partially Meets	The TRCC makes more system performance measures a priority. Performance measures and performance monitoring are in place for Crash, Injury Surveillance, and Citation & Adjudication. The TRCC is working to develop performance measures for Vehicle, Driver and Roadway, systems.	The TRCC continues its push to develop and monitor new performance measures and will use the TRCC Data Governance Committee and CDIP results to help establish new measures.	Very Important
12.	Does the TRCC have a traffic records inventory?	Provide the traffic records inventory.	Does Not Meet	While the system owners reportedly have and maintain their own inventory, the TRCC does not yet maintain an inventory of the various TRS component systems.	The TRCC has formed a Data Governance Committee and be working with data system owners to begin to process of developing a traffic records inventory.	Somewhat Important
13.	Does the technical TRCC have a designated chair?	Provide a position description, identify the individual, and describe the chair's responsibilities.	Does Not Meet	The technical committee of the TRCC does not have a designated chairperson, but it is evident that the TRCC is poised to ask for nominations and will elect a chair at its next scheduled meeting. We were told that the TRCC will address this at their February 2016 scheduled meeting.	The TRCC Executive Committee Vice Chair acts as the TRCC Technical Committee Chair.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
24.	Does the TRCC have a process for prioritizing traffic records improvement projects in the TRCC strategic plan?	Identify, with appropriate citations, how the TRCC prioritizes traffic records improvement projects as specified in the strategic plan.	Partially Meets	The strategic plan clearly details the procedure by which the TRCC approves projects. Until now, the demand for funding has not exceeded the supply. The TRCC e-Citation Committee is working to formulate a plan if this happens in the future, and the state should include that in future TRCC Strategic Plans.	Through its strategic planning efforts the TRCC continues to develop and document its prioritization process. The TRCC will be utilizing the Subgrant Application Review Form to help rank proposed projects.	Very Important
31.	Does the TRCC consider lifecycle costs in implementing improvement projects?	Identify, with appropriate citations, a project or projects in the strategic plan whose development included consideration of lifecycle costs.	Does Not Meet	The State indicated the TRCC does not currently consider lifecycle costs in implementing traffic records projects, but intends to do so in the future.	Through the TRCC Policy Committee a project lifecycle policy has been developed.	Somewhat Important
33.	Does the strategic plan make provisions for coordination with key federal traffic records data systems?	Provide a narrative demonstrating how the strategic plan coordinates with key federal traffic records data systems. Provide citations from the strategic plan if appropriate.	Partially Meets	Coordination with key federal traffic records data systems is not specifically mentioned in the Strategic Plan; however, the TRCC does include federal DOT partners as non-voting members.	The TRCC has discussed this during the Strategic Planning Retreat and intends to add this to the next version of the Strategic Plan.	Somewhat Important
34.	Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?	Provide a narrative detailing the processes used by the TRCC to identify and address impediments to coordination with key Federal traffic records data systems. Provide citations from the strategic plan if appropriate.	Partially Meets	Although it is not detailed out specifically in the strategic plan, representatives from NHTSA, FHWA, and FMCSA, serve in an advisory capacity to the TRCC and are available to assist the LA TRCC in identifying and addressing impediments to coordination with key Federal traffic records data systems.	The TRCC has discussed this during the Strategic Planning Retreat and intends to add this to the next version of the Strategic Plan.	Very Important

Crash, Questions 36 – 79

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
52.	Do all law enforcement agencies collect crash data electronically?	Provide a list of all reporting agencies and specify their data collection methods. Specify any State plans for achieving 100% electronic in-field data collection.	Partially Meets	A very impressive 93% of all law enforcement agencies in LA collect crash data electronically using LACRASH or a solution supplied by a 3rd party vendor.	The State continues gain users on its LACRASH program. Over the last year, several large agencies have switced from their 3rd prty vendor to LACRASH. With this said, submitting electronic crash records is not legislatively mandated and the State has a 98% electronic reporting rate.	Somewhat Important
53.	Do all law enforcement agencies submit their data to the statewide crash system electronically?	Describe – using a narrative or flow diagram – all data submissions processes used to transmit data from collecting agencies to the statewide crash data system. Include the percentage of total data submitted for each specified method.	Partially Meets	Once again, an impressive 93% of all law enforcement agencies submit crash reports to the DPS-DOTD using LACRASH or solutions provided by 3rd party vendors.	98% of the State law enforcement agencies are submitting electronic data.	Very Important
58.	Does the crash system interface with the driver system?	Provide narrative description of the crash-to-driver system interfaces that enable: verification and validation of the driver's personal information, access to driver records, identification of inconsistencies between the crash and driver records, and/or identification of the driver's prior crash involvement?	Partially Meets	LA crash system does not interface with the driver system; however, the use of the MagTek card reader allows OMV provided driver data to help verify the driver's personal information and the yearly driver file comparison provides the ability to validate a driver's personal information. Neither of these, again, represent an interface of the driver system with the crash system but LA is being given partial credit for this effort.	As OMV transitions as OMV transitions away from magnetic stripes on driver's licenses, the TRCC has voted to begin funding the purchase of bar code readers.	Somewhat Important
59.	Does the crash system interface with the vehicle system?	Provide narrative descriptions of the crash-to-vehicle system interfaces that enable: verification and validation of the vehicle information, access to vehicle records, and/or identification of inconsistencies between the crash and vehicle records.	Partially Meets	Even though the POLK software is not an interface of the vehicle system, this front-end effort is being given partial credit for undertaking some verification and validation of vehicle information since the data is the product of an analysis of the VIN.	As OMV will be adding a bar code to vehicle registrations, the TRCC has voted to begin funding the purchase of bar code readers.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
61.	Does the crash system interface with the citation and adjudication system?	Provide narrative descriptions of the crash-to-citation and - adjudication interfaces that enable: verification and validation of citations and/or alcohol or drug test information in the crash record; identification of any inconsistencies between crash and citation records; and access to criminal history, contact history, and location history.	Does Not Meet	The response is actually describing consolidated data sets between crash and citation/adjudication and is not an interface between the two.	No updates/progress for this question.	Somewhat Important
62.	Does the crash system interface with the injury surveillance system?	Provide narrative descriptions of the crash-to-injury surveillance interfaces that enable: verification and validation of EMS information, and identification of inconsistencies between crash and EMS records.	Does Not Meet	Despite the efforts to interface with the injury surveillance system at some point, the crash system and injury surveillance systems are not yet interfaced.	The TRCC has funded a project for funding year 2018 to begin linking hospital discharge data with crash data this project was not contracted in 2018 but will be movign forward in 2019.	Somewhat Important
63.	Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.	Partially Meets	Edit checks and validation rules do ensure that entered data falls within a range of acceptable values. What they cannot demonstrate is that these same validation or edit checks ensure that entered data is logically consistent among the data elements.	No updates/progress for this question.	Very Important
65.	Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Provide the formal methodology or describe the process by which rejected crash reports are returned to the originating officer and then resubmitted to the statewide crash database.	Does Not Meet	HSRG does not return reports containing errors to the original officer/agency once they are submitted to the repository.	No updates/progress for this question.	Very Important
67.	Are there accuracy measures tailored to the needs of data managers and data users?	Provide a complete list of crash system accuracy measures the State uses, including the most current baseline and actual values for each.	Partially Meets	HSRG's accuracy performance focuses on only one data element; the LAT/LONG, which is considered accurate when the LAT/LONG coordinates fall within the state, borders.	With the Crash Data Improvement Program ongoing, HSRG will be requesting some guidance on accuracy performance measures wiith this process.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
69.	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of crash system uniformity measures the State uses, including the most current baseline and actual values for each.	Does Not Meet	There were no uniformity performance measures provided because LA feels it has already achieved a 100% uniformity goal due to the existence of a statewide uniform crash report.	With the Crash Data Improvement Program ongoing, HSRG will be requesting guidance on uniformity performance measures wiith this process.	Very Important
70.	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of crash system integration measures the State uses, including the most current baseline and actual values for each.	Partially Meets	The respondent provide a valid performance measure.	With the Crash Data Improvement Program ongoing, HSRG will be requesting guidance on integration performance measures wiith this process.	Very Important
75.	Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	Provide the formal methodology or describe the process by which quality control reviews comparing the narrative, diagram, and coded contents of the report are considered part of the statewide crash database's data acceptance process.	Partially Meets	The periodic review apparently meets their needs and appears to be prudent based on their experience.	No updates/progress for this question.	Somewhat Important

Vehicle, Questions 80 – 118

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
82	Are vehicle registration documents barcoded—using at a minimum the 2D standard—to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	Provide a sample document, and identify the information encoded.	Does not Meet	Louisiana vehicle registration documents do not contain any type of barcode, which would allow for rapid accurate collection of vehicle information by law enforcement officers. Vehicle registration documents are barcoded for the Office of Motor Vehicles to scan into the vehicle record system. An opportunity does exist to consider the use of a 2D barcode that could then be used by law enforcement officers in the field.	The Office of Motor Vehicles is working with their vendor to add a barcode to the vehicle registrations.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
84	Does the vehicle system query the National Motor Vehicle Information System (NMVIS) before issuing new titles?	Provide the NMVTIS query processing instructions or provide a screen print of the query tool.	Partially Meets	Verification of the motor vehicle title information through NMVTIS is done manually by the clerk that is processing the title transaction. It is not clear if there are any safeguards in place to ensure the title was queried through NMVTIS prior to processing a title transaction and how the transaction is handled if NMVTIS is down. Adopting an electronic vehicle system query of the NMVTIS presents an opportunity to reduce potential errors that occur when using the manual process.	OMV will be adding a new system in 2 years and plans to add this feature with the new system.	Very Important
99	Are the driver and vehicle files unified in one system?	Provide a narrative description of the unified system's main components and identify the variables that link the vehicle and driver files.	Does not Meet	The driver and vehicle files are not unified in one system. However, the personnel of the Office of Motor Vehicles maintain the vehicle file, process titles and registrations, but are also able to assist customers with driver transactions. In terms of the agency operations, the vehicles and drivers sections are unified. It has been acknowledged by the agency that the variable that could be used to unify the vehicle and driver files would be the driver's license number.	There will be some improvement on this when the new system is implemented – not sure how they will be unified and once implemented it will be a day forward improvement	Somewhat Important
100	If the driver and vehicle files are separate, is personal information entered into the vehicle system using the same conventions used in the driver system?	When the driver and vehicle systems are separate, provide extracts from the driver and vehicle system manuals detailing the data entry conventions for each.	Does not Meet	At the present time, there is no common convention use in the driver and vehicle files. The driver system requires date of birth while the vehicle system does not. No extracts from the driver and vehicle system manuals detailing the data entry conventions for each was provided. Differences in procedures and actions between the vehicle and driver system exist because of state statutes.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
102	When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Provide an appropriate extract from the vehicle system manual that details the process for addressing a record flagged by the crash system.	Does not Meet	The Office of Motor Vehicle's staff does not enter crash data. Discrepancies identified during data entry in the crash data system are not able to be flagged for possible updating.	OMV does not add crash data to our system. If there were discrepancies then we would need to be notified of them so we can look into them.	Low Importance
105	Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.	Does not Meet	There is a formal program of error/edit checking as data is entered into the file and there are programmatic edits that provide edit checks and validation rules to ensure that entered data falls within a range of acceptable values. No formal methodology or specific description of the process was provided.	OMV has a list of valid values for permissible fields	Very Important
106	Is limited state-level correction authority granted to quality control staff working with the statewide vehicle system to amend obvious errors and omissions?	Name the authority that allows quality control staff to correct the statewide vehicle database.	Partially Meets	Error corrections are not limited to any Office of Motor Vehicle (OMV) staff. If an error or omission is identified, all of the OMV employees can amend or correct the record. After a record is processed, the record is audited by an audit unit to ensure that all errors were corrected and further documented to prevent them from being repeated. However, while this unit may be considered as quality control staff, it was not specifically named as the quality control staff.	No updates/progress to report but this is on the list for the new Vehicle System.	Somewhat Important
108	Are there accuracy performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system accuracy measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Accuracy performance measures are not used but vehicle records are audited by an internal unit to identify errors and bring those to the attention of data users.	This is on the list for the new Vehicle System.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
109	Are there completeness performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system completeness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Completeness performance measures are not used to meet the needs of data managers and data users but when an Office of Motor Vehicle employee processes a vehicle report, the records are audited by an internal audit unit for accuracy and completeness.	No updates/progress to report but measures will be possible with the new system.	Very Important
110	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system uniformity measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Uniformity performance measures are not used to meet the needs of data managers and data users.	No updates/progress to report but measures will be possible with the new system.	Very Important
111	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Integration performance measures are not used to meet the needs of data managers and data users.	No updates/progress to report but measures will be possible with the new system.	Very Important
112	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Accessibility performance measures are not used to meet the needs of data managers and data users.	No updates/progress to report but measures will be possible with the new system.	Somewhat Important
113	Has the State established numeric goals—performance metrics—for each performance measure?	Provide the specific, State-determined numeric goals associated with each performance measure in use.	Partially Meets	Numeric goals—performance metrics—have not been established for each performance measure. Evidence does suggest that one performance measure exists for Office of Motor Vehicle employees that are expected to produce 1,000 transactions per month in the vehicle system.	No updates/progress to report but measures will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
114	Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt form revisions.	Partially Meets	The detection of errors is recorded in reports for evaluation by the Office of Motor Vehicle staff. They are used to determine if modifications or edits are needed and if program edits can be developed to prevent future errors. It does not appear that the detection of errors is used to generate updates to training content and data collection manuals.	No updates/progress to report but this may be possible with the new system.	Very Important
115	Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.	Partially Meets	The Office of Motor Vehicles has two OMV units that conduct periodic audits. One unit performs Public Tag Agent audits and the other unit performs all field and headquarters services audits on vehicle, driver management, and driver license sections. It is not clear how often the field and headquarters services are audited and what is the formal audit methodology for both types of audits.	No updates/progress to report.	Somewhat Important
118	Are data quality management reports provided to the TRCC for regular review?	Provide a sample quality management report and specify how frequently they are issued to the TRCC.	Does not Meet	No data quality management reports are provided to the TRCC for regular review. Providing these reports to the TRCC is an opportunity to familiarize other members with the current challenges and needs of the vehicle record system. With this information, the other members can provide support for improvements in the vehicle records that benefit the State's entire traffic records system.	The TRCC will work with the OMV to determine types of reporting that is needed.	Very Important

Driver, Questions 119 – 163

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
120	Can the State's DUI s data system be linked electronically to the driver system?	Provide a narrative explanation of a State's linking protocols that demonstrated how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a separate DUI system that can link electronically to the driver system. They have implemented an electronic database that captures only arrest data that is linked to the driver system. While use is not mandatory for law enforcement in Louisiana, agencies may provide arrest data by means of this system.	OMV is determining if this is possible with their new system (will be operational in 2 years).	Very Important
122	Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Provide a narrative documenting the availability of traffic violation and/or driver improvement-training history, including motorcycle and commercial license training, by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Partially Meets	The driver system captures drivers' traffic violations and driver improvement course information that is reported both electronically and manually. Driver improvement course information that is reported electronically does not contain provider name and type of course. Motorcycle and commercial driver training data is also captured.	No updates/progress to report but this will be possible with the new system.	Low Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
123	Does the driver system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?	Provide a narrative documenting the availability of original issuance dates for all permits, licensing, and endorsements by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Does not Meet	The driver system does not capture and retain the original issuance dates for all permits, licensing, and endorsements. Information that is submitted when each license is issued is stored in a Content Manager database. OMV does store an electronic copy of each license with endorsements issued on the Driver's License Photo Retrieval System.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
129	Does the custodial agency maintain accurate and up to date documentation detailing the licensing, permitting, and endorsement issuance procedures (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	The State does maintain electronic up-to-date documentation detailing the licensing, permitting, and endorsement issuance procedures by the Office of Motor Vehicles policy and procedures section. One hundred percent of this information is stored on a lotus notes database. Policies listings were provided but no specific descriptions (process flows) regarding how these policies are implemented were given.	OMV is developing a process flow chart to detailing the licensing, permitting, and endorsement issuance procedures.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
131	Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	OMV provided a narrative explaining how reporting and recording of driver improvement courses are processed. Most courses are reported manually and a copy of the documentation is stored on their Content Manager system, which can be accessed by query of the driver's information. If submitted electronically, a violation code is used. The records are updated in the same manner as the manual submission except for the documentation storage.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
134	Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?	Provide the process flow diagram.	Does not Meet	The State did not provide a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	OMV is developing a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	Very Important
135	Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Provide the documentation or flow diagram that describes the processes and procedures for error correction and error handling in each of the listed process areas.	Does not Meet	All errors are handled manually. While some errors may be caught when audited or a conviction is added erroneously, it is not clear exactly how the errors are found and no process was described regarding the process to correct errors.	No updates/progress to report but this will be possible with the new system.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
138	Are there established processes to detect false identity licensure fraud?	Provide a narrative describing the systems or processes used to detect individuals attempting licensure under a new identity.	Does not Meet	At the current time, the State reported that they do conduct hands on training in reviewing documents and use the SAVE program, but have not established a written process for fraud detection.	OMV utilizes a Photo Retrieval to verify if the person is previously documented. Hands-on training on examination of the document presented, including asking the customer questions relative to documents presented (verbal communication; social security number, etc.). DL Fraudulent training located on DPS Intranet> OMV> Fraud Training >Fraudulent Training Study Guide> Fraudulent Training Exams. ID checking guide is utilized to identify valid or fraudulent out of state credentials. Save program – utilized for immigrant or non-immigrant alien verification. The Vital Statistic interface system that identifies when an individual is deceased.	Somewhat Important
142	Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Provide copies of the relevant procedures or manuals.	Does not Meet	The State responded that there are procedures in place to ensure the driver system custodians track access and release of driver information adequately; however, there was not any information available for electronic distribution. A power point was provided that included some standard procedures but it did not indicate how release of driver information was tracked by custodian.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
143	Can the State's crash system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the crash system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State's crash system cannot be linked to the driver system electronically.	By State law OMV cannot add crash reports to the person's driving record unless the person is asking for reimbursement of damages – R.S. 32:871	Very Important
144	Can the State's citation system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the citation system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a citation system; therefore, it cannot be linked to the driver system electronically.	No updates/progress to report.	Very Important
145	Can the State's adjudication system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the adjudication system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State reported and provided a Supreme Court Reporting Specifications Document and indicated that they are not yet able to link the driver and court system with the existing infrastructure without major modification.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
146	Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Provide a narrative description of the policy for checking the PDPS, CDLIS, SSOLV, and SAVE for licensing commercial and non-commercial drivers (both original issuances and renewals).	Partially Meets	The State's driver system is integrated with the Problem Driver Pointer System (PDPS), the Commercial Driver Licensing System (CDLIS),and the Social Security Online Verification system (SSOLV) for all CDL transactions and new and renewal non-CDL transactions. They are not integrated with the Systematic Alien Verification for Entitlement (SAVE) system.	OMV's new system will have everything linked to include SAVE and the state is now working with AAMVA on electronic State-to-State updates for non-commercial drivers (implementation set for October).	Very Important
149	Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.	Partially Meets	The custodial agency does not have the capability to grant authorized personnel from other States access to information in the driver system; however, access from other states could be provided through Federal programs sponsored by AAMVA, such as CDLIS and PDPS.	All Louisiana Law Enforcement Telecommunications System (LLETS) users must complete the following for initial access: Undergo a national fingerprint based background check. Felony convictions exclude the potential user from access; Complete initial LLETS certification/training within 6 months of access. Recertification must occur every 24 months thereafter while LLETS access is maintained.	Very Important
150	Is there a formal, comprehensive data quality management program for the driver system?	Provide a narrative description of the driver system's data quality management programs and the most recent data quality reports issued.	Does not Meet	The State does not have a formal, comprehensive data quality management program for the driver system.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
152	Are there timeliness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system timeliness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any timeliness performance measures tailored to the needs of data managers and data users.	OMV is currently piloting a program with Rayne City Court, to allow them to report all convictions electronically to OMV without going through the Supreme Court so that OMV can verify the timeliness of data submitted to us and errors returned to the court. This will allow OMV to work one on one with the court to fix any issues they are having with reporting. Once they have been brought on successfully we will bring on another court until all courts are on board – this will be possible with the new system.	Very Important
153	Are there accuracy performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accuracy measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State reported that the driver system has edit checks for manual entries to correct erroneous information in critical data fields. Electronically submitted information is not accepted by the driver system if errors exist. This includes all manual entries and electronic submissions for the reporting of convictions, insurance cancellation, accidents, and notice of violation data. A complete list of the driver system accuracy measures the State uses was not provided. Simply stating that errors are identified and programmatically corrected does not provide sufficient detail.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
154	Are there completeness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	While the State has edit checks in place that will return incomplete records back to the court for correction, they do not have any completeness performance measures tailored to the needs of data managers and data uses. Performance measures would include measures for both electronic and manual reporting of data and would include a baseline measurement as well as actual values for each.	No updates/progress to report but this will be possible with the new system.	Very Important
155	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.	Does not Meet	There are uniformity measures for the Commercial Driver License driver data through the implementation of CDLIS 5.3.2.1. A "high level flow" of the driver license process (pre CDLIS-MOD) in need of updating was provided. However, no evidence of similar uniformity performance measures existing for other elements of the driver system were provided.	No updates/progress to report but this will be possible with the new system.	Very Important
156	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have integration performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
157	Are there accessibility performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any accessibility performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
158	Has the state established numeric goals— performance metrics— for each performance measure?	Provide the specific, State-determined numeric goals associated with each performance measure in use.	Does not Meet	The State indicated that they were unaware of any established performance metrics for each performance measure. Working with the Traffic Record Coordinating Committee could provide the opportunity for assistance in identifying numeric goals for each performance measure.	No updates/progress to report but this will be possible with the new system.	Very Important
159	Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt revisions	Partially Meets	The State reported that high frequency errors do generate meetings to evaluate and resolve problems. All agencies that report electronically to the Office of Motor Vehicles (OMV) will receive error reports from the agency. Periodically, the OMV will review employee transactions for accuracy to identify training needs. No mention of data collection manuals was indicated.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
160	Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.	Partially Meets	The State provided an audit report completed by the Office of Management & Finance, Internal Audit Division dated November 30, 2012. These audits are done annually based on risk assessment. No information regarding the risk assessment process was provided. There also does not appear to be any other independent sample bases audits that are conducted periodically for the driver reports and related database contents for that record.	OMV is in the process of training new employees. Once all training is complete, they will design an independent audit for the driver reports and related database contents and establish a timeframe for the audits.	Somewhat Important
162	Is data quality feedback from key users regularly communicated to data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.	Partially Meets	While verbal feedback is provided to courts and law enforcement agencies periodically as requested. None of the other key users was mentioned regarding data quality feedback. A formally establish process for transmitting and utilizing key users' data quality feedback to inform of changes would be very helpful in meeting the needs of data collectors and data managers.	OMV sent out a survey to all courts in order for us to get the correct person's information so that we could update them timely and get their feedback however not all courts returned the survey. I believe we need to change this approach and notify the associations for Mayor, City and District courts the information and have them disseminate it to each court as well as have the courts submit their feedback to the association and then to OMV.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
163	Are data quality management reports provided to the TRCC for regular review?	Provide a sample quality management report and specify how frequently they are issued to the TRCC.	Does not Meet	Data quality management reports are not provided to the TRCC for regular review. Being an active participant and including regular data quality management reports provides an excellent opportunity to enlist support for desired improvements within the driver record system.	OMV will work with the TRCC to determine what type of reports are needed.	Very Important

Roadway, Questions 164 – 201

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
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#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
166	Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Describe the enterprise roadway information system, which should enable linking between the various roadway information systems including: roadway, traffic, location reference, bridge, and pavement data	Partially Meets	Very Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	DOTD's contract was not extended with it current contractor. We did get the R&H's system up and running and are managing the statewide routes on a single LRS and are managing highway inventory data elements. Due to lack of contract time, we were not able to have the R&H's database connect to the other disparate inventory systems... Dtimes & Transmetric. We are currently working with both vendors to allow the necessary communication. In mean time, we do have placeholders in R&H's that would allow us to load copies of the data into R&H's for use and distribution. We have not loaded that data at this time.
168	Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?	Describe how the crash data is incorporated into the enterprise roadway information system and provide an example of how it is used for safety analysis.	Does not Meet	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Similar to the Dtimes and Transmetric systems, we have place holders in R&H's in which we could load yearly copies of this data but do not have a direct connection to CRASH at this time. It is our intention to continue development of all the disparate systems to allow connections. So loading and copies efforts can be eliminated.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
169	Are all the MIRE Fundamental Data Elements collected for all public roads?	Provide a list of FDEs collected and their definitions. Specify if the data collected is for all public roads or State roads only. If the State wishes to cite the data dictionary directly, please identify the FDEs.	Partially Meets	Somewhat Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	Per statewide contract, DOTD collected all or nearly all of the "collectable" MIRE elements on all public roads. We have loaded this information for the state system. We are currently working on loading the local system's information.
174	Is there guidance on how and when to update the data dictionary?	Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.	Partially Meets	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
175	Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?	Provide documentation or a narrative explaining the process for adding new data elements (e.g., a new MIRE element) to the roadway system. Identify who is responsible for each step in the process.	Partially Meets	Very Important	The State has an informal process in place to incorporate new elements into the roadway information system. No formal documentation has been developed. When a decision is made to makes changes to the data system, specific business and IT positions act to implement the change.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.
178	Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Provide documentation or a narrative explaining the local agency procedures for collecting, managing, and submitting data to the State roadway inventory. Identify who is responsible for each step in the process.	Does not Meet	Somewhat Important	Local agencies do not collect or submit data to the State for inclusion in the roadway data system. As a result, procedures have not been established or needed. The State collects data on local roads; therefore integration with local agencies is minimal.	Per recommendations from FHWA, VHB, as well as governance seminars DOTD has recently participated in; we have started a user group with one Planning Area as a Pilot Project to identify the best ways to communicate and share data. We have not formalized a method as of yet as we expect data sharing with different municipalities and local entities will require multiple options depending on their LRS and or GIS experience.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
186	Do Roadway system data managers regularly produce and analyze data quality reports?	Provide a sample report and specify the release schedule for the reports.	Partially Meets	Very Important	The State has not developed a formal process for generating data quality reports. However, basic reports are generated quarterly as part of a data validation process. When this process indicates data inconsistencies, such as with flagged base map section lengths, data errors are corrected at that time.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bugg that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in future release of the software.
187	Is the overall quality of information in the Roadway system dependent on a formal program of error/edit checking as data is entered into the statewide system?	Describe the formal program of error/edit checking, to include specific procedures for both automated and manual processes.	Partially Meets	Very Important	The mainframe based roadway data system has minor automated business rules and data checks that run upon data entry or data updates. The existing data checks are described as minor. The primary qa/qc processes described are manual reviews where key staff review data entry completed by staff.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bugg that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in a future release of the software.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
188	Are there procedures for prioritizing and addressing detected errors?	Describe the procedures for prioritizing and addressing detected errors in both automated and manual processes. Please specify where these procedures are formally documented.	Partially Meets	Very Important	An informal process for identifying data quality errors exists. No procedures exist for prioritizing them, as errors are detected they are addressed at that time. As data users find errors in the roadway inventory data, specific staff responsible for the roadway inventory is notified. The error is reviewed and an update to the system is completed by data entry staff and the originator of the request is notified of the data correction.	No updates/progress to report.
190	Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	Provide the metrics used.	Partially Meets	Very Important	Performance measures have not been established regarding timeliness for the roadway data system. The State does focus on the HPMS submission date, but no metrics have been established.	No updates/progress to report.
191	Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding timeliness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.
192	Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the accuracy of the State roadway information system.	No updates/progress to report.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
193	Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accuracy for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	We currently do not get data from the locals. Our initial thought is that they will be editing data in a "version" provided to them in which DOTD staff will review (and/or spot check massive amounts of data) before accepting and pushing the version up to the parent version.
194	Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the completeness of the roadway information system.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026
195	Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding completeness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026
196	Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that no performance measures for the uniformity of roadway data are established.	R&H's already has a uniform schema set for all data elements in R&H's.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
198	Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Provide the metrics used.	Partially Meets	Very Important	The State is aware of the accessibility of their roadway data that is web accessible and they do track the number of hits on the online ArcOnline functional classification maps, for example. However, a performance measure that consists of a baseline, target or goal, and existing performance, has not been established or provided.	The performance measure for accessibility of DOTD roadway data is to provide REST services for 100% of non-sensitive data elements residing in R&H's. We currently have REST services for most elements, which is available to the public. Since we only have the on-system information loaded, we have the local raw data on DOTD's FTP site for public use.
199	Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accessibility for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.
200	Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	The State indicated that there are no performance measures for the integration of roadway data and other critical data systems.	No updates/progress to report.
201	Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	Performance measures have not been established regarding integration for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.

Citation-Adjudication, Questions 202 – 255

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
202	Is there a statewide system that provides real-time information on individuals' driving and criminal histories?	Provide a narrative description of the statewide system that provides real-time information on individuals' driving and criminal histories.	Partially Meets	The State has both a driver history file (maintained by the Office of Motor Vehicles) and a criminal history file (maintained by the Department of Public Safety). These databases are accessible via LLETS, the Louisiana Law Enforcement Telecommunications System. LLETS is managed by the Department of Public Safety and Corrections (DPS&C), Louisiana State Police and allows various authorized Criminal Justice entities to access and exchange critical Criminal Justice information. The driver and criminal history databases do not appear to have a combined view but may be accessed separately through the telecommunications system. There are over 22,000 authorized users of LLETS, which include court and law enforcement personnel.	Statewide access to real-time accurate, complete adjudication citation records is a critical mission of the Supreme Court of Louisiana in its liaison relationship between the clerks of court, and the state Office of Motor Vehicles. Performance successes in electronic reporting of citation adjudications to the Supreme Court were characterized in early years by pilots with well-resourced courts. In the last couple of years, the Supreme Court's Traffic Records Project, in partnership with the state Office of Motor Vehicles, has prioritized a more rapid adoption of courts reporting traffic citation adjudications, resulting in an increase from 38 to 87 courts in the span of two years. The challenges of managing outcomes in a non-unified court system vary from one court to the next, where there are varying levels of capacity, and various software vendors with as many different methods for collecting and disseminating adjudications. The challenges are especially significant in smaller, under-resourced courts, and those challenges are now beginning to manifest in reduced performance statistics for electronic records timeliness, accuracy, and completeness. The	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
					<p>approaches identified by the Supreme Court for resolving those challenges are often limited by the capacity of software vendors to produce solutions, and funding sources to pay for changes to software. On the other hand, the Supreme Court has successfully overcome those challenges at sites where strategic investments of grant resources were made for data exchanges to seamlessly connect electronic records from law enforcement systems, to prosecutor systems, to clerks of court systems, and finally to the Supreme Court traffic disposition records repository. These data exchanges reduce redundant data entry, expedite case processing, and provide more touch points where data quality can be reviewed and improved. There are now 26 prosecutor-to-clerk data exchanges in place, and 8 law enforcement-to-prosecutor exchanges. These data exchange efforts will continue, to be combined with training initiatives, and critically, more robust efforts to automate data quality feedback to clerks of court so that high priority concerns about data quality are more systematically and frequently communicated. Customer Relationship Management software solutions to support automation of feedback, error reporting, and issue documentation, are in the planning stages now, for implementation in the next</p>	

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
					<p>year. Additionally, in order to support more robust data quality analysis and reporting, the Supreme Court is undertaking a data architecture redesign, with a focus on implementing best practices in the realms of data integration design. There will be an emphasis on data lineage, data normalization, and master data management. Concerns about data quality will be easier to identify, and to report. As these ongoing and new strategies are fully implemented across all courts, while also continuing to initiate new courts into the traffic records electronic adjudication reporting project, the Supreme Court intends to increase the volume and performance of citation adjudication performance.</p>	
204	<p>Is there a statewide authority that assigns unique citation numbers?</p>	<p>Identify the agency responsible and describe the protocols used to generate and assign unique citation numbers. Provide a copy of the relevant statute or gubernatorial order.</p>	<p>Does not Meet</p>	<p>The State does not currently have a designated entity that assigns unique citation numbers across all agencies (i.e. jurisdictions). This will need to be accomplished if the State chooses to move all agencies to an electronic-based citation system so that there are not overlapping or conflicting numbers.</p>	<p>This will be a topic for the TRCC's Data Governance Committee to consider.</p>	<p>High Importance</p>

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
205	Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?	If a statewide data tracking system exists, describe the means by which citation dispositions are transmitted and posted. If the system is the driver history file, note if deferrals or dismissals are posted. If the statewide system is managed through the courts, indicate whether all courts that handle traffic violations report to the same tracking system.	Partially Meets	The State does not have a statewide citation database. The State does maintain a Traffic Disposition program through which citation dispositions can be electronically submitted to CMIS. The Traffic Disposition program is voluntary and at this time, 87 courts participate in reporting citation data. It is also unclear whether data reported through the Traffic Disposition program is always included in the driver history or how this data is populated.	Please see response in question 202.	High Importance
207	Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Provide the number of case management systems in use in the State and detail which are interoperable. Indicate if the State has a unified judicial system and if municipal or other local level courts share the same case management system.	Does not Meet	The State does not have a unified court system. This is in part because the State has a non-unified judicial system. To convert all agencies (i.e. jurisdictions) to one system, it would also be a very timely and costly process. There are 11 vendors operating in the district, city, and mayor courts. These systems may electronically report to CMIS and populate disposition information to the driver history file; however, these systems do not communicate with one another at the court level. It is also unclear whether all courts employ a vendor or what percentage of courts have automation via a vendor.	Please see response in question 202.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
208	Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Provide an example analysis and describe the policy or enforcement actions taken as a result.	Partially Meets	Because less serious citation offenses are reported on a voluntary basis from a subset of the courts, the information collected on drivers and traffic offenses is incomplete. More serious traffic offenses such as DWI and failures to appear are reported from those courts that have an automated system and report electronically to the CMIS, which provides the data to the driver history. Disposition data reported from CMIS to the OMV driver history file is used to identify problem drivers and to apply appropriate sanctions to those drivers. The State addressed a problem with some DWI offenses not being reported to OMV because of missing fingerprint information by enacting legislation in 2014 to require all DWI offenses to be fingerprinted.	No updates/progress to report.	High Importance
209	Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?	Provide a narrative statement detailing the systems and their adherence to the NCIC guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the state reports that CMIS-LASC adheres to CJIS guidelines for security, the state did not indicate whether fields required for NCIC reporting were included in the courts' extract reporting. In addition, it is unclear whether NCIC fields are populated by the extract data or whether these fields are entered by law enforcement.	No updates/progress to report.	Low Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
210	Do the appropriate portions of the citation and adjudication systems adhere to the Uniform Crime Reporting (UCR) Program guidelines?	Provide a narrative statement detailing the systems and their adherence to the UCR program guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include UCR standards in its data capture at the court level, law enforcement is responsible for UCR reporting at the incident level and report UCR elements for the serious charge associated with an incident. UCR elements are reported to the FBI.	No updates/progress to report.	Somewhat Important
211	Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIBRS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include NIBRS information in its courts data capture and is reliant upon law enforcement to perform this capture and reporting. This data is captured by crime incident and is reported to the FBI.	No updates/progress to report.	Somewhat Important
212	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NLETS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	Law enforcement within the State is responsible for reporting to NLETS and adhering to federal guidelines. State courts can request assignment of an ORI number for reporting purposes.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
213	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Provide a narrative statement detailing the systems and their adherence to the LEIN guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	It has been decided the National Law Enforcement Information Network referred to in this question is not a national system and therefore not universally available to all States. The question is not appropriate in describing the ideal system and will be deleted from the Advisory near the completion of the first round of assessments in all States and Territories. Even though your State received a "Does Not Meet" rating for this question, it will not be included in the calculations to create overall recommendations or in comparing your State's assessment score to the national average.	No updates/progress to report.	Somewhat Important
215	Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIEM Justice domain guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the extract data collected to populate the CMIS repository is captured in xml format and somewhat follows the earlier JXDM guidelines, it does not adhere to the newer NIEM standards.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
216	Does the State use the National Center for State Courts guidelines for court records?	Provide a narrative statement detailing the systems and their adherence to NCSC guidelines for court records. If not, specify if a comparable guideline is being used.	Partially Meets	The state's judicial branch is non-unified and the governance of court records is decentralized across all levels (city, parish, state). Although the National Center for State Courts guidelines are shared with the respective level courts, each court is responsible for developing individual policies for court records. That being said, it is difficult to assess which agencies are employing all or parts of the National Center for State Courts guidelines in their operating policies and procedures.	No updates/progress to report.	Somewhat Important
217	Does the State use the Global Justice Reference Architecture (GRA)?	Provide a narrative statement detailing the systems and their adherence to GRA guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not use or adhere to the GRA at this time.	No updates/progress to report.	Somewhat Important
218	Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?	Provide a narrative statement detailing the systems and their adherence to MIDRIS guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS) at this time.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
219	Does the citation system have a data dictionary?	Provide the data dictionary for the Statewide citation tracking system if one exists. If not, provide the data dictionary for the most widely used court case management system.	Partially Meets	While the State provided data dictionaries for both the traffic and criminal record repositories, it is unclear whether reporting to the repositories is statewide. The State notes that reporting to the traffic repository is on a voluntary basis. It is also unclear whether all court levels statewide have automated systems and whether these systems all report to the repository for criminal records.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	High Importance
226	Do the prosecutors' information systems have data dictionaries?	Provide a data dictionary for the State prosecutors' office (State level courts that handle the most traffic violations). Indicate whether local prosecutors (cities, counties) have one or numerous types of data systems.	Partially Meets	The State does not have one state level system for prosecutors, but provided the data dictionary for the vendor who is most predominant in the State. The State also provided a list of vendors and the prosecutors' offices where those vendors' systems are being used. It is unclear whether all prosecutors' offices in the State have automation. Some of those with automated systems are exchanging data with the State CMIS. There is also a grant opportunity for prosecutors to apply for funds to allow the exchanging of data between the prosecutor systems and the State CMIS. These funds are to be used primarily to increase the NICS reporting of mental health and felony offenses.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
227	Can the State track citations from point of issuance to posting on the driver file?	Provide a flow diagram documenting citation lifecycle process that identifies key stakeholders. Ensure that alternative flows are included (e.g., manual and electronic submission).	Does not Meet	The State does not have a central repository system that tracks the lifecycle of a citation. That being said, there are statutes in place regulating the issuance of a tickets, how long the court has to submit final conviction to OMV and OMV posting the information to the driving record. In that effect, the State can track a particular citation, it just does not occur in real time.	No updates/progress to report.	High Importance
228	Does the State measure compliance with the process outlined in the citation lifecycle flow chart?	Provide a narrative describing how the State measures compliance with the citation lifecycle process specified in the flow chart. If there are official guidance documents, provide them.	Does not Meet	The State does not have a central repository for citations so compliance cannot be measured on a statewide basis via a citation lifecycle flow chart.	No updates/progress to report.	Somewhat Important
229	Is the State able to track DUI citations?	Provide a flow chart that documents the criminal and administrative DUI processes, identifies all key stakeholders, and includes disposition per the criminal and administrative charges.	Does not Meet	The State cannot track DUI citations.	No updates/progress to report.	High Importance
230	Does the DUI tracking system include BAC and any drug testing results?	If no statewide DUI tracking system is in place, indicate whether the driver history record contains the BAC test results.	Partially Meets	While there is no statewide DUI tracking system, DUI information is captured in the CMIS repository and is populated on the driver history file. Blood alcohol is included if the information is provided, but drug test information is not included in any of the records.	No updates/progress to report.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
231	Does the State have a system for tracking administrative driver penalties and sanctions?	Provide a narrative describing the protocol for reporting (posting) the penalty and/or sanction to the driver and/or vehicle file.	Partially Meets	There is no central repository for citations in the State and only those records reported to the Office of Motor Vehicles after disposition by the courts can be acted upon to apply sanctions and penalties on the driver history file.	No updates/progress to report.	High Importance
232	Does the State have a system for tracking traffic citations for juvenile offenders?	Provide a flow chart that documents the processing of juvenile offenders' traffic citations, specifying any charges or circumstances that cause juveniles to be processed as adult offenders.	Does not Meet	The State does not have a system for tracking traffic citations for juvenile offenders.	No updates/progress to report.	Somewhat Important
233	Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?	Provide a flow chart documenting the processing of administrative handling of court payments (mail-ins).	Does not Meet	The State does not distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances.	No updates/progress to report.	Somewhat Important
234	Does the State track deferral and dismissal of citations?	Provide a flow chart documenting the deferral and the dismissal of citations.	Does not Meet	The State does not track deferral and dismissal of citations.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
239	Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Provide the results of a sample query and describe how the linked information is used to collect certified driver records and administrative charges and to post dispositions to the driver file.	Partially Meets	The State clearly demonstrates that it links adjudication data with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file. However, while driver history data is available via a query, the data does not appear to be linked to allow a programmatic determination of charge. The determination requires human determination based upon review of the query returned.	No updates/progress to report.	High Importance
240	Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link citation data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock).	No updates/progress to report.	Somewhat Important
241	Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link adjudication data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision).	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
242	Is citation data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link citation data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
243	Is adjudication data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link adjudication data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
247	Is there a set of established performance measures for the uniformity of the citation systems?	Provide uniformity measures for the statewide citation tracking system. If there are several citation tracking systems, provide uniformity measures for one of them.	Does not Meet	The State does not have a citation tracking system in place to measure for uniformity.	No updates/progress to report.	Somewhat Important
249	Is there a set of established performance measures for the accessibility of the citation systems?	Provide accessibility measures for the statewide citation tracking system. If there are several citation tracking systems, provide accessibility measures for one of them.	Does not Meet	The State does not have a citation tracking system and has, therefore, not established accessibility for it.	No updates/progress to report.	Low Importance
254	In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured?	Provide documentation detailing the numbers of citations issued from the 10 largest law enforcement agencies and the number of dispositions for those citations that are in the driver file over a three month period.	Partially Meets	The State does not have an agency responsible for generating unique citation numbers. That being said, OMV will indicate a deferred sentence or dismissal on the back of the ticket and those submitted electronically will indicate a disposition of 04 which is for a dismissal.	No updates/progress to report.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
255	Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	Provide a narrative description of the additional quality control measures for the DUI tracking systems and specify which systems use which measures.	Does not Meet	The State does not have a DUI tracking system.	No updates/progress to report.	Somewhat Important

Injury Surveillance, Questions 256 – 272

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
257	Does the injury surveillance system include emergency department (ED) data?	Provide an injury surveillance report that illustrates the use of emergency department (ED) data and data from other injury surveillance systems.	Does not Meet	The Louisiana Hospital Association (LHA) is responsible for managing emergency department data and makes it available only to Association members or by contractual payment (requirement for State agency access).	No updates/progress to report.	Very Important
260	Does the injury surveillance system include rehabilitation data?	Provide an injury surveillance report that illustrates the use of rehabilitation data and data from other injury surveillance systems	Does not Meet	Discharge dispositions to rehabilitation centers are available in the hospital discharge and trauma registry data sets, but information about the patient's treatment while in those facilities (rehabilitation data set) is not available.	No update/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
262	Does the injury surveillance system include other data?	List any other databases or sources included in the injury surveillance system and provide a sample report using data from each of these sources. Additional data resources may include medical examiner reports, payer-related databases, traumatic brain injury registry, and spinal cord injury registry.	Does not Meet	It is unclear if data is available other than LERN (pre-hospital (EMS) and emergency department data) and the other ISS components of the traffic records system.	No update/progress to report.	Very Important
264	Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Provide the most recent motor vehicle-related incident counts for the emergency department data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.	Does not Meet	This information is not captured in the emergency department dataset, which is managed by the LHA with little information available at the State agency. However, E-codes will identify motor vehicle crash victims, ICD-9 codes may be converted to AIS to denote severity, and nature of injuries may be decoded from ICD-9.	No update/progress to report.	Very Important
268	Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized EMS data to identify a problem, evaluate a program, or allocate resources.	Partially Meets	EMS data is available for analysis, but the State has not yet used it to identify problems, evaluate programs, and allocate resources for traffic safety issues.	The data assistant, which is funded via TRCC funds, continues to work on engaging EMS providers to submit data in order to have a comprehensive registry. His primary focus the last year is conversion to NEMESIS 3.0. Once complete, all providers will be in the same system and we will be able to perform a more detailed analysis of EMS registry.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
269	Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized emergency department data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association and not available for analysis. After the ICD-10 conversion, there are plans to make the data available to the State.	The TRCC has funded a project that will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available)	Very Important
270	Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized hospital discharge data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	The hospital discharge data is available for analysis and is primarily being used to evaluate trauma center needs. It has not been used for highway safety efforts at this time.	See reply above.	Very Important
272	Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized vital records data to identify a problem, evaluate a program, or allocate resources (e.g., research in support of helmet or GDL legislation).	Does not Meet	The vital records data is available for analysis, but there are no examples of how it has been used for highway safety projects.	The TRCC plans to add a representative from State vital records to the TRCC Technical Committee.	Very Important

Injury Surveillance – Applicable Guidelines, Questions 273 – 280

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
274	Does the State's emergency department and hospital discharge data conform to the most recent uniform billing standard?	Provide the data dictionaries for both the emergency department and hospital discharge data as appropriate as well as any relevant State statutes or regulations.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State. The hospital discharge data is in UB-92 format, which is not the most recent Uniform Billing Standard. There are plans to update the system to come into compliance with the ICD10 standard, but at this time, the State file is in an older format.	The hospital discharge data is in UB-92 format through the 3rd quarter of the 2015. Starting the 4th quarter of 2015, inpatient data has transitioned to UB-04 (current standard). This transition has allowed for the capture of ICD-10 codes for inpatient diagnosis and procedures.	Very Important
276	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Does not Meet	The Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are only available in the trauma registry, not the emergency department or hospital discharge data systems.	The Department of Hospitals is able to calculate AIS And ISS on the ER and Hospitalization data.	Somewhat Important
277	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State trauma registry for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Partially Meets	Injury Severity Scores are submitted and maintained in the State Registry, but AIS scores are maintained in the hospital databases and not submitted to the State. There are efforts underway to include AIS and other important elements in the State dataset.	LERN can still pull the ISS information for those patients included in the State trauma registry. Chris will try to pull data by deadline, but we are in the midst of storm preparation. We now have 9 hospitals submitting data.	Very Important
280	Are there State privacy and confidentiality laws that supersede HIPAA?	Provide the applicable State laws and describe how they are interpreted—including the identification of situations that may impede data sharing within the State and among public health authorities.	Does not Meet	The hospital discharge, EMS, and trauma registry data systems comply with HIPAA but the State has not enacted any privacy laws that supersede or expand upon the HIPAA rules.	No update/progress to report.	Very Important

Injury Surveillance – Data Dictionary and Coding Manuals, Questions 281 - 290

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
283	Does the emergency department dataset have a formal data dictionary?	Provide the data dictionary including, at a minimum, the variable names and definitions.	Does not Meet	Emergency department data is managed and the data dictionary maintained by the Louisiana Hospital Association and not readily available to the State.	No updates/progress to report.	Very Important
284	Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	Emergency department data is managed and all documentation maintained by the Louisiana Hospital Association and not readily available to the State.	No update/progress to report.	Very Important
286	Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	The Data Specifications Manual and Submittal Guide are in the process of being revised, but not complete.	No update to prior assessment. Inpatient data aggregation is undergoing changes to allow for UB-04 formatted data. The data will undergo review to determine data issues or limitations for users.	Very Important

Injury Surveillance – Processes and Procedures, Questions 291 – 311

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
294	Is there a process flow diagram that outlines the EMS system's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the EMS data process flows from dispatch to submission of the report to the State EMS repository.	Partially Meets	There is a flow diagram that illustrates the two methods for ePCR submission, but information such as interfaces with other systems and the management loop of error records are still under development.	No update/progress to report.	Very Important
295	Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the emergency department data process flows from patient arrival to submission of the uniform billing data to the State repository.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State, so process flow information is not available.	No update/progress to report.	Very Important
298	Are there separate procedures for paper and electronic filing of EMS patient care reports?	Provide a copy of the procedures for paper and electronic filing or a narrative describing the procedures.	Partially Meets	Information captured in the State database may be submitted via direct data entry, ImageTrend upload, or third party vendor upload. The State does not accept paper reports for the EMS registry, but not all agencies are collecting data electronically. The Louisiana Emergency Response Network and the Louisiana Ambulance Alliance are working with those agencies to assist with converting the paper to electronic means.	No change, we still do not accept paper. There are now 30 EMS providers submitting data to the State EMS Registry.	Low Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
299	Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Provide a copy of the procedures or a narrative describing the process of collecting, editing and submitting emergency department and hospital discharge data to the statewide repository.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State, so documentation of those processes is not available. The LAHIDD Submittal Guide contains information about data submission, error checking, and management for the hospital discharge data.	No update/progress to report.	Very Important
302	Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative describing the process for returning data to the reporting EMS agencies for correction and resubmission.	Does not Meet	Procedures for returning reports to the submitting agency for correction have not been implemented at this time.	No update/progress to report.	Very Important
303	Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative that describes the process for returning data to the reporting emergency departments for correction and resubmission.	Does not Meet	Since emergency department data is managed by the Louisiana Hospital Association, not the State, information about quality assurance procedures is not available.	No update/progress to report.	Very Important
308	Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the emergency department data for analytical purposes.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State. It is made available to LHA members and outside parties for a fee, but access policies and requirements were not available for review.	No update/progress to report.	Very Important

Injury Surveillance – Data Interfaces, Questions 312 - 314

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
312	Is there an interface among the EMS data and emergency department and hospital discharge data?	Provide a narrative description of the interface link between the EMS data and the emergency department and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and hospital databases.	There is no interface for the hospital discharge database. Access is provided based on data request specifications and approvals.	Somewhat Important
313	Is there an interface between the EMS data and the trauma registry data?	Provide a narrative description of the interface link between the EMS data and the trauma registry data. If available provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and trauma registry, but there are efforts underway to link the systems.	No update/progress to report.	Very Important
314	Is there an interface between the vital statistics and hospital discharge data?	Provide a narrative description of the interface link between the vital statistics and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the hospital discharges and vital records data systems, although they are integrated for research purposes.	There is no interface for the vital statistics and hospital databases. Access is provided based on data request specifications and approvals.	Somewhat Important

Injury Surveillance – Quality Control Programs, Questions 315 – 330

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
316	Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide EMS database.	Does not Meet	The State level correction is limited to system settings related to importing data, but data quality errors are addressed by the submitting agency.	No, the State returns records to EMS Service/Vendor for errors to be addressed.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
317	Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Provide the formal methodology or describe the process by which rejected EMS patient care reports are returned to the collecting agency and tracked through resubmission to the statewide EMS database.	Does not Meet	There are no formal processes for returning records to the submitting agency for correction, but some are under development.	No update/progress to report.	Very Important
318	Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of timeliness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Submission deadlines are not performance measures, but may be used to develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of EMS records submitted by the March 1 deadline from xx% in 2015 to xx% in 2020'. The submitted measure of 'increase the number of EMS agencies submitting data to the state registry to 50% by the end of the 2016 fiscal year. To date we have 40%' evaluates data system completeness.	EMS will be working with the TRCC to develop performance measures.	Very Important
319	Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accuracy performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Assessor conclusions: There are no accuracy performance measures for the EMS system, but there are plans to develop measures with Statewide implementation of NEMSIS 3.	Validation rules populated in the state EMS Registry. Accuracy performance measures are in development.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
320	Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of completeness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Some completeness measures have been discussed, but none have been formally implemented.	EMS will be working with the TRCC to develop performance measures.	Very Important
321	Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of uniformity performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the EMS system, but they are being developed by the State registry and EMS agency personnel.	EMS will be working with the TRCC to develop performance measures.	Very Important
322	Are there integration performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of integration performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the EMS system.	Discussions with Center for Population Health Informatics at the Louisiana Department of Health are in process regarding integration of EMS data with hospital discharge data.	Very Important
323	Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accessibility performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the EMS system.	LERN has a data request policy. There are no performance measures related to accessibility but they will be working with the TRCC to develop performance measures.	Very Important
324	Has the State established numeric goals— performance metrics— for each EMS system performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the EMS system because there are no measures.	Percentage calculated by dividing number of transportation records missing elements by total transportation record.	Somewhat Important
325	Is there performance reporting for the EMS	Provide a sample report, list of receiving agencies,	Does not Meet	There is no performance reporting for the EMS	We are tracking	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
	system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	and specify frequency of issuance		system, but efforts are underway to develop a process.	<p>completeness of reporting of critical elements. Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle. Example:</p> <p>Data Period: January 1 2017 - January 31 2017</p> <p>Data from Elite NEMSIS 3 Version 3.4</p> <p>Records in system for Month: 13440</p> <p>Transportation records: 594</p> <p>Number of Transportation records missing a critical element: 40</p> <p>Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle.</p> <p>Criteria includes element is blank or not recorded</p> <p>Percentage of Transportation records missing a critical element: 6%</p> <p>Percentage of Transportation records with all critical elements: 94%</p> <p>Methodology:</p>	

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
					Records queried using cause of injury This includes patient encounters for MVC, Pedestrian vs. Vehicle, MVC non-traffic, and vehicle vs. animal, motorcycle Percentage is calculated by dividing number of transportation records missing elements by total transportation record.	
326	Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update EMS system training content, data collection manuals, and validation rules.	Does not Meet	As the State transitions to a new State EMS Registry, data is being evaluated. However, there is no process in place to identify high frequency errors and incorporate them into documentation revisions.	No update/progress to report.	Very Important
327	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Somewhat Important
328	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Partially Meets	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Low Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
329	Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	There is no process for relating user feedback to data managers, but efforts are underway to develop a methodology.	A process is being developed to provide feedback to the EMS agencies on the completeness of critical indicators.	Somewhat Important
330	Are EMS data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Partially Meets	Quality review reports that include details related to EMS data completeness have been provided to the TRCC upon request, but not regularly. LERN and the TRCC are setting up a quarterly schedule for reviewing EMS data quality reports.	Completeness report of key indicators developed. It is run monthly.	Somewhat Important

Injury Surveillance – Emergency Department & Hospital Discharge, Questions 331 – 346

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
332	Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide emergency department and hospital discharge databases.	Does not Meet	There is no State-level correction authority for hospital discharge records or emergency department data. Emergency department data is managed by the Louisiana Hospital Association, not the State.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
333	Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Provide the formal methodology or describe the process by which rejected emergency department and hospital discharge records are returned to the collecting agency and tracked through resubmission to the statewide emergency department and hospital discharge databases.	Does not Meet	The State is in the process of rebuilding the LAHIDD system, so there are no processes in place for rejecting error hospital discharge records and tracking their correction and resubmission. Emergency department data is managed by the Louisiana Hospital Association, not the State, so information about record rejection and resubmission is not available.	No updates/progress to report.	Very Important
334	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of timeliness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no timeliness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
335	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accuracy performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no accuracy performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
336	Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of completeness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no completeness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
337	Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of uniformity performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
338	Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of integration performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
339	Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accessibility performance measures for the emergency department and hospital discharge database and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
340	Has the State established numeric goals— performance metrics— for each emergency department and hospital discharge database performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the medical databases because there are no performance measures.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
341	Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Along with no performance measures, there is also no performance reporting to the submitting agencies.	No updates/progress to report.	Very Important
342	Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules.	Does not Meet	Errors are identified using the Business Rules and are catalogued for OPH to follow-up directly with hospitals. Those errors are not used to revise/update training materials or manuals.	No updates/progress to report.	Very Important
343	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the medical databases, emergency department and hospital discharge.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
344	Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	The State completed a trend analysis report in 2011 and may continue to do so, but the regularity of those reports is not clear. Independent of the State, the Louisiana Hospital Association (data custodian) identifies data variances in emergency department records quarterly by analyzing two years of data. Once issues are identified, the system vendor (ShareCor) works with the submitting facility to understand and document the differences.	No updates/progress to report.	Low Importance
345	Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The State did not have information about a feedback loop to relay information from key users to the data managers.	No updates/progress to report.	Somewhat Important
346	Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	Data quality reports from the medical databases, emergency department and hospital discharge, are not developed for and shared with the TRCC.	No updates/progress to report.	Somewhat Important

Injury Surveillance – Trauma Registry, Questions 347 – 362

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
348	Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide trauma registry.	Does not Meet	There is no State-level correction authority for the trauma registry, error records are returned to the submitting hospital for correction	No updates/progress to report.	Somewhat Important
350	Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of timeliness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Efforts are underway with trauma managers and registrars to develop performance measures. Submission deadlines are not performance measures, but may be used to develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2015 to xx% in 2020'.	We moved to a quarterly submission schedule for FY 2017. We will adopt the timeliness measure: "increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2017 to xx% in 2020". Over the last year we have been determine the baseline.	Very Important
351	Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accuracy performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accuracy performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
352	Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of completeness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Completeness performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
353	Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of uniformity performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Uniformity performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
354	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of integration performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Integration performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
355	Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accessibility performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accessibility performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
356	Has the State established numeric goals— performance metrics— for each trauma registry performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	As performance measures are developed, metrics will be identified.	No updates/progress to report.	Somewhat Important
357	Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Although errors are discussed with submitting agencies, no performance reporting is conducted.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
358	Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update trauma registry training content, data collection manuals, and validation rules.	Does not Meet	Plans are being developed to analyze trauma registry data and use high frequency errors to revise training content and documentation, but it is not currently done.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
359	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the trauma registry, but plans are being developed to do so.	No updates/progress to report.	Somewhat Important
360	Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	Annual reports include comparative analyses across years and between the State and national data. The comparative trends are helpful, but values have not been identified to know when data have deviated significantly from a norm.	No change, the 2015 report is posted on the LERN website.	Low Importance
362	Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	State Trauma Reports are created annually and shared with the TRCC and other partners. However, data quality management reports are not regularly shared with the TRCC. Efforts are underway to develop quarterly management reports for the TRCC.	No updates/progress to report.	Somewhat Important

Injury Surveillance – Vital Records, Questions 363 – 378

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
369	Are there uniformity performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of uniformity performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has uniformity performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
370	Are there integration performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of integration performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has integration performance measures, but the measure provided relates to process (electronic submission of records) and not quality. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. An example integration measure would be 'to increase the % of fatal crash reports that may be linked to a death record from xx% in 2015 to xx% in 2020.' Integration is the linkage of records at a set point in time primarily for research or evaluation purposes.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
371	Are there accessibility performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of accessibility performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has accessibility performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
372	Has the State established numeric goals— performance metrics— for each vital records performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Partially Meets	Metrics/goals have been established for all available measures: timeliness, accuracy, and completeness. The State should reexamine the integration performance measure and develop measures for uniformity and accessibility.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Somewhat Important
373	Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	There is no performance reporting for death data, but staff in the Vital Records Quality Management Unit is developing a quarterly reporting process.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
375	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Data quality control reviews are not conducted, but efforts are underway in the Vital Records Quality Management Unit to develop such a process.	No updates/progress to report.	Somewhat Important
377	Is data quality feedback from key users regularly communicated to vital records data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The Vital Records Quality Management Unit is developing a feedback process for death records similar to one used for birth records, but it has not been implemented at this time.	No updates/progress to report.	Somewhat Important
378	Are vital records data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	TRCC data quality reports are currently being developed.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide such reporting.	Somewhat Important

Data Use & Integration, Questions 379 – 391

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
380	Does the State have a data governance process?	Provide a narrative detailing the State's data governance process, identifying the personnel involved and describing how it supports traffic safety data integration and formal data quality management.	Partially Meets	The State has a governance process through the Highway Safety Research Group (HSRG); however, it is not clear exactly how that governance process works. The process of collecting crash data was described not the specific processes or policies for the data governance process. Specifically, the organizational structure (including people) by which data quality activities are governed. Such a process would be tied to the action steps within the Louisiana TRCC Strategic Plan, Strategy 3.01: "Create a data integration governance team."	The State is initiating a Data Governance Committee to begin this process.	Somewhat Important
381	Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Provide a copy of the system inventory specifying all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State, and data access policies.	Does not Meet	The State does not currently have a formal traffic records system inventory that identifies linkages useful to the State and data access policies. This is going to be part of the TRCC Strategic Plan.	The TRCC's Data Governanace Committee will begin the process of developing a traffic records system inventory.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
383	Is driver data integrated with crash data for specific analytical purposes?	Document an integrative crash-driver link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of graduated drivers' license (GDL) law effectiveness or of crash risk associated with motorcycle rider training, licensing, and behavior.	Partially Meets	The driver data is provided to the HSRG on a yearly basis and integrated with the crash data to assist with data validation, reporting and integration with other systems. The BAC is also integrated with the crash system. However, it is not clear for specifically what analytical purposes this data is used for and the State did not provide a sample analysis using the integrated data.	The State is moving to utilizing barcodes instead of reading the magnetic stripes on driver's licenses. This information will be scanned and read into crash reports.	Very Important
384	Is vehicle data integrated with crash data for specific analytical purposes?	Document an integrative crash-vehicle link, the linkage variables, and the frequency of linkage. Example analyses could include crash trends among vehicle types or vehicle weight restriction by road classification.	Partially Meets	The State described the use of VIN data to perform verification and lookup at the time of data entry in crash records. The State provided sample analyses and reports using information obtained from VIN data. The State does not integrate vehicle data from the Department of Motor Vehicles (including ownership and title information) with crash data.	The State is moving to add barcodes on vehicle registrations and this information will be scanned and read into crash reports.	Very Important
386	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Document an integrative crash-citation or adjudication link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of the relationship between illegal actions and crashes for specific driver subpopulations (e.g., older drivers) or of crash-involved DUI offenders' adjudications.	Partially Meets	The Highway Safety Research Group (HSRG) began receiving annual convicted citation data in 2015 (for the 2014 year). The data is used to analyze where drivers are from and where citations occur. The State did not list the linkage variables. It is unclear whether the citation data is linked with crash data.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
387	Is injury surveillance data integrated with crash data for specific analytical purposes?	Document an integrative crash-injury surveillance link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include injury outcomes by specific crash type or injuries associated with occupant protection.	Does not Meet	Injury surveillance data is not currently integrated with crash data. The HSRG is working with Louisiana's Emergency Response Network (LERN) to collect EMS and hospital data for integration with the crash system.	The TRCC has funded a project for funding year 2018 to begin linking hospitial discharge data with crash data this project was not contracted in 2018 but will be moving forward in 2019.	Very Important
389	Is data from traffic records component systems—excluding crash—integrated for specific analytical purposes?	Document an integrative link using at least two traffic record component systems excluding the crash system. Include the systems, their linkage variables, example analysis, and the frequency of linkage. Example analyses could include an assessment of recidivism among specific driver populations	Does not Meet	Data from component systems, other than crash data, is not integrated.	LERN is working on a project to link EMS registry and trauma patient data in a project with Baton Rouge EMS and Our Lady of the Lake Regional Medical Center.	Somewhat Important

Driver, Questions 119 – 163

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
120	Can the State's DUI's data system be linked electronically to the driver system?	Provide a narrative explanation of a State's linking protocols that demonstrated how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a separate DUI system that can link electronically to the driver system. They have implemented an electronic database that captures only arrest data that is linked to the driver system. While use is not mandatory for law enforcement in Louisiana, agencies may provide arrest data by means of this system.	OMV is determining if this is possible with their new system (will be operational in 2 years).	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
122	Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Provide a narrative documenting the availability of traffic violation and/or driver improvement-training history, including motorcycle and commercial license training, by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Partially Meets	The driver system captures drivers' traffic violations and driver improvement course information that is reported both electronically and manually. Driver improvement course information that is reported electronically does not contain provider name and type of course. Motorcycle and commercial driver training data is also captured.	No updates/progress to report but this will be possible with the new system.	Low Importance
123	Does the driver system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?	Provide a narrative documenting the availability of original issuance dates for all permits, licensing, and endorsements by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Does not Meet	The driver system does not capture and retain the original issuance dates for all permits, licensing, and endorsements. Information that is submitted when each license is issued is stored in a Content Manager database. OMV does store an electronic copy of each license with endorsements issued on the Driver's License Photo Retrieval System.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
129	Does the custodial agency maintain accurate and up to date documentation detailing the licensing, permitting, and endorsement issuance procedures (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	The State does maintain electronic up-to-date documentation detailing the licensing, permitting, and endorsement issuance procedures by the Office of Motor Vehicles policy and procedures section. One hundred percent of this information is stored on a lotus notes database. Policies listings were provided but no specific descriptions (process flows) regarding how these policies are implemented were given.	OMV is developing a process flow chart to detailing the licensing, permitting, and endorsement issuance procedures.	Somewhat Important
131	Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	OMV provided a narrative explaining how reporting and recording of driver improvement courses are processed. Most courses are reported manually and a copy of the documentation is stored on their Content Manager system, which can be accessed by query of the driver's information. If submitted electronically, a violation code is used. The records are updated in the same manner as the manual submission except for the documentation storage.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
134	Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?	Provide the process flow diagram.	Does not Meet	The State did not provide a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	OMV is developing a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
135	Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Provide the documentation or flow diagram that describes the processes and procedures for error correction and error handling in each of the listed process areas.	Does not Meet	All errors are handled manually. While some errors may be caught when audited or a conviction is added erroneously, it is not clear exactly how the errors are found and no process was described regarding the process to correct errors.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
138	Are there established processes to detect false identity licensure fraud?	Provide a narrative describing the systems or processes used to detect individuals attempting licensure under a new identity.	Does not Meet	At the current time, the State reported that they do conduct hands on training in reviewing documents and use the SAVE program, but have not established a written process for fraud detection.	OMV utilizes a Photo Retrieval to verify if the person is previously documented. Hands-on training on examination of the document presented, including asking the customer questions relative to documents presented (verbal communication; social security number, etc.). DL Fraudulent training located on DPS Intranet> OMV> Fraud Training >Fraudulent Training Study Guide> Fraudulent Training Exams. ID checking guide is utilized to identify valid or fraudulent out of state credentials. Save program – utilized for immigrant or non-immigrant alien verification. The Vital Statistic interface system that identifies when an individual is deceased.	Somewhat Important
142	Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Provide copies of the relevant procedures or manuals.	Does not Meet	The State responded that there are procedures in place to ensure the driver system custodians track access and release of driver information adequately; however, there was not any information available for electronic distribution. A power point was provided that included some standard procedures but it did not indicate how release of driver information was tracked by custodian.	No updates/progress to report.	Very Important
143	Can the State's crash system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the crash system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State's crash system cannot be linked to the driver system electronically.	By State law OMV cannot add crash reports to the person's driving record unless the person is asking for reimbursement of damages – R.S. 32:871	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
144	Can the State's citation system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the citation system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a citation system; therefore, it cannot be linked to the driver system electronically.	No updates/progress to report.	Very Important
145	Can the State's adjudication system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the adjudication system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State reported and provided a Supreme Court Reporting Specifications Document and indicated that they are not yet able to link the driver and court system with the existing infrastructure without major modification.	No updates/progress to report.	Very Important
146	Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Provide a narrative description of the policy for checking the PDPS, CDLIS, SSOLV, and SAVE for licensing commercial and non-commercial drivers (both original issuances and renewals).	Partially Meets	The State's driver system is integrated with the Problem Driver Pointer System (PDPS), the Commercial Driver Licensing System (CDLIS), and the Social Security Online Verification system (SSOLV) for all CDL transactions and new and renewal non-CDL transactions. They are not integrated with the Systematic Alien Verification for Entitlement (SAVE) system.	OMV's new system will have everything linked to include SAVE and the state is now working with AAMVA on electronic State-to-State updates for non-commercial drivers (implementation set for October).	Very Important
149	Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.	Partially Meets	The custodial agency does not have the capability to grant authorized personnel from other States access to information in the driver system; however, access from other states could be provided through Federal programs sponsored by AAMVA, such as CDLIS and PDPS.	All Louisiana Law Enforcement Telecommunications System (LLETS) users must complete the following for initial access: Undergo a national fingerprint based background check. Felony convictions exclude the potential user from access; Complete initial LLETS certification/training within 6 months of access. Recertification must occur every 24 months thereafter while LLETS access is maintained.	Very Important
150	Is there a formal, comprehensive data quality management program for the driver system?	Provide a narrative description of the driver system's data quality management programs and the most recent data quality reports issued.	Does not Meet	The State does not have a formal, comprehensive data quality management program for the driver system.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
152	Are there timeliness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system timeliness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any timeliness performance measures tailored to the needs of data managers and data users.	OMV is currently piloting a program with Rayne City Court, to allow them to report all convictions electronically to OMV without going through the Supreme Court so that OMV can verify the timeliness of data submitted to us and errors returned to the court. This will allow OMV to work one on one with the court to fix any issues they are having with reporting. Once they have been brought on successfully we will bring on another court until all courts are on board – this will be possible with the new system.	Very Important
153	Are there accuracy performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accuracy measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State reported that the driver system has edit checks for manual entries to correct erroneous information in critical data fields. Electronically submitted information is not accepted by the driver system if errors exist. This includes all manual entries and electronic submissions for the reporting of convictions, insurance cancellation, accidents, and notice of violation data. A complete list of the driver system accuracy measures the State uses was not provided. Simply stating that errors are identified and programmatically corrected does not provide sufficient detail.	No updates/progress to report but this will be possible with the new system.	Very Important
154	Are there completeness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	While the State has edit checks in place that will return incomplete records back to the court for correction, they do not have any completeness performance measures tailored to the needs of data managers and data uses. Performance measures would include measures for both electronic and manual reporting of data and would include a baseline measurement as well as actual values for each.	No updates/progress to report but this will be possible with the new system.	Very Important
155	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.	Does not Meet	There are uniformity measures for the Commercial Driver License driver data through the implementation of CDLIS 5.3.2.1. A "high level flow" of the driver license process (pre CDLIS-MOD) in need of updating was provided. However, no evidence of similar uniformity performance measures existing for other elements of the driver system were provided.	No updates/progress to report but this will be possible with the new system.	Very Important
156	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have integration performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
157	Are there accessibility performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any accessibility performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
158	Has the state established numeric goals— performance metrics—for each performance measure?	Provide the specific, State-determined numeric goals associated with each performance measure in use.	Does not Meet	The State indicated that they were unaware of any established performance metrics for each performance measure. Working with the Traffic Record Coordinating Committee could provide the opportunity for assistance in identifying numeric goals for each performance measure.	No updates/progress to report but this will be possible with the new system.	Very Important
159	Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt revisions	Partially Meets	The State reported that high frequency errors do generate meetings to evaluate and resolve problems. All agencies that report electronically to the Office of Motor Vehicles (OMV) will receive error reports from the agency. Periodically, the OMV will review employee transactions for accuracy to identify training needs. No mention of data collection manuals was indicated.	No updates/progress to report but this will be possible with the new system.	Very Important
160	Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.	Partially Meets	The State provided an audit report completed by the Office of Management & Finance, Internal Audit Division dated November 30, 2012. These audits are done annually based on risk assessment. No information regarding the risk assessment process was provided. There also does not appear to be any other independent sample bases audits that are conducted periodically for the driver reports and related database contents for that record.	OMV is in the process of training new employees. Once all training is complete, they will design an independent audit for the driver reports and related database contents and establish a timeframe for the audits.	Somewhat Important
162	Is data quality feedback from key users regularly communicated to data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.	Partially Meets	While verbal feedback is provided to courts and law enforcement agencies periodically as requested. None of the other key users was mentioned regarding data quality feedback. A formally establish process for transmitting and utilizing key users' data quality feedback to inform of changes would be very helpful in meeting the needs of data collectors and data managers.	OMV sent out a survey to all courts in order for us to get the correct person's information so that we could update them timely and get their feedback however not all courts returned the survey. I believe we need to change this approach and notify the associations for Mayor, City and District courts the information and have them disseminate it to each court as well as have the courts submit their feedback to the association and then to OMV.	Somewhat Important
163	Are data quality management reports provided to the TRCC for regular review?	Provide a sample quality management report and specify how frequently they are issued to the TRCC.	Does not Meet	Data quality management reports are not provided to the TRCC for regular review. Being an active participant and including regular data quality management reports provides an excellent opportunity to enlist support for desired improvements within the driver record system.	OMV will work with the TRCC to determine what type of reports are needed.	Very Important

Roadway, Questions 164 – 201

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
166	Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Describe the enterprise roadway information system, which should enable linking between the various roadway information systems including: roadway, traffic, location reference, bridge, and pavement data	Partially Meets	Very Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	DOTD's contract was not extended with it current contractor. We did get the R&H's system up and running and are managing the statewide routes on a single LRS and are managing highway inventory data elements. Due to lack of contract time, we were not able to have the R&H's database connect to the other disparate inventory systems... Dtims & Transmetric. We are currently working with both venders to allow the necessary communication. In mean time, we do have placeholders in R&H's that would allow us to load copies of the data into R&H's for use and distribution. We have not loaded that data at this time.
168	Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?	Describe how the crash data is incorporated into the enterprise roadway information system and provide an example of how it is used for safety analysis.	Does not Meet	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Similar to the Dtims and Transmetric systems, we have place holders in R&H's in which we could load yearly copies of this data but do not have a direct connection to CRASH at this time. It is our intention to continue development of all the disparate systems to allow connections. So loading and copies efforts can be eliminated.
169	Are all the MIRE Fundamental Data Elements collected for all public roads?	Provide a list of FDEs collected and their definitions. Specify if the data collected is for all public roads or State roads only. If the State wishes to cite the data dictionary directly, please identify the FDEs.	Partially Meets	Somewhat Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	Per statewide contract, DOTD collected all or nearly all of the "collectable" MIRE elements on all public roads. We have loaded this information for the state system. We are currently working on loading the local system's information.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
174	Is there guidance on how and when to update the data dictionary?	Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.	Partially Meets	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.
175	Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?	Provide documentation or a narrative explaining the process for adding new data elements (e.g., a new MIRE element) to the roadway system. Identify who is responsible for each step in the process.	Partially Meets	Very Important	The State has an informal process in place to incorporate new elements into the roadway information system. No formal documentation has been developed. When a decision is made to makes changes to the data system, specific business and IT positions act to implement the change.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.
178	Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Provide documentation or a narrative explaining the local agency procedures for collecting, managing, and submitting data to the State roadway inventory. Identify who is responsible for each step in the process.	Does not Meet	Somewhat Important	Local agencies do not collect or submit data to the State for inclusion in the roadway data system. As a result, procedures have not been established or needed. The State collects data on local roads; therefore integration with local agencies is minimal.	Per recommendations from FHWA, VHB, as well as governance seminars DOTD has recently participated in; we have started a user group with one Planning Area as a Pilot Project to identify the best ways to communicate and share data. We have not formalized a method as of yet as we expect data sharing with different municipalities and local entities will require multiple options depending on their LRS and or GIS experience.
186	Do Roadway system data managers regularly produce and analyze data quality reports?	Provide a sample report and specify the release schedule for the reports.	Partially Meets	Very Important	The State has not developed a formal process for generating data quality reports. However, basic reports are generated quarterly as part of a data validation process. When this process indicates data inconsistencies, such as with flagged base map section lengths, data errors are corrected at that time.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bug that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in future release of the software.
187	Is the overall quality of information in the Roadway system dependent on a formal program of error/edit checking as data is entered into the statewide system?	Describe the formal program of error/edit checking, to include specific procedures for both automated and manual processes.	Partially Meets	Very Important	The mainframe based roadway data system has minor automated business rules and data checks that run upon data entry or data updates. The existing data checks are described as minor. The primary qa/qc processes described are manual reviews where key staff review data entry completed by staff.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bug that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in a future release of the software.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
188	Are there procedures for prioritizing and addressing detected errors?	Describe the procedures for prioritizing and addressing detected errors in both automated and manual processes. Please specify where these procedures are formally documented.	Partially Meets	Very Important	An informal process for identifying data quality errors exists. No procedures exist for prioritizing them, as errors are detected they are addressed at that time. As data users find errors in the roadway inventory data, specific staff responsible for the roadway inventory is notified. The error is reviewed and an update to the system is completed by data entry staff and the originator of the request is notified of the data correction.	No updates/progress to report.
190	Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	Provide the metrics used.	Partially Meets	Very Important	Performance measures have not been established regarding timeliness for the roadway data system. The State does focus on the HPMS submission date, but no metrics have been established.	No updates/progress to report.
191	Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding timeliness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.
192	Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the accuracy of the State roadway information system.	No updates/progress to report.
193	Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accuracy for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	We currently do not get data from the locals. Our initial thought is that they will be editing data in a "version" provided to them in which DOTD staff will review (and/or spot check massive amounts of data) before accepting and pushing the version up to the parent version.
194	Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the completeness of the roadway information system.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026
195	Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding completeness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026
196	Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that no performance measures for the uniformity of roadway data are established.	R&H's already has a uniform schema set for all data elements in R&H's.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
198	Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Provide the metrics used.	Partially Meets	Very Important	The State is aware of the accessibility of their roadway data that is web accessible and they do track the number of hits on the online ArcOnline functional classification maps, for example. However, a performance measure that consists of a baseline, target or goal, and existing performance, has not been established or provided.	The performance measure for accessibility of DOTD roadway data is to provide REST services for 100% of non-sensitive data elements residing in R&H's. We currently have REST services for most elements, which is available to the public. Since we only have the on-system information loaded, we have the local raw data on DOTD's FTP site for public use.
199	Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accessibility for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.
200	Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	The State indicated that there are no performance measures for the integration of roadway data and other critical data systems.	No updates/progress to report.
201	Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	Performance measures have not been established regarding integration for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.

Citation-Adjudication, Questions 202 – 255

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
202	Is there a statewide system that provides real-time information on individuals' driving and criminal histories?	Provide a narrative description of the statewide system that provides real-time information on individuals' driving and criminal histories.	Partially Meets	The State has both a driver history file (maintained by the Office of Motor Vehicles) and a criminal history file (maintained by the Department of Public Safety). These databases are accessible via LLETS, the Louisiana Law Enforcement Telecommunications System. LLETS is managed by the Department of Public Safety and Corrections (DPS&C), Louisiana State Police and allows various authorized Criminal Justice entities to access and exchange critical Criminal Justice information. The driver and criminal history databases do not appear to have a combined view but may be accessed separately through the telecommunications system. There are over	Statewide access to real-time accurate, complete adjudication citation records is a critical mission of the Supreme Court of Louisiana in its liaison relationship between the clerks of court, and the state Office of Motor Vehicles. Performance successes in electronic reporting of citation adjudications to the Supreme Court were characterized in early years by pilots with well-resourced courts. In the last couple of years, the Supreme Court's Traffic Records Project, in partnership with the state Office of Motor Vehicles, has prioritized a more rapid adoption of courts reporting traffic citation adjudications, resulting in an increase from 38 to 87 courts in the span of	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
				22,000 authorized users of LLETS, which include court and law enforcement personnel.	<p>two years. The challenges of managing outcomes in a non-unified court system vary from one court to the next, where there are varying levels of capacity, and various software vendors with as many different methods for collecting and disseminating adjudications. The challenges are especially significant in smaller, under-resourced courts, and those challenges are now beginning to manifest in reduced performance statistics for electronic records timeliness, accuracy, and completeness. The approaches identified by the Supreme Court for resolving those challenges are often limited by the capacity of software vendors to produce solutions, and funding sources to pay for changes to software. On the other hand, the Supreme Court has successfully overcome those challenges at sites where strategic investments of grant resources were made for data exchanges to seamlessly connect electronic records from law enforcement systems, to prosecutor systems, to clerks of court systems, and finally to the Supreme Court traffic disposition records repository. These data exchanges reduce redundant data entry, expedite case processing, and provide more touch points where data quality can be reviewed and improved. There are now 26 prosecutor-to-clerk data exchanges in place, and 8 law enforcement-to-prosecutor exchanges. These data exchange efforts will continue, to be combined with training initiatives, and critically, more robust efforts to automate data quality feedback to clerks of court so that high priority concerns about data quality are more systematically and frequently communicated. Customer Relationship Management software solutions to support automation of feedback, error reporting, and issue documentation, are in the planning stages now, for implementation in the next year. Additionally, in order to support more robust data quality analysis and reporting, the Supreme Court is undertaking a data architecture redesign, with a focus on implementing best practices in the realms of data integration design. There will be an emphasis on data lineage, data normalization, and master data management. Concerns about data quality will be easier to identify, and to report. As these ongoing and new strategies are fully implemented across all courts, while also continuing to initiate new courts into the traffic records electronic adjudication reporting project, the Supreme Court</p>	

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
					intends to increase the volume and performance of citation adjudication performance.	
204	Is there a statewide authority that assigns unique citation numbers?	Identify the agency responsible and describe the protocols used to generate and assign unique citation numbers. Provide a copy of the relevant statute or gubernatorial order.	Does not Meet	The State does not currently have a designated entity that assigns unique citation numbers across all agencies (i.e. jurisdictions). This will need to be accomplished if the State chooses to move all agencies to an electronic-based citation system so that there are not overlapping or conflicting numbers.	This will be a topic for the TRCC's Data Governance Committee to consider.	High Importance
205	Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?	If a statewide data tracking system exists, describe the means by which citation dispositions are transmitted and posted. If the system is the driver history file, note if deferrals or dismissals are posted. If the statewide system is managed through the courts, indicate whether all courts that handle traffic violations report to the same tracking system.	Partially Meets	The State does not have a statewide citation database. The State does maintain a Traffic Disposition program through which citation dispositions can be electronically submitted to CMIS. The Traffic Disposition program is voluntary and at this time, 87 courts participate in reporting citation data. It is also unclear whether data reported through the Traffic Disposition program is always included in the driver history or how this data is populated.	Please see response in question 202.	High Importance
207	Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Provide the number of case management systems in use in the State and detail which are interoperable. Indicate if the State has a unified judicial system and if municipal or other local level courts share the same case management system.	Does not Meet	The State does not have a unified court system. This is in part because the State has a non-unified judicial system. To convert all agencies (i.e. jurisdictions) to one system, it would also be a very timely and costly process. There are 11 vendors operating in the district, city, and mayor courts. These systems may electronically report to CMIS and populate disposition information to the driver history file; however, these systems do not communicate with one another at the court level. It is also unclear whether all courts employ a vendor or what percentage of courts have automation via a vendor.	Please see response in question 202.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
208	Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Provide an example analysis and describe the policy or enforcement actions taken as a result.	Partially Meets	Because less serious citation offenses are reported on a voluntary basis from a subset of the courts, the information collected on drivers and traffic offenses is incomplete. More serious traffic offenses such as DWI and failures to appear are reported from those courts that have an automated system and report electronically to the CMIS, which provides the data to the driver history. Disposition data reported from CMIS to the OMV driver history file is used to identify problem drivers and to apply appropriate sanctions to those drivers. The State addressed a problem with some DWI offenses not being reported to OMV because of missing fingerprint information by enacting legislation in 2014 to require all DWI offenses to be fingerprinted.	No updates/progress to report.	High Importance
209	Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?	Provide a narrative statement detailing the systems and their adherence to the NCIC guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the state reports that CMIS-LASC adheres to CJIS guidelines for security, the state did not indicate whether fields required for NCIC reporting were included in the courts' extract reporting. In addition, it is unclear whether NCIC fields are populated by the extract data or whether these fields are entered by law enforcement.	No updates/progress to report.	Low Importance
210	Do the appropriate portions of the citation and adjudication systems adhere to the Uniform Crime Reporting (UCR) Program guidelines?	Provide a narrative statement detailing the systems and their adherence to the UCR program guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include UCR standards in its data capture at the court level, law enforcement is responsible for UCR reporting at the incident level and report UCR elements for the serious charge associated with an incident. UCR elements are reported to the FBI.	No updates/progress to report.	Somewhat Important
211	Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIBRS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include NIBRS information, in its courts data capture and is reliant upon law enforcement to perform this capture and reporting. This data is captured by crime incident and is reported to the FBI.	No updates/progress to report.	Somewhat Important
212	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NLETS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	Law enforcement within the State is responsible for reporting to NLETS and adhering to federal guidelines. State courts can request assignment of an ORI number for reporting purposes.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
213	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Provide a narrative statement detailing the systems and their adherence to the LEIN guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	It has been decided the National Law Enforcement Information Network referred to in this question is not a national system and therefore not universally available to all States. The question is not appropriate in describing the ideal system and will be deleted from the Advisory near the completion of the first round of assessments in all States and Territories. Even though your State received a "Does Not Meet" rating for this question, it will not be included in the calculations to create overall recommendations or in comparing your State's assessment score to the national average.	No updates/progress to report.	Somewhat Important
215	Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIEM Justice domain guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the extract data collected to populate the CMIS repository is captured in xml format and somewhat follows the earlier JXDM guidelines, it does not adhere to the newer NIEM standards.	No updates/progress to report.	Somewhat Important
216	Does the State use the National Center for State Courts guidelines for court records?	Provide a narrative statement detailing the systems and their adherence to NCSC guidelines for court records. If not, specify if a comparable guideline is being used.	Partially Meets	The state's judicial branch is non-unified and the governance of court records is decentralized across all levels (city, parish, state). Although the National Center for State Courts guidelines are shared with the respective level courts, each court is responsible for developing individual policies for court records. That being said, it is difficult to assess which agencies are employing all or parts of the National Center for State Courts guidelines in their operating policies and procedures.	No updates/progress to report.	Somewhat Important
217	Does the State use the Global Justice Reference Architecture (GRA)?	Provide a narrative statement detailing the systems and their adherence to GRA guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not use or adhere to the GRA at this time.	No updates/progress to report.	Somewhat Important
218	Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?	Provide a narrative statement detailing the systems and their adherence to MIDRIS guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS) at this time.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
219	Does the citation system have a data dictionary?	Provide the data dictionary for the Statewide citation tracking system if one exists. If not, provide the data dictionary for the most widely used court case management system.	Partially Meets	While the State provided data dictionaries for both the traffic and criminal record repositories, it is unclear whether reporting to the repositories is statewide. The State notes that reporting to the traffic repository is on a voluntary basis. It is also unclear whether all court levels statewide have automated systems and whether these systems all report to the repository for criminal records.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	High Importance
226	Do the prosecutors' information systems have data dictionaries?	Provide a data dictionary for the State prosecutors' office (State level courts that handle the most traffic violations). Indicate whether local prosecutors (cities, counties) have one or numerous types of data systems.	Partially Meets	The State does not have one state level system for prosecutors, but provided the data dictionary for the vendor who is most predominant in the State. The State also provided a list of vendors and the prosecutors' offices where those vendors' systems are being used. It is unclear whether all prosecutors' offices in the State have automation. Some of those with automated systems are exchanging data with the State CMIS. There is also a grant opportunity for prosecutors to apply for funds to allow the exchanging of data between the prosecutor systems and the State CMIS. These funds are to be used primarily to increase the NICS reporting of mental health and felony offenses.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	Somewhat Important
227	Can the State track citations from point of issuance to posting on the driver file?	Provide a flow diagram documenting citation lifecycle process that identifies key stakeholders. Ensure that alternative flows are included (e.g., manual and electronic submission).	Does not Meet	The State does not have a central repository system that tracks the lifecycle of a citation. That being said, there are statutes in place regulating the issuance of a tickets, how long the court has to submit final conviction to OMV and OMV posting the information to the driving record. In that effect, the State can track a particular citation, it just does not occur in real time.	No updates/progress to report.	High Importance
228	Does the State measure compliance with the process outlined in the citation lifecycle flow chart?	Provide a narrative describing how the State measures compliance with the citation lifecycle process specified in the flow chart. If there are official guidance documents, provide them.	Does not Meet	The State does not have a central repository for citations so compliance cannot be measured on a statewide basis via a citation lifecycle flow chart.	No updates/progress to report.	Somewhat Important
229	Is the State able to track DUI citations?	Provide a flow chart that documents the criminal and administrative DUI processes, identifies all key stakeholders, and includes disposition per the criminal and administrative charges.	Does not Meet	The State cannot track DUI citations.	No updates/progress to report.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
230	Does the DUI tracking system include BAC and any drug testing results?	If no statewide DUI tracking system is in place, indicate whether the driver history record contains the BAC test results.	Partially Meets	While there is no statewide DUI tracking system, DUI information is captured in the CMIS repository and is populated on the driver history file. Blood alcohol is included if the information is provided, but drug test information is not included in any of the records.	No updates/progress to report.	High Importance
231	Does the State have a system for tracking administrative driver penalties and sanctions?	Provide a narrative describing the protocol for reporting (posting) the penalty and/or sanction to the driver and/or vehicle file.	Partially Meets	There is no central repository for citations in the State and only those records reported to the Office of Motor Vehicles after disposition by the courts can be acted upon to apply sanctions and penalties on the driver history file.	No updates/progress to report.	High Importance
232	Does the State have a system for tracking traffic citations for juvenile offenders?	Provide a flow chart that documents the processing of juvenile offenders' traffic citations, specifying any charges or circumstances that cause juveniles to be processed as adult offenders.	Does not Meet	The State does not have a system for tracking traffic citations for juvenile offenders.	No updates/progress to report.	Somewhat Important
233	Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?	Provide a flow chart documenting the processing of administrative handling of court payments (mail-ins).	Does not Meet	The State does not distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances.	No updates/progress to report.	Somewhat Important
234	Does the State track deferral and dismissal of citations?	Provide a flow chart documenting the deferral and the dismissal of citations.	Does not Meet	The State does not track deferral and dismissal of citations.	No updates/progress to report.	Somewhat Important
239	Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Provide the results of a sample query and describe how the linked information is used to collect certified driver records and administrative charges and to post dispositions to the driver file.	Partially Meets	The State clearly demonstrates that it links adjudication data with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file. However, while driver history data is available via a query, the data does not appear to be linked to allow a programmatic determination of charge. The determination requires human determination based upon review of the query returned.	No updates/progress to report.	High Importance
240	Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link citation data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock).	No updates/progress to report.	Somewhat Important
241	Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link adjudication data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision).	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
242	Is citation data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link citation data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
243	Is adjudication data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link adjudication data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
247	Is there a set of established performance measures for the uniformity of the citation systems?	Provide uniformity measures for the statewide citation tracking system. If there are several citation tracking systems, provide uniformity measures for one of them.	Does not Meet	The State does not have a citation tracking system in place to measure for uniformity.	No updates/progress to report.	Somewhat Important
249	Is there a set of established performance measures for the accessibility of the citation systems?	Provide accessibility measures for the statewide citation tracking system. If there are several citation tracking systems, provide accessibility measures for one of them.	Does not Meet	The State does not have a citation tracking system and has, therefore, not established accessibility for it.	No updates/progress to report.	Low Importance
254	In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured?	Provide documentation detailing the numbers of citations issued from the 10 largest law enforcement agencies and the number of dispositions for those citations that are in the driver file over a three month period.	Partially Meets	The State does not have an agency responsible for generating unique citation numbers. That being said, OMV will indicate a deferred sentence or dismissal on the back of the ticket and those submitted electronically will indicate a disposition of 04 which is for a dismissal.	No updates/progress to report.	High Importance
255	Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	Provide a narrative description of the additional quality control measures for the DUI tracking systems and specify which systems use which measures.	Does not Meet	The State does not have a DUI tracking system.	No updates/progress to report.	Somewhat Important

Injury Surveillance, Questions 256 – 272

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
257	Does the injury surveillance system include emergency department (ED) data?	Provide an injury surveillance report that illustrates the use of emergency department (ED) data and data from other injury surveillance systems.	Does not Meet	The Louisiana Hospital Association (LHA) is responsible for managing emergency department data and makes it available only to Association members or by contractual payment (requirement for State agency access).	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
260	Does the injury surveillance system include rehabilitation data?	Provide an injury surveillance report that illustrates the use of rehabilitation data and data from other injury surveillance systems	Does not Meet	Discharge dispositions to rehabilitation centers are available in the hospital discharge and trauma registry data sets, but information about the patient's treatment while in those facilities (rehabilitation data set) is not available.	No update/progress to report.	Very Important
262	Does the injury surveillance system include other data?	List any other databases or sources included in the injury surveillance system and provide a sample report using data from each of these sources. Additional data resources may include medical examiner reports, payer-related databases, traumatic brain injury registry, and spinal cord injury registry.	Does not Meet	It is unclear if data is available other than LERN (pre-hospital (EMS) and emergency department data) and the other ISS components of the traffic records system.	No update/progress to report.	Very Important
264	Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Provide the most recent motor vehicle-related incident counts for the emergency department data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.	Does not Meet	This information is not captured in the emergency department dataset, which is managed by the LHA with little information available at the State agency. However, E-codes will identify motor vehicle crash victims, ICD-9 codes may be converted to AIS to denote severity, and nature of injuries may be decoded from ICD-9.	No update/progress to report.	Very Important
268	Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized EMS data to identify a problem, evaluate a program, or allocate resources.	Partially Meets	EMS data is available for analysis, but the State has not yet used it to identify problems, evaluate programs, and allocate resources for traffic safety issues.	The data assistant, which is funded via TRCC funds, continues to work on engaging EMS providers to submit data in order to have a comprehensive registry. His primary focus the last year is conversion to NEMSIS 3.0. Once complete, all providers will be in the same system and we will be able to perform a more detailed analysis of EMS registry.	Very Important
269	Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized emergency department data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association and not available for analysis. After the ICD-10 conversion, there are plans to make the data available to the State.	The TRCC has funded a project that will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available)	Very Important
270	Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized hospital discharge data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	The hospital discharge data is available for analysis and is primarily being used to evaluate trauma center needs. It has not been used for highway safety efforts at this time.	See reply above.	Very Important
272	Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized vital records data to identify a problem, evaluate a program, or allocate resources (e.g., research in support of helmet or GDL legislation).	Does not Meet	The vital records data is available for analysis, but there are no examples of how it has been used for highway safety projects.	The TRCC plans to add a representative from State vital records to the TRCC Technical Committee.	Very Important

Injury Surveillance – Applicable Guidelines, Questions 273 – 280

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
274	Does the State's emergency department and hospital discharge data conform to the most recent uniform billing standard?	Provide the data dictionaries for both the emergency department and hospital discharge data as appropriate as well as any relevant State statutes or regulations.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State. The hospital discharge data is in UB-92 format, which is not the most recent Uniform Billing Standard. There are plans to update the system to come into compliance with the ICD10 standard, but at this time, the State file is in an older format.	The hospital discharge data is in UB-92 format through the 3rd quarter of the 2015. Starting the 4th quarter of 2015, inpatient data has transitioned to UB-04 (current standard). This transition has allowed for the capture of ICD-10 codes for inpatient diagnosis and procedures.	Very Important
276	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Does not Meet	The Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are only available in the trauma registry, not the emergency department or hospital discharge data systems.	The Department of Hospitals is able to calculate AIS And ISS on the ER and Hospitalization data.	Somewhat Important
277	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State trauma registry for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Partially Meets	Injury Severity Scores are submitted and maintained in the State Registry, but AIS scores are maintained in the hospital databases and not submitted to the State. There are efforts underway to include AIS and other important elements in the State dataset.	LERN can still pull the ISS information for those patients included in the State trauma registry. Chris will try to pull data by deadline, but we are in the midst of storm preparation. We now have 9 hospitals submitting data.	Very Important
280	Are there State privacy and confidentiality laws that supersede HIPAA?	Provide the applicable State laws and describe how they are interpreted—including the identification of situations that may impede data sharing within the State and among public health authorities.	Does not Meet	The hospital discharge, EMS, and trauma registry data systems comply with HIPAA but the State has not enacted any privacy laws that supersede or expand upon the HIPAA rules.	No update/progress to report.	Very Important

Injury Surveillance – Data Dictionary and Coding Manuals, Questions 281 - 290

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
283	Does the emergency department dataset have a formal data dictionary?	Provide the data dictionary including, at a minimum, the variable names and definitions.	Does not Meet	Emergency department data is managed and the data dictionary maintained by the Louisiana Hospital Association and not readily available to the State.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
284	Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	Emergency department data is managed and all documentation maintained by the Louisiana Hospital Association and not readily available to the State.	No update/progress to report.	Very Important
286	Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	The Data Specifications Manual and Submittal Guide are in the process of being revised, but not complete.	No update to prior assessment. Inpatient data aggregation is undergoing changes to allow for UB-04 formatted data. The data will undergo review to determine data issues or limitations for users.	Very Important

Injury Surveillance – Processes and Procedures, Questions 291 – 311

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
294	Is there a process flow diagram that outlines the EMS system's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the EMS data process flows from dispatch to submission of the report to the State EMS repository.	Partially Meets	There is a flow diagram that illustrates the two methods for ePCR submission, but information such as interfaces with other systems and the management loop of error records are still under development.	No update/progress to report.	Very Important
295	Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the emergency department data process flows from patient arrival to submission of the uniform billing data to the State repository.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State, so process flow information is not available.	No update/progress to report.	Very Important
298	Are there separate procedures for paper and electronic filing of EMS patient care reports?	Provide a copy of the procedures for paper and electronic filing or a narrative describing the procedures.	Partially Meets	Information captured in the State database may be submitted via direct data entry, ImageTrend upload, or third party vendor upload. The State does not accept paper reports for the EMS registry, but not all agencies are collecting data electronically. The Louisiana Emergency Response Network and the Louisiana Ambulance Alliance are working with those agencies to assist with converting the paper to electronic means.	No change, we still do not accept paper. There are now 30 EMS providers submitting data to the State EMS Registry.	Low Importance
299	Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Provide a copy of the procedures or a narrative describing the process of collecting, editing and submitting emergency department and hospital discharge data to the statewide repository.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State, so documentation of those processes is not available. The LAHIDD Submittal Guide contains information about data submission, error checking, and management for the hospital discharge data.	No update/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
302	Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative describing the process for returning data to the reporting EMS agencies for correction and resubmission.	Does not Meet	Procedures for returning reports to the submitting agency for correction have not been implemented at this time.	No update/progress to report.	Very Important
303	Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative that describes the process for returning data to the reporting emergency departments for correction and resubmission.	Does not Meet	Since emergency department data is managed by the Louisiana Hospital Association, not the State, information about quality assurance procedures is not available.	No update/progress to report.	Very Important
308	Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the emergency department data for analytical purposes.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State. It is made available to LHA members and outside parties for a fee, but access policies and requirements were not available for review.	No update/progress to report.	Very Important

Injury Surveillance – Data Interfaces, Questions 312 - 314

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
312	Is there an interface among the EMS data and emergency department and hospital discharge data?	Provide a narrative description of the interface link between the EMS data and the emergency department and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and hospital databases.	There is no interface for the hospital discharge database. Access is provided based on data request specifications and approvals.	Somewhat Important
313	Is there an interface between the EMS data and the trauma registry data?	Provide a narrative description of the interface link between the EMS data and the trauma registry data. If available provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and trauma registry, but there are efforts underway to link the systems.	No update/progress to report.	Very Important
314	Is there an interface between the vital statistics and hospital discharge data?	Provide a narrative description of the interface link between the vital statistics and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the hospital discharges and vital records data systems, although they are integrated for research purposes.	There is no interface for the vital statistics and hospital databases. Access is provided based on data request specifications and approvals.	Somewhat Important

Injury Surveillance – Quality Control Programs, Questions 315 – 330

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
316	Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide EMS database.	Does not Meet	The State level correction is limited to system settings related to importing data, but data quality errors are addressed by the submitting agency.	No, the State returns records to EMS Service/Vendor for errors to be addressed.	Somewhat Important
317	Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Provide the formal methodology or describe the process by which rejected EMS patient care reports are returned to the collecting agency and tracked through resubmission to the statewide EMS database.	Does not Meet	There are no formal processes for returning records to the submitting agency for correction, but some are under development.	No update/progress to report.	Very Important
318	Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of timeliness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Submission deadlines are not performance measures, but may be used to develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of EMS records submitted by the March 1 deadline from xx% in 2015 to xx% in 2020'. The submitted measure of 'increase the number of EMS agencies submitting data to the state registry to 50% by the end of the 2016 fiscal year. To date we have 40%' evaluates data system completeness.	EMS will be working with the TRCC to develop performance measures.	Very Important
319	Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accuracy performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Assessor conclusions: There are no accuracy performance measures for the EMS system, but there are plans to develop measures with Statewide implementation of NEMSIS 3.	Validation rules populated in the state EMS Registry. Accuracy performance measures are in development.	Very Important
320	Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of completeness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Some completeness measures have been discussed, but none have been formally implemented.	EMS will be working with the TRCC to develop performance measures.	Very Important
321	Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of uniformity performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the EMS system, but they are being developed by the State registry and EMS agency personnel.	EMS will be working with the TRCC to develop performance measures.	Very Important
322	Are there integration performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of integration performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the EMS system.	Discussions with Center for Population Health Informatics at the Louisiana Department of Health are in process regarding integration of EMS data with hospital discharge data.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
323	Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accessibility performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the EMS system.	LERN has a data request policy. There are no performance measures related to accessibility but they will be working with the TRCC to develop performance measures.	Very Important
324	Has the State established numeric goals— performance metrics—for each EMS system performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the EMS system because there are no measures.	Percentage calculated by dividing number of transportation records missing elements by total transportation record.	Somewhat Important
325	Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance	Does not Meet	There is no performance reporting for the EMS system, but efforts are underway to develop a process.	<p>We are tracking completeness of reporting of critical elements. Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle.</p> <p>Example:</p> <p>Data Period: January 1 2017 - January 31 2017</p> <p>Data from Elite NEMESIS 3 Version 3.4</p> <p>Records in system for Month: 13440</p> <p>Transportation records: 594</p> <p>Number of Transportation records missing a critical element: 40</p> <p>Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle.</p> <p>Criteria includes element is blank or not recorded</p> <p>Percentage of Transportation records missing a critical element: 6%</p> <p>Percentage of Transportation records with all critical elements: 94%</p> <p>Methodology:</p> <p>Records queried using cause of injury</p> <p>This includes patient encounters for MVC,</p> <p>Pedestrian vs. Vehicle, MVC non-traffic, and vehicle vs. animal, motorcycle</p> <p>Percentage is calculated by dividing number of transportation records missing elements by total transportation record.</p>	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
326	Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update EMS system training content, data collection manuals, and validation rules.	Does not Meet	As the State transitions to a new State EMS Registry, data is being evaluated. However, there is no process in place to identify high frequency errors and incorporate them into documentation revisions.	No update/progress to report.	Very Important
327	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Somewhat Important
328	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Partially Meets	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Low Important
329	Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	There is no process for relating user feedback to data managers, but efforts are underway to develop a methodology.	A process is being developed to provide feedback to the EMS agencies on the completeness of critical indicators.	Somewhat Important
330	Are EMS data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Partially Meets	Quality review reports that include details related to EMS data completeness have been provided to the TRCC upon request, but not regularly. LERN and the TRCC are setting up a quarterly schedule for reviewing EMS data quality reports.	Completeness report of key indicators developed. It is run monthly.	Somewhat Important

Injury Surveillance – Emergency Department & Hospital Discharge, Questions 331 – 346

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
332	Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide emergency department and hospital discharge databases.	Does not Meet	There is no State-level correction authority for hospital discharge records or emergency department data. Emergency department data is managed by the Louisiana Hospital Association, not the State.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
333	Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Provide the formal methodology or describe the process by which rejected emergency department and hospital discharge records are returned to the collecting agency and tracked through resubmission to the statewide emergency department and hospital discharge databases.	Does not Meet	The State is in the process of rebuilding the LAHIDD system, so there are no processes in place for rejecting error hospital discharge records and tracking their correction and resubmission. Emergency department data is managed by the Louisiana Hospital Association, not the State, so information about record rejection and resubmission is not available.	No updates/progress to report.	Very Important
334	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of timeliness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no timeliness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
335	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accuracy performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no accuracy performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
336	Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of completeness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no completeness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
337	Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of uniformity performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
338	Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of integration performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
339	Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accessibility performance measures for the emergency department and hospital discharge database and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
340	Has the State established numeric goals— performance metrics—for each emergency department and hospital discharge database performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the medical databases because there are no performance measures.	No updates/progress to report.	Somewhat Important
341	Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Along with no performance measures, there is also no performance reporting to the submitting agencies.	No updates/progress to report.	Very Important
342	Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules.	Does not Meet	Errors are identified using the Business Rules and are catalogued for OPH to follow-up directly with hospitals. Those errors are not used to revise/update training materials or manuals.	No updates/progress to report.	Very Important
343	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the medical databases, emergency department and hospital discharge.	No updates/progress to report.	Somewhat Important
344	Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	The State completed a trend analysis report in 2011 and may continue to do so, but the regularity of those reports is not clear. Independent of the State, the Louisiana Hospital Association (data custodian) identifies data variances in emergency department records quarterly by analyzing two years of data. Once issues are identified, the system vendor (ShareCor) works with the submitting facility to understand and document the differences.	No updates/progress to report.	Low Importance
345	Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The State did not have information about a feedback loop to relay information from key users to the data managers.	No updates/progress to report.	Somewhat Important
346	Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	Data quality reports from the medical databases, emergency department and hospital discharge, are not developed for and shared with the TRCC.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
348	Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide trauma registry.	Does not Meet	There is no State-level correction authority for the trauma registry, error records are returned to the submitting hospital for correction	No updates/progress to report.	Somewhat Important
350	Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of timeliness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Efforts are underway with trauma managers and registrars to develop performance measures. Submission deadlines are not develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2015 to xx% in 2020'.	We moved to a quarterly submission schedule for FY 2017. We will adopt the timeliness measure: "increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2017 to xx% in 2020". Over the last year we have been determine the baseline.	Very Important
351	Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accuracy performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accuracy performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
352	Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of completeness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Completeness performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
353	Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of uniformity performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Uniformity performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
354	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of integration performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Integration performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
355	Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accessibility performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accessibility performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
356	Has the State established numeric goals— performance metrics—for each trauma registry performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	As performance measures are developed, metrics will be identified.	No updates/progress to report.	Somewhat Important
357	Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Although errors are discussed with submitting agencies, no performance reporting is conducted.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
358	Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update trauma registry training content, data collection manuals, and validation rules.	Does not Meet	Plans are being developed to analyze trauma registry data and use high frequency errors to revise training content and documentation, but it is not currently done.	No updates/progress to report.	Very Important
359	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the trauma registry, but plans are being developed to do so.	No updates/progress to report.	Somewhat Important
360	Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	Annual reports include comparative analyses across years and between the State and national data. The comparative trends are helpful, but values have not been identified to know when data have deviated significantly from a norm.	No change, the 2015 report is posted on the LERN website.	Low Importance
362	Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	State Trauma Reports are created annually and shared with the TRCC and other partners. However, data quality management reports are not regularly shared with the TRCC. Efforts are underway to develop quarterly management reports for the TRCC.	No updates/progress to report.	Somewhat Important

Injury Surveillance – Vital Records, Questions 363 – 378

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
369	Are there uniformity performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of uniformity performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has uniformity performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
370	Are there integration performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of integration performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has integration performance measures, but the measure provided relates to process (electronic submission of records) and not quality. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. An example integration measure would be 'to increase the % of fatal crash reports that may be linked to a death record from xx% in 2015 to xx% in 2020.' Integration is the linkage of records at a set point in time primarily for research or evaluation purposes.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
371	Are there accessibility performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of accessibility performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has accessibility performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
372	Has the State established numeric goals— performance metrics—for each vital records performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Partially Meets	Metrics/goals have been established for all available measures: timeliness, accuracy, and completeness. The State should reexamine the integration performance measure and develop measures for uniformity and accessibility.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Somewhat Important
373	Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	There is no performance reporting for death data, but staff in the Vital Records Quality Management Unit is developing a quarterly reporting process.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
375	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Data quality control reviews are not conducted, but efforts are underway in the Vital Records Quality Management Unit to develop such a process.	No updates/progress to report.	Somewhat Important
377	Is data quality feedback from key users regularly communicated to vital records data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The Vital Records Quality Management Unit is developing a feedback process for death records similar to one used for birth records, but it has not been implemented at this time.	No updates/progress to report.	Somewhat Important
378	Are vital records data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	TRCC data quality reports are currently being developed.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide such reporting.	Somewhat Important

Data Use & Integration, Questions 379 – 391

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
380	Does the State have a data governance process?	Provide a narrative detailing the State's data governance process, identifying the personnel involved and describing how it supports traffic safety data integration and formal data quality management.	Partially Meets	The State has a governance process through the Highway Safety Research Group (HSRG); however, it is not clear exactly how that governance process works. The process of collecting crash data was described not the specific processes or policies for the data governance process. Specifically, the organizational structure (including people) by which data quality activities are governed. Such a process would be tied to the action steps within the Louisiana TRCC Strategic Plan, Strategy 3.01: "Create a data integration governance team."	The State is initiating a Data Governance Committee to begin this process.	Somewhat Important
381	Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Provide a copy of the system inventory specifying all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State, and data access policies.	Does not Meet	The State does not currently have a formal traffic records system inventory that identifies linkages useful to the State and data access policies. This is going to be part of the TRCC Strategic Plan.	The TRCC's Data Governanace Committee will begin the process of developing a traffic records system inventory.	Very Important
383	Is driver data integrated with crash data for specific analytical purposes?	Document an integrative crash-driver link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of graduated drivers' license (GDL) law effectiveness or of crash risk associated with motorcycle rider training, licensing, and behavior.	Partially Meets	The driver data is provided to the HSRG on a yearly basis and integrated with the crash data to assist with data validation, reporting and integration with other systems. The BAC is also integrated with the crash system. However, it is not clear for specifically what analytical purposes this data is used for and the State did not provide a sample analysis using the integrated data.	The State is moving to utilizing barcodes instead of reading the magnetic stripes on driver's licenses. This information will be scanned and read into crash reports.	Very Important
384	Is vehicle data integrated with crash data for specific analytical purposes?	Document an integrative crash-vehicle link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include crash trends among vehicle types or vehicle weight restriction by road classification.	Partially Meets	The State described the use of VIN data to perform verification and lookup at the time of data entry in crash records. The State provided sample analyses and reports using information obtained from VIN data. The State does not integrate vehicle data from the Department of Motor Vehicles (including ownership and title information) with crash data.	The State is moving to add barcodes on vehicle registrations and this information will be scanned and read into crash reports.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
386	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Document an integrative crash-citation or adjudication link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of the relationship between illegal actions and crashes for specific driver subpopulations (e.g., older drivers) or of crash-involved DUI offenders' adjudications.	Partially Meets	The Highway Safety Research Group (HSRG) began receiving annual convicted citation data in 2015 (for the 2014 year). The data is used to analyze where drivers are from and where citations occur. The State did not list the linkage variables. It is unclear whether the citation data is linked with crash data.	No updates/progress to report.	Very Important
387	Is injury surveillance data integrated with crash data for specific analytical purposes?	Document an integrative crash-injury surveillance link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include injury outcomes by specific crash type or injuries associated with occupant protection.	Does not Meet	Injury surveillance data is not currently integrated with crash data. The HSRG is working with Louisiana's Emergency Response Network (LERN) to collect EMS and hospital data for integration with the crash system.	The TRCC has funded a project for funding year 2018 to begin linking hospital discharge data with crash data this project was not contracted in 2018 but will be moving forward in 2019.	Very Important
389	Is data from traffic records component systems—excluding crash—integrated for specific analytical purposes?	Document an integrative link using at least two traffic record component systems excluding the crash system. Include the systems, their linkage variables, example analysis, and the frequency of linkage. Example analyses could include an assessment of recidivism among specific driver populations	Does not Meet	Data from component systems, other than crash data, is not integrated.	LERN is working on a project to link EMS registry and trauma patient data in a project with Baton Rouge EMS and Our Lady of the Lake Regional Medical Center.	Somewhat Important

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

3.2 TRAFFIC RECORDS PERFORMANCE TARGETS, PERFORMANCE MEASURES, STRATEGIES, AND PROJECTS

FY 2019

Performance Targets

Decrease the percentage of days from the date of disposition/conviction to entry into the driver database entered within 10 days or less for commercial drivers from 38 percent on March 31, 2018 to 40 percent by April 1, 2019.

Increase the percentage of EMS patient care reports not missing one or more critical data elements (i.e., vehicular injury indicator, primary impression, position of patient, use of occupant safety equipment) from 95 percent complete on March 31, 2018 to 96% on April 1, 2019.

Increase the percentage of EMS Agencies submitting data to the State registry that are NEMSIS 3 compliant from 35 percent on March 31, 2018 to 37 percent by April 1, 2019.

To increase the accuracy of latitude and longitude fields on crash reports submitted electronically from 67 percent on March 31, 2018 to 69 percent by April 1, 2018.

Increase the number of courts reporting the disposition of traffic related cases from 89 courts on March 31, 2018 to 101 courts by April 1, 2019. *(Improvement in this measure stalled from March 31, 2017 to April 1, 2018 due to the Louisiana Supreme Court awaiting communication needed from the Office of Motor Vehicles. The LSC continued to onboard courts during this time-period and has 12 courts in que to begin reporting once this issue is resolved.)*

Performance Measures

Timeliness of driver records system.
 Completeness of the Injury Surveillance/EMS system.
 Accuracy of the Crash Report system.
 Completeness of the citation/adjudication system.

Strategies

Maintain membership in the Louisiana TRCC.
 Support the TRCC and data owners as they implement projects, which support the identified performance measures.
 Initiate a Data Governance program for traffic records in the State.
 Recommend legislative changes as needed to support an improved traffic records information system.
 Continue to support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.

2019 Traffic Records Projects

Highway Safety Research Group Programming - \$204,274

The Highway Safety Research Group (HSRG) at Louisiana State University will support state law enforcement agencies with LaCrash software installation and support, used by the agencies to submit crash data to the State. Louisiana is receiving over 95% of the crash data electronically, which enables the HSRG data quality team to switch their primary focus from electronic crash reporting to accuracy and completeness of the data. These projects increase the quality of crash data the State uses to report crash-related information, which is used for research and to improve the dissemination of crash data to decision-makers.

Louisiana Ambulance Alliance – \$229,000

This project will support the implementation of the EMS Data Element into the Injury Surveillance System Critical Pathway as detailed in the 2012 Traffic Records Program Assessment Advisory published by NHTSA. Implementation of this project aims to accomplish the following: training EMS providers to extract and utilize data; adopting performance measures, which address timeliness, accuracy, completeness, uniformity, integration, and accessibility; and increase the total number of EMS agencies extracting, analyzing, and utilizing patient care data reports and data submitted to LERN and integrated with LACRASH data.

LA Emergency Response Network (LERN) Contractor – \$40,000

This project will provide for a contract with an individual to recruit and educate ambulance providers in the state to submit electronic injury surveillance data to LERN on a regular basis. This third-party contract or agreement shall be submitted to LHSC for review and approval prior to any work being performed. This project shall coordinate with the LA Ambulance Alliance, who represents the majority of the ambulance providers in the state. A NEMSIS – compliant database shall be maintained with pertinent crash injury data elements obtained from the ambulance providers.

Louisiana Office of Public Health – \$74,800

This project will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available). Integrating these data systems will improve the quality and accuracy of crash injury outcome data for improved surveillance of motor vehicle crash injuries.

Travel/Training for Traffic Records - \$30,000

Funds set aside to law enforcement, Traffic Records Coordinating Committee members and other partners to attend traffic records conferences and training (such as the ATSIP Traffic Records Forum). This serves to directly support planned strategies and projects. These requests are submitted and approved by the LHSC Executive Director. The number of conferences and training opportunities are unknown until the requests are received.

LA State Police LACRASH Transition - \$10,000 (Year 2)

Maintenance and programming payments to the Office of Technology Services (OTS) for the support of the LACRASH electronic software crash-reporting system. Currently the LSP is utilizing an obsolete electronic system, and is in the process of migrating to this system, which was developed by the LSU Highway Safety Research Group.

Traffic Crash Reconstruction Training - \$230,000

The Louisiana Highway Safety Commission will sub-contract with Northwestern University Traffic Institute to hold one set of Crash Investigation 1 and 2 and one full Reconstruction Series for law enforcement officers from around the State. The full Reconstruction Series will consist of Crash Investigation 1 & 2, Vehicle Dynamics, and Reconstruction 1 and 2. There is a constant need for this type of training due to the turnover of police officers and the lack of crash investigation training they normally receive in the POST academy. (Accuracy, completeness and timeliness)

Request for Proposal (RFP) for Bar-Code Readers - \$750,000

The current statewide electronic crash-reporting system (LACRASH) utilizes drivers' license scanners for populating the name, address and DL number of drivers involved in traffic crashes. However, the Office of Motor Vehicles is replacing these scanned numbers with barcodes not only on drivers' licenses but on vehicle registrations as well. This will greatly facilitate the accuracy and timeliness of even more critical information electronically obtained at the crash scene. To purchase enough barcode readers for all law enforcement it is necessary for Highway safety to use the RFP method through State Purchasing (because of the amount). The successful vendor will then enter into a three-year contract with LHSC and provide the barcode readers to the HSRG as dictated by rollout requirements among statewide law enforcement.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR-2	Injury Surveilland/EMS System	Improves accessibility of a core highway safety database
TR-4	Citation/Adjudication System	Improves timeliness of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The following table from Louisiana's Traffic Records Strategic Plan is addresses:

1. Assessment recommendations that the State intends to address in fiscal year, and
2. Recommendations that the State does not intend to address in the fiscal year

TRCC Management and Strategic Planning, Questions 1 – 34

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
10.	Does the TRCC identify core system performance measures and monitor progress?	Provide at least one performance measure for each of the six core systems and describe how the TRCC identified it and has tracked its progress over time.	Partially Meets	The TRCC makes more system performance measures a priority. Performance measures and performance monitoring are in place for Crash, Injury Surveillance, and Citation & Adjudication. The TRCC is working to develop performance measures for Vehicle, Driver and Roadway, systems.	The TRCC continues its push to develop and monitor new performance measures and will use the TRCC Data Governance Committee and CDIP results to help establish new measures.	Very Important
12.	Does the TRCC have a traffic records inventory?	Provide the traffic records inventory.	Does Not Meet	While the system owners reportedly have and maintain their own inventory, the TRCC does not yet maintain an inventory of the various TRS component systems.	The TRCC has formed a Data Governance Committee and be working with data system owners to begin to process of developing a traffic records inventory.	Somewhat Important
13.	Does the technical TRCC have a designated chair?	Provide a position description, identify the individual, and describe the chair's responsibilities.	Does Not Meet	The technical committee of the TRCC does not have a designated chairperson, but it is evident that the TRCC is poised to ask for nominations and will elect a chair at its next scheduled meeting. We were told that the TRCC will address this at their February 2016 scheduled meeting.	The TRCC Executive Committee Vice Chair acts as the TRCC Technical Committee Chair.	Very Important
24.	Does the TRCC have a process for prioritizing traffic records improvement projects in the TRCC strategic plan?	Identify, with appropriate citations, how the TRCC prioritizes traffic records improvement projects as specified in the strategic plan.	Partially Meets	The strategic plan clearly details the procedure by which the TRCC approves projects. Until now, the demand for funding has not exceeded the supply. The TRCC e-Citation Committee is working to formulate a plan if this happens in the future, and the state should include that in future TRCC Strategic Plans.	Through its strategic planning efforts the TRCC continues to develop and document its prioritization process. The TRCC will be utilizing the Subgrant Application Review Form to help rank proposed projects.	Very Important
31.	Does the TRCC consider lifecycle costs in implementing improvement projects?	Identify, with appropriate citations, a project or projects in the strategic plan whose development included consideration of lifecycle costs.	Does Not Meet	The State indicated the TRCC does not currently consider lifecycle costs in implementing traffic records projects, but intends to do so in the future.	Through the TRCC Policy Committee a project lifecycle policy has been developed.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
33.	Does the strategic plan make provisions for coordination with key federal traffic records data systems?	Provide a narrative demonstrating how the strategic plan coordinates with key federal traffic records data systems. Provide citations from the strategic plan if appropriate.	Partially Meets	Coordination with key federal traffic records data systems is not specifically mentioned in the Strategic Plan; however, the TRCC does include federal DOT partners as non-voting members.	The TRCC has discussed this during the Strategic Planning Retreat and intends to add this to the next version of the Strategic Plan.	Somewhat Important
34.	Does the TRCC have a process for identifying and addressing impediments to coordination with key Federal traffic records data systems?	Provide a narrative detailing the processes used by the TRCC to identify and address impediments to coordination with key Federal traffic records data systems. Provide citations from the strategic plan if appropriate.	Partially Meets	Although it is not detailed out specifically in the strategic plan, representatives from NHTSA, FHWA, and FMCSA, serve in an advisory capacity to the TRCC and are available to assist the LA TRCC in identifying and addressing impediments to coordination with key Federal traffic records data systems.	The TRCC has discussed this during the Strategic Planning Retreat and intends to add this to the next version of the Strategic Plan.	Very Important

Crash_ Questions 36 – 79

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
52.	Do all law enforcement agencies collect crash data electronically?	Provide a list of all reporting agencies and specify their data collection methods. Specify any State plans for achieving 100% electronic in-field data collection.	Partially Meets	A very impressive 93% of all law enforcement agencies in LA collect crash data electronically using LACRASH or a solution supplied by a 3rd party vendor.	The State continues gain users on its LACRASH program. Over the last year, several large agencies have switced from their 3rd prty vendor to LACRASH. With this said, submitting electronic crash records is not legislatively mandated and the State has a 98% electronic reporting rate.	Somewhat Important
53.	Do all law enforcement agencies submit their data to the statewide crash system electronically?	Describe – using a narrative or flow diagram – all data submissions processes used to transmit data from collecting agencies to the statewide crash data system. Include the percentage of total data submitted for each specified method.	Partially Meets	Once again, an impressive 93% of all law enforcement agencies submit crash reports to the DPS-DOTD using LACRASH or solutions provided by 3rd party vendors.	98% of the State law enforcement agencies are submitting electronic data.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
58.	Does the crash system interface with the driver system?	Provide narrative description of the crash-to-driver system interfaces that enable: verification and validation of the driver's personal information, access to driver records, identification of inconsistencies between the crash and driver records, and/or identification of the driver's prior crash involvement?	Partially Meets	LA crash system does not interface with the driver system; however, the use of the MagTek card reader allows OMV provided driver data to help verify the driver's personal information and the yearly driver file comparison provides the ability to validate a driver's personal information. Neither of these, again, represent an interface of the driver system with the crash system but LA is being given partial credit for this effort.	As OMV transitions as OMV transitions away from magnetic stripes on driver's licenses, the TRCC has voted to begin funding the purchase of bar code readers.	Somewhat Important
59.	Does the crash system interface with the vehicle system?	Provide narrative descriptions of the crash-to-vehicle system interfaces that enable: verification and validation of the vehicle information, access to vehicle records, and/or identification of inconsistencies between the crash and vehicle records.	Partially Meets	Even though the POLK software is not an interface of the vehicle system, this front-end effort is being given partial credit for undertaking some verification and validation of vehicle information since the data is the product of an analysis of the VIN.	As OMV will be adding a bar code to vehicle registrations, the TRCC has voted to begin funding the purchase of bar code readers.	Somewhat Important
61.	Does the crash system interface with the citation and adjudication system?	Provide narrative descriptions of the crash-to-citation and -adjudication interfaces that enable: verification and validation of citations and/or alcohol or drug test information in the crash record; identification of any inconsistencies between crash and citation records; and access to criminal history, contact history, and location history.	Does Not Meet	The response is actually describing consolidated data sets between crash and citation/adjudication and is not an interface between the two.	No updates/progress for this question.	Somewhat Important
62.	Does the crash system interface with the injury surveillance system?	Provide narrative descriptions of the crash-to-injury surveillance interfaces that enable: verification and validation of EMS information, and identification of inconsistencies between crash and EMS records.	Does Not Meet	Despite the efforts to interface with the injury surveillance system at some point, the crash system and injury surveillance systems are not yet interfaced.	The TRCC has funded a project for funding year 2018 to begin linking hospital discharge data with crash data this project was not contracted in 2018 but will be movign forward in 2019.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
63.	Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.	Partially Meets	Edit checks and validation rules do ensure that entered data falls within a range of acceptable values. What they cannot demonstrate is that these same validation or edit checks ensure that entered data is logically consistent among the data elements.	No updates/progress for this question.	Very Important
65.	Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?	Provide the formal methodology or describe the process by which rejected crash reports are returned to the originating officer and then resubmitted to the statewide crash database.	Does Not Meet	HSRG does not return reports containing errors to the original officer/agency once they are submitted to the repository.	No updates/progress for this question.	Very Important
67.	Are there accuracy measures tailored to the needs of data managers and data users?	Provide a complete list of crash system accuracy measures the State uses, including the most current baseline and actual values for each.	Partially Meets	HSRG's accuracy performance focuses on only one data element; the LAT/LONG, which is considered accurate when the LAT/LONG coordinates fall within the state, borders.	With the Crash Data Improvement Program ongoing, HSRG will be requesting some guidance on accuracy performance measures wiith this process.	Very Important
69.	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of crash system uniformity measures the State uses, including the most current baseline and actual values for each.	Does Not Meet	There were no uniformity performance measures provided because LA feels it has already achieved a 100% uniformity goal due to the existence of a statewide uniform crash report.	With the Crash Data Improvement Program ongoing, HSRG will be requesting guidance on uniformity performance measures wiith this process.	Very Important
70.	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of crash system integration measures the State uses, including the most current baseline and actual values for each.	Partially Meets	The respondent provide a valid performance measure.	With the Crash Data Improvement Program ongoing, HSRG will be requesting guidance on integration performance measures wiith this process.	Very Important
75.	Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?	Provide the formal methodology or describe the process by which quality control reviews comparing the narrative, diagram, and coded contents of the report are considered part of the statewide crash database's data acceptance process.	Partially Meets	The periodic review apparently meets their needs and appears to be prudent based on their experience.	No updates/progress for this question.	Somewhat Important

Vehicle Questions 80 – 118

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
82	Are vehicle registration documents barcoded—using at a minimum the 2D standard—to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?	Provide a sample document, and identify the information encoded.	Does not Meet	Louisiana vehicle registration documents do not contain any type of barcode, which would allow for rapid accurate collection of vehicle information by law enforcement officers. Vehicle registration documents are barcoded for the Office of Motor Vehicles to scan into the vehicle record system. An opportunity does exist to consider the use of a 2D barcode that could then be used by law enforcement officers in the field.	The Office of Motor Vehicles is working with their vendor to add a barcode to the vehicle registrations.	Very Important
84	Does the vehicle system query the National Motor Vehicle Information System (NMVIS) before issuing new titles?	Provide the NMVTIS query processing instructions or provide a screen print of the query tool.	Partially Meets	Verification of the motor vehicle title information through NMVTIS is done manually by the clerk that is processing the title transaction. It is not clear if there are any safeguards in place to ensure the title was queried through NMVTIS prior to processing a title transaction and how the transaction is handled if NMVTIS is down. Adopting an electronic vehicle system query of the NMVTIS presents an opportunity to reduce potential errors that occur when using the manual process.	OMV will be adding a new system in 2 years and plans to add this feature with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
99	Are the driver and vehicle files unified in one system?	Provide a narrative description of the unified system's main components and identify the variables that link the vehicle and driver files.	Does not Meet	The driver and vehicle files are not unified in one system. However, the personnel of the Office of Motor Vehicles maintain the vehicle file, process titles and registrations, but are also able to assist customers with driver transactions. In terms of the agency operations, the vehicles and drivers sections are unified. It has been acknowledged by the agency that the variable that could be used to unify the vehicle and driver files would be the driver's license number.	There will be some improvement on this when the new system is implemented – not sure how they will be unified and once implemented it will be a day forward improvement	Somewhat Important
100	If the driver and vehicle files are separate, is personal information entered into the vehicle system using the same conventions used in the driver system?	When the driver and vehicle systems are separate, provide extracts from the driver and vehicle system manuals detailing the data entry conventions for each.	Does not Meet	At the present time, there is no common convention use in the driver and vehicle files. The driver system requires date of birth while the vehicle system does not. No extracts from the driver and vehicle system manuals detailing the data entry conventions for each was provided. Differences in procedures and actions between the vehicle and driver system exist because of state statutes.	No updates/progress to report.	Somewhat Important
102	When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?	Provide an appropriate extract from the vehicle system manual that details the process for addressing a record flagged by the crash system.	Does not Meet	The Office of Motor Vehicle's staff does not enter crash data. Discrepancies identified during data entry in the crash data system are not able to be flagged for possible updating.	OMV does not add crash data to our system. If there were discrepancies then we would need to be notified of them so we can look into them.	Low Importance
105	Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?	Provide the formal methodology or describe the process by which automated edit checks or validation rules ensure entered data falls within the range of acceptable values and is logically consistent between fields.	Does not Meet	There is a formal program of error/edit checking as data is entered into the file and there are programmatic edits that provide edit checks and validation rules to ensure that entered data falls within a range of acceptable values. No formal methodology or specific description of the process was provided.	OMV has a list of valid values for permissible fields	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
106	Is limited state-level correction authority granted to quality control staff working with the statewide vehicle system to amend obvious errors and omissions?	Name the authority that allows quality control staff to correct the statewide vehicle database.	Partially Meets	Error corrections are not limited to any Office of Motor Vehicle (OMV) staff. If an error or omission is identified, all of the OMV employees can amend or correct the record. After a record is processed, the record is audited by an audit unit to ensure that all errors were corrected and further documented to prevent them from being repeated. However, while this unit may be considered as quality control staff, it was not specifically named as the quality control staff.	No updates/progress to report but this is on the list for the new Vehicle System.	Somewhat Important
108	Are there accuracy performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system accuracy measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Accuracy performance measures are not used but vehicle records are audited by an internal unit to identify errors and bring those to the attention of data users.	This is on the list for the new Vehicle System.	Very Important
109	Are there completeness performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system completeness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Completeness performance measures are not used to meet the needs of data managers and data users but when an Office of Motor Vehicle employee processes a vehicle report, the records are audited by an internal audit unit for accuracy and completeness.	No updates/progress to report but measures will be possible with the new system.	Very Important
110	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system uniformity measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Uniformity performance measures are not used to meet the needs of data managers and data users.	No updates/progress to report but measures will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
111	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Integration performance measures are not used to meet the needs of data managers and data users.	No updates/progress to report but measures will be possible with the new system.	Very Important
112	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of vehicle system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	Accessibility performance measures are not used to meet the needs of data managers and data users.	No updates/progress to report but measures will be possible with the new system.	Somewhat Important
113	Has the State established numeric goals—performance metrics—for each performance measure?	Provide the specific, State-determined numeric goals associated with each performance measure in use.	Partially Meets	Numeric goals—performance metrics—have not been established for each performance measure. Evidence does suggest that one performance measure exists for Office of Motor Vehicle employees that are expected to produce 1,000 transactions per month in the vehicle system.	No updates/progress to report but measures will be possible with the new system.	Very Important
114	Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt form revisions.	Partially Meets	The detection of errors is recorded in reports for evaluation by the Office of Motor Vehicle staff. They are used to determine if modifications or edits are needed and if program edits can be developed to prevent future errors. It does not appear that the detection of errors is used to generate updates to training content and data collection manuals.	No updates/progress to report but this may be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
115	Are independent sample-based audits conducted periodically for vehicle reports and related database contents for that record?	Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.	Partially Meets	The Office of Motor Vehicles has two OMV units that conduct periodic audits. One unit performs Public Tag Agent audits and the other unit performs all field and headquarters services audits on vehicle, driver management, and driver license sections. It is not clear how often the field and headquarters services are audited and what is the formal audit methodology for both types of audits.	No updates/progress to report.	Somewhat Important
118	Are data quality management reports provided to the TRCC for regular review?	Provide a sample quality management report and specify how frequently they are issued to the TRCC.	Does not Meet	No data quality management reports are provided to the TRCC for regular review. Providing these reports to the TRCC is an opportunity to familiarize other members with the current challenges and needs of the vehicle record system. With this information, the other members can provide support for improvements in the vehicle records that benefit the State's entire traffic records system.	The TRCC will work with the OMV to determine types of reporting that is needed.	Very Important

Driver, Questions 119 – 163

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
120	Can the State's DUI s data system be linked electronically to the driver system?	Provide a narrative explanation of a State's linking protocols that demonstrated how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a separate DUI system that can link electronically to the driver system. They have implemented an electronic database that captures only arrest data that is linked to the driver system. While use is not mandatory for law enforcement in Louisiana, agencies may provide arrest data by means of this system.	OMV is determining if this is possible with their new system (will be operational in 2 years).	Very Important
122	Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Provide a narrative documenting the availability of traffic violation and/or driver improvement-training history, including motorcycle and commercial license training, by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Partially Meets	The driver system captures drivers' traffic violations and driver improvement course information that is reported both electronically and manually. Driver improvement course information that is reported electronically does not contain provider name and type of course. Motorcycle and commercial driver training data is also captured.	No updates/progress to report but this will be possible with the new system.	Low Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
123	Does the driver system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?	Provide a narrative documenting the availability of original issuance dates for all permits, licensing, and endorsements by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Does not Meet	The driver system does not capture and retain the original issuance dates for all permits, licensing, and endorsements. Information that is submitted when each license is issued is stored in a Content Manager database. OMV does store an electronic copy of each license with endorsements issued on the Driver's License Photo Retrieval System.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
129	Does the custodial agency maintain accurate and up to date documentation detailing the licensing, permitting, and endorsement issuance procedures (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	The State does maintain electronic up-to-date documentation detailing the licensing, permitting, and endorsement issuance procedures by the Office of Motor Vehicles policy and procedures section. One hundred percent of this information is stored on a lotus notes database. Policies listings were provided but no specific descriptions (process flows) regarding how these policies are implemented were given.	OMV is developing a process flow chart to detailing the licensing, permitting, and endorsement issuance procedures.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
131	Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	OMV provided a narrative explaining how reporting and recording of driver improvement courses are processed. Most courses are reported manually and a copy of the documentation is stored on their Content Manager system, which can be accessed by query of the driver's information. If submitted electronically, a violation code is used. The records are updated in the same manner as the manual submission except for the documentation storage.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
134	Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?	Provide the process flow diagram.	Does not Meet	The State did not provide a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	OMV is developing a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	Very Important
135	Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Provide the documentation or flow diagram that describes the processes and procedures for error correction and error handling in each of the listed process areas.	Does not Meet	All errors are handled manually. While some errors may be caught when audited or a conviction is added erroneously, it is not clear exactly how the errors are found and no process was described regarding the process to correct errors.	No updates/progress to report but this will be possible with the new system.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
138	Are there established processes to detect false identity licensure fraud?	Provide a narrative describing the systems or processes used to detect individuals attempting licensure under a new identity.	Does not Meet	At the current time, the State reported that they do conduct hands on training in reviewing documents and use the SAVE program, but have not established a written process for fraud detection.	<p>OMV utilizes a Photo Retrieval to verify if the person is previously documented. Hands-on training on examination of the document presented, including asking the customer questions relative to documents presented (verbal communication; social security number, etc.).</p> <p>DL Fraudulent training located on DPS Intranet> OMV> Fraud Training >Fraudulent Training Study Guide> Fraudulent Training Exams. ID checking guide is utilized to identify valid or fraudulent out of state credentials. Save program – utilized for immigrant or non-immigrant alien verification. The Vital Statistic interface system that identifies when an individual is deceased.</p>	Somewhat Important
142	Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Provide copies of the relevant procedures or manuals.	Does not Meet	The State responded that there are procedures in place to ensure the driver system custodians track access and release of driver information adequately; however, there was not any information available for electronic distribution. A power point was provided that included some standard procedures but it did not indicate how release of driver information was tracked by custodian.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
143	Can the State's crash system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the crash system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State's crash system cannot be linked to the driver system electronically.	By State law OMV cannot add crash reports to the person's driving record unless the person is asking for reimbursement of damages – R.S. 32:871	Very Important
144	Can the State's citation system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the citation system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a citation system; therefore, it cannot be linked to the driver system electronically.	No updates/progress to report.	Very Important
145	Can the State's adjudication system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the adjudication system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State reported and provided a Supreme Court Reporting Specifications Document and indicated that they are not yet able to link the driver and court system with the existing infrastructure without major modification.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
146	Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Provide a narrative description of the policy for checking the PDPS, CDLIS, SSOLV, and SAVE for licensing commercial and non-commercial drivers (both original issuances and renewals).	Partially Meets	The State's driver system is integrated with the Problem Driver Pointer System (PDPS), the Commercial Driver Licensing System (CDLIS), and the Social Security Online Verification system (SSOLV) for all CDL transactions and new and renewal non-CDL transactions. They are not integrated with the Systematic Alien Verification for Entitlement (SAVE) system.	OMV's new system will have everything linked to include SAVE and the state is now working with AAMVA on electronic State-to-State updates for non-commercial drivers (implementation set for October).	Very Important
149	Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.	Partially Meets	The custodial agency does not have the capability to grant authorized personnel from other States access to information in the driver system; however, access from other states could be provided through Federal programs sponsored by AAMVA, such as CDLIS and PDPS.	All Louisiana Law Enforcement Telecommunications System (LLETS) users must complete the following for initial access: Undergo a national fingerprint based background check. Felony convictions exclude the potential user from access; Complete initial LLETS certification/training within 6 months of access. Recertification must occur every 24 months thereafter while LLETS access is maintained.	Very Important
150	Is there a formal, comprehensive data quality management program for the driver system?	Provide a narrative description of the driver system's data quality management programs and the most recent data quality reports issued.	Does not Meet	The State does not have a formal, comprehensive data quality management program for the driver system.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
152	Are there timeliness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system timeliness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any timeliness performance measures tailored to the needs of data managers and data users.	OMV is currently piloting a program with Rayne City Court, to allow them to report all convictions electronically to OMV without going through the Supreme Court so that OMV can verify the timeliness of data submitted to us and errors returned to the court. This will allow OMV to work one on one with the court to fix any issues they are having with reporting. Once they have been brought on successfully we will bring on another court until all courts are on board – this will be possible with the new system.	Very Important
153	Are there accuracy performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accuracy measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State reported that the driver system has edit checks for manual entries to correct erroneous information in critical data fields. Electronically submitted information is not accepted by the driver system if errors exist. This includes all manual entries and electronic submissions for the reporting of convictions, insurance cancellation, accidents, and notice of violation data. A complete list of the driver system accuracy measures the State uses was not provided. Simply stating that errors are identified and programmatically corrected does not provide sufficient detail.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
154	Are there completeness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	While the State has edit checks in place that will return incomplete records back to the court for correction, they do not have any completeness performance measures tailored to the needs of data managers and data users. Performance measures would include measures for both electronic and manual reporting of data and would include a baseline measurement as well as actual values for each.	No updates/progress to report but this will be possible with the new system.	Very Important
155	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.	Does not Meet	There are uniformity measures for the Commercial Driver License driver data through the implementation of CDLIS 5.3.2.1. A "high level flow" of the driver license process (pre CDLIS-MOD) in need of updating was provided. However, no evidence of similar uniformity performance measures existing for other elements of the driver system were provided.	No updates/progress to report but this will be possible with the new system.	Very Important
156	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have integration performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
157	Are there accessibility performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any accessibility performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
158	Has the state established numeric goals—performance metrics—for each performance measure?	Provide the specific, State-determined numeric goals associated with each performance measure in use.	Does not Meet	The State indicated that they were unaware of any established performance metrics for each performance measure. Working with the Traffic Record Coordinating Committee could provide the opportunity for assistance in identifying numeric goals for each performance measure.	No updates/progress to report but this will be possible with the new system.	Very Important
159	Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt revisions	Partially Meets	The State reported that high frequency errors do generate meetings to evaluate and resolve problems. All agencies that report electronically to the Office of Motor Vehicles (OMV) will receive error reports from the agency. Periodically, the OMV will review employee transactions for accuracy to identify training needs. No mention of data collection manuals was indicated.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
160	Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.	Partially Meets	The State provided an audit report completed by the Office of Management & Finance, Internal Audit Division dated November 30, 2012. These audits are done annually based on risk assessment. No information regarding the risk assessment process was provided. There also does not appear to be any other independent sample bases audits that are conducted periodically for the driver reports and related database contents for that record.	OMV is in the process of training new employees. Once all training is complete, they will design an independent audit for the driver reports and related database contents and establish a timeframe for the audits.	Somewhat Important
162	Is data quality feedback from key users regularly communicated to data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.	Partially Meets	While verbal feedback is provided to courts and law enforcement agencies periodically as requested. None of the other key users was mentioned regarding data quality feedback. A formally establish process for transmitting and utilizing key users' data quality feedback to inform of changes would be very helpful in meeting the needs of data collectors and data managers.	OMV sent out a survey to all courts in order for us to get the correct person's information so that we could update them timely and get their feedback however not all courts returned the survey. I believe we need to change this approach and notify the associations for Mayor, City and District courts the information and have them disseminate it to each court as well as have the courts submit their feedback to the association and then to OMV.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
163	Are data quality management reports provided to the TRCC for regular review?	Provide a sample quality management report and specify how frequently they are issued to the TRCC.	Does not Meet	Data quality management reports are not provided to the TRCC for regular review. Being an active participant and including regular data quality management reports provides an excellent opportunity to enlist support for desired improvements within the driver record system.	OMV will work with the TRCC to determine what type of reports are needed.	Very Important

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Roadway, Questions 164 – 201

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
166	Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Describe the enterprise roadway information system, which should enable linking between the various roadway information systems including: roadway, traffic, location reference, bridge, and pavement data	Partially Meets	Very Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	DOTD's contract was not extended with it current contractor. We did get the R&H's system up and running and are managing the statewide routes on a single LRS and are managing highway inventory data elements. Due to lack of contract time, we were not able to have the R&H's database connect to the other disparate inventory systems... Dtimes & Transmetric. We are currently working with both vendors to allow the necessary communication. In mean time, we do have placeholders in R&H's that would allow us to load copies of the data into R&H's for use and distribution. We have not loaded that data at this time.
168	Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?	Describe how the crash data is incorporated into the enterprise roadway information system and provide an example of how it is used for safety analysis.	Does not Meet	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Similar to the Dtimes and Transmetric systems, we have place holders in R&H's in which we could load yearly copies of this data but do not have a direct connection to CRASH at this time. It is our intention to continue development of all the disparate systems to allow connections. So loading and copies efforts can be eliminated.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
169	Are all the MIRE Fundamental Data Elements collected for all public roads?	Provide a list of FDEs collected and their definitions. Specify if the data collected is for all public roads or State roads only. If the State wishes to cite the data dictionary directly, please identify the FDEs.	Partially Meets	Somewhat Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	Per statewide contract, DOTD collected all or nearly all of the "collectable" MIRE elements on all public roads. We have loaded this information for the state system. We are currently working on loading the local system's information.
174	Is there guidance on how and when to update the data dictionary?	Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.	Partially Meets	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
175	Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?	Provide documentation or a narrative explaining the process for adding new data elements (e.g., a new MIRE element) to the roadway system. Identify who is responsible for each step in the process.	Partially Meets	Very Important	The State has an informal process in place to incorporate new elements into the roadway information system. No formal documentation has been developed. When a decision is made to makes changes to the data system, specific business and IT positions act to implement the change.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.
178	Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Provide documentation or a narrative explaining the local agency procedures for collecting, managing, and submitting data to the State roadway inventory. Identify who is responsible for each step in the process.	Does not Meet	Somewhat Important	Local agencies do not collect or submit data to the State for inclusion in the roadway data system. As a result, procedures have not been established or needed. The State collects data on local roads; therefore integration with local agencies is minimal.	Per recommendations from FHWA, VHB, as well as governance seminars DOTD has recently participated in; we have started a user group with one Planning Area as a Pilot Project to identify the best ways to communicate and share data. We have not formalized a method as of yet as we expect data sharing with different municipalities and local entities will require multiple options depending on their LRS and or GIS experience.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
186	Do Roadway system data managers regularly produce and analyze data quality reports?	Provide a sample report and specify the release schedule for the reports.	Partially Meets	Very Important	The State has not developed a formal process for generating data quality reports. However, basic reports are generated quarterly as part of a data validation process. When this process indicates data inconsistencies, such as with flagged base map section lengths, data errors are corrected at that time.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bugg that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in future release of the software.
187	Is the overall quality of information in the Roadway system dependent on a formal program of error/edit checking as data is entered into the statewide system?	Describe the formal program of error/edit checking, to include specific procedures for both automated and manual processes.	Partially Meets	Very Important	The mainframe based roadway data system has minor automated business rules and data checks that run upon data entry or data updates. The existing data checks are described as minor. The primary qa/qc processes described are manual reviews where key staff review data entry completed by staff.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bugg that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in a future release of the software.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
188	Are there procedures for prioritizing and addressing detected errors?	Describe the procedures for prioritizing and addressing detected errors in both automated and manual processes. Please specify where these procedures are formally documented.	Partially Meets	Very Important	An informal process for identifying data quality errors exists. No procedures exist for prioritizing them, as errors are detected they are addressed at that time. As data users find errors in the roadway inventory data, specific staff responsible for the roadway inventory is notified. The error is reviewed and an update to the system is completed by data entry staff and the originator of the request is notified of the data correction.	No updates/progress to report.
190	Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	Provide the metrics used.	Partially Meets	Very Important	Performance measures have not been established regarding timeliness for the roadway data system. The State does focus on the HPMS submission date, but no metrics have been established.	No updates/progress to report.
191	Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding timeliness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
192	Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the accuracy of the State roadway information system.	No updates/progress to report.
193	Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accuracy for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	We currently do not get data from the locals. Our initial thought is that they will be editing data in a "version" provided to them in which DOTD staff will review (and/or spot check massive amounts of data) before accepting and pushing the version up to the parent version.
194	Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the completeness of the roadway information system.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026
195	Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding completeness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
196	Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that no performance measures for the uniformity of roadway data are established.	R&H's already has a uniform schema set for all data elements in R&H's.
198	Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Provide the metrics used.	Partially Meets	Very Important	The State is aware of the accessibility of their roadway data that is web accessible and they do track the number of hits on the online ArcOnline functional classification maps, for example. However, a performance measure that consists of a baseline, target or goal, and existing performance, has not been established or provided.	The performance measure for accessibility of DOTD roadway data is to provide REST services for 100% of non-sensitive data elements residing in R&H's. We currently have REST services for most elements, which is available to the public. Since we only have the on-system information loaded, we have the local raw data on DOTD's FTP site for public use.
199	Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accessibility for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.
200	Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	The State indicated that there are no performance measures for the integration of roadway data and other critical data systems.	No updates/progress to report.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
201	Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	Performance measures have not been established regarding integration for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.

Citation-Adjudication, Questions 202 – 255

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
202	Is there a statewide system that provides real-time information on individuals' driving and criminal histories?	Provide a narrative description of the statewide system that provides real-time information on individuals' driving and criminal histories.	Partially Meets	The State has both a driver history file (maintained by the Office of Motor Vehicles) and a criminal history file (maintained by the Department of Public Safety). These databases are accessible via LLETS, the Louisiana Law Enforcement Telecommunications System. LLETS is managed by the Department of Public Safety and Corrections (DPS&C), Louisiana State Police and allows various authorized Criminal Justice entities to access and exchange critical Criminal Justice information. The driver and criminal history databases do not appear to have a combined view but may be accessed separately through the	Statewide access to real-time accurate, complete adjudication citation records is a critical mission of the Supreme Court of Louisiana in its liaison relationship between the clerks of court, and the state Office of Motor Vehicles. Performance successes in electronic reporting of citation adjudications to the Supreme Court were characterized in early years by pilots with well-resourced courts. In the last couple of years, the Supreme Court's Traffic Records Project, in partnership with the state Office of Motor Vehicles, has prioritized a more rapid adoption of courts reporting traffic citation adjudications, resulting in an increase from 38 to 87 courts in the span	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
				<p>telecommunications system. There are over 22,000 authorized users of LLETS, which include court and law enforcement personnel.</p>	<p>of two years. The challenges of managing outcomes in a non-unified court system vary from one court to the next, where there are varying levels of capacity, and various software vendors with as many different methods for collecting and disseminating adjudications. The challenges are especially significant in smaller, under-resourced courts, and those challenges are now beginning to manifest in reduced performance statistics for electronic records timeliness, accuracy, and completeness. The approaches identified by the Supreme Court for resolving those challenges are often limited by the capacity of software vendors to produce solutions, and funding sources to pay for changes to software. On the other hand, the Supreme Court has successfully overcome those challenges at sites where strategic investments of grant resources were made for data exchanges to seamlessly connect electronic records from law enforcement systems, to prosecutor systems, to clerks of court systems, and finally to the Supreme Court traffic disposition records repository. These data exchanges reduce redundant data entry, expedite case processing, and provide more touch points where data quality can be reviewed and improved. There are now 26</p>	

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
					<p>prosecutor-to-clerk data exchanges in place, and 8 law enforcement-to-prosecutor exchanges. These data exchange efforts will continue, to be combined with training initiatives, and critically, more robust efforts to automate data quality feedback to clerks of court so that high priority concerns about data quality are more systematically and frequently communicated. Customer Relationship Management software solutions to support automation of feedback, error reporting, and issue documentation, are in the planning stages now, for implementation in the next year. Additionally, in order to support more robust data quality analysis and reporting, the Supreme Court is undertaking a data architecture redesign, with a focus on implementing best practices in the realms of data integration design. There will be an emphasis on data lineage, data normalization, and master data management. Concerns about data quality will be easier to identify, and to report. As these ongoing and new strategies are fully implemented across all courts, while also continuing to initiate new courts into the traffic records electronic adjudication reporting project, the Supreme Court intends to increase the volume and performance of</p>	

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
					citation adjudication performance.	
204	Is there a statewide authority that assigns unique citation numbers?	Identify the agency responsible and describe the protocols used to generate and assign unique citation numbers. Provide a copy of the relevant statute or gubernatorial order.	Does not Meet	The State does not currently have a designated entity that assigns unique citation numbers across all agencies (i.e. jurisdictions). This will need to be accomplished if the State chooses to move all agencies to an electronic-based citation system so that there are not overlapping or conflicting numbers.	This will be a topic for the TRCC's Data Governance Committee to consider.	High Importance
205	Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?	If a statewide data tracking system exists, describe the means by which citation dispositions are transmitted and posted. If the system is the driver history file, note if deferrals or dismissals are posted. If the statewide system is managed through the courts, indicate whether all courts that handle traffic violations report to the same tracking system.	Partially Meets	The State does not have a statewide citation database. The State does maintain a Traffic Disposition program through which citation dispositions can be electronically submitted to CMIS. The Traffic Disposition program is voluntary and at this time, 87 courts participate in reporting citation data. It is also unclear whether data reported through the Traffic Disposition program is always included in the driver history or how this data is populated.	Please see response in question 202.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
207	Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Provide the number of case management systems in use in the State and detail which are interoperable. Indicate if the State has a unified judicial system and if municipal or other local level courts share the same case management system.	Does not Meet	The State does not have a unified court system. This is in part because the State has a non-unified judicial system. To convert all agencies (i.e. jurisdictions) to one system, it would also be a very timely and costly process. There are 11 vendors operating in the district, city, and mayor courts. These systems may electronically report to CMIS and populate disposition information to the driver history file; however, these systems do not communicate with one another at the court level. It is also unclear whether all courts employ a vendor or what percentage of courts have automation via a vendor.	Please see response in question 202.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
208	Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Provide an example analysis and describe the policy or enforcement actions taken as a result.	Partially Meets	Because less serious citation offenses are reported on a voluntary basis from a subset of the courts, the information collected on drivers and traffic offenses is incomplete. More serious traffic offenses such as DWI and failures to appear are reported from those courts that have an automated system and report electronically to the CMIS, which provides the data to the driver history. Disposition data reported from CMIS to the OMV driver history file is used to identify problem drivers and to apply appropriate sanctions to those drivers. The State addressed a problem with some DWI offenses not being reported to OMV because of missing fingerprint information by enacting legislation in 2014 to require all DWI offenses to be fingerprinted.	No updates/progress to report.	High Importance
209	Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?	Provide a narrative statement detailing the systems and their adherence to the NCIC guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the state reports that CMIS-LASC adheres to CJIS guidelines for security, the state did not indicate whether fields required for NCIC reporting were included in the courts' extract reporting. In addition, it is unclear whether NCIC fields are populated by the extract data or whether these fields are entered by law enforcement.	No updates/progress to report.	Low Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
210	Do the appropriate portions of the citation and adjudication systems adhere to the Uniform Crime Reporting (UCR) Program guidelines?	Provide a narrative statement detailing the systems and their adherence to the UCR program guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include UCR standards in its data capture at the court level, law enforcement is responsible for UCR reporting at the incident level and report UCR elements for the serious charge associated with an incident. UCR elements are reported to the FBI.	No updates/progress to report.	Somewhat Important
211	Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIBRS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include NIBRS information, in its courts data capture and is reliant upon law enforcement to perform this capture and reporting. This data is captured by crime incident and is reported to the FBI.	No updates/progress to report.	Somewhat Important
212	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NLETS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	Law enforcement within the State is responsible for reporting to NLETS and adhering to federal guidelines. State courts can request assignment of an ORI number for reporting purposes.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
213	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Provide a narrative statement detailing the systems and their adherence to the LEIN guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	It has been decided the National Law Enforcement Information Network referred to in this question is not a national system and therefore not universally available to all States. The question is not appropriate in describing the ideal system and will be deleted from the Advisory near the completion of the first round of assessments in all States and Territories. Even though your State received a "Does Not Meet" rating for this question, it will not be included in the calculations to create overall recommendations or in comparing your State's assessment score to the national average.	No updates/progress to report.	Somewhat Important
215	Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIEM Justice domain guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the extract data collected to populate the CMIS repository is captured in xml format and somewhat follows the earlier JXDM guidelines, it does not adhere to the newer NIEM standards.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
216	Does the State use the National Center for State Courts guidelines for court records?	Provide a narrative statement detailing the systems and their adherence to NCSC guidelines for court records. If not, specify if a comparable guideline is being used.	Partially Meets	The state's judicial branch is non-unified and the governance of court records is decentralized across all levels (city, parish, state). Although the National Center for State Courts guidelines are shared with the respective level courts, each court is responsible for developing individual policies for court records. That being said, it is difficult to assess which agencies are employing all or parts of the National Center for State Courts guidelines in their operating policies and procedures.	No updates/progress to report.	Somewhat Important
217	Does the State use the Global Justice Reference Architecture (GRA)?	Provide a narrative statement detailing the systems and their adherence to GRA guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not use or adhere to the GRA at this time.	No updates/progress to report.	Somewhat Important
218	Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?	Provide a narrative statement detailing the systems and their adherence to MIDRIS guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS) at this time.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
219	Does the citation system have a data dictionary?	Provide the data dictionary for the Statewide citation tracking system if one exists. If not, provide the data dictionary for the most widely used court case management system.	Partially Meets	While the State provided data dictionaries for both the traffic and criminal record repositories, it is unclear whether reporting to the repositories is statewide. The State notes that reporting to the traffic repository is on a voluntary basis. It is also unclear whether all court levels statewide have automated systems and whether these systems all report to the repository for criminal records.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	High Importance
226	Do the prosecutors' information systems have data dictionaries?	Provide a data dictionary for the State prosecutors' office (State level courts that handle the most traffic violations). Indicate whether local prosecutors (cities, counties) have one or numerous types of data systems.	Partially Meets	The State does not have one state level system for prosecutors, but provided the data dictionary for the vendor who is most predominant in the State. The State also provided a list of vendors and the prosecutors' offices where those vendors' systems are being used. It is unclear whether all prosecutors' offices in the State have automation. Some of those with automated systems are exchanging data with the State CMIS. There is also a grant opportunity for prosecutors to apply for funds to allow the exchanging of data between the prosecutor systems and the State CMIS. These funds are to be used primarily to increase the NICS reporting of mental health and felony offenses.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
227	Can the State track citations from point of issuance to posting on the driver file?	Provide a flow diagram documenting citation lifecycle process that identifies key stakeholders. Ensure that alternative flows are included (e.g., manual and electronic submission).	Does not Meet	The State does not have a central repository system that tracks the lifecycle of a citation. That being said, there are statutes in place regulating the issuance of a tickets, how long the court has to submit final conviction to OMV and OMV posting the information to the driving record. In that effect, the State can track a particular citation, it just does not occur in real time.	No updates/progress to report.	High Importance
228	Does the State measure compliance with the process outlined in the citation lifecycle flow chart?	Provide a narrative describing how the State measures compliance with the citation lifecycle process specified in the flow chart. If there are official guidance documents, provide them.	Does not Meet	The State does not have a central repository for citations so compliance cannot be measured on a statewide basis via a citation lifecycle flow chart.	No updates/progress to report.	Somewhat Important
229	Is the State able to track DUI citations?	Provide a flow chart that documents the criminal and administrative DUI processes, identifies all key stakeholders, and includes disposition per the criminal and administrative charges.	Does not Meet	The State cannot track DUI citations.	No updates/progress to report.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
230	Does the DUI tracking system include BAC and any drug testing results?	If no statewide DUI tracking system is in place, indicate whether the driver history record contains the BAC test results.	Partially Meets	While there is no statewide DUI tracking system, DUI information is captured in the CMIS repository and is populated on the driver history file. Blood alcohol is included if the information is provided, but drug test information is not included in any of the records.	No updates/progress to report.	High Importance
231	Does the State have a system for tracking administrative driver penalties and sanctions?	Provide a narrative describing the protocol for reporting (posting) the penalty and/or sanction to the driver and/or vehicle file.	Partially Meets	There is no central repository for citations in the State and only those records reported to the Office of Motor Vehicles after disposition by the courts can be acted upon to apply sanctions and penalties on the driver history file.	No updates/progress to report.	High Importance
232	Does the State have a system for tracking traffic citations for juvenile offenders?	Provide a flow chart that documents the processing of juvenile offenders' traffic citations, specifying any charges or circumstances that cause juveniles to be processed as adult offenders.	Does not Meet	The State does not have a system for tracking traffic citations for juvenile offenders.	No updates/progress to report.	Somewhat Important
233	Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?	Provide a flow chart documenting the processing of administrative handling of court payments (mail-ins).	Does not Meet	The State does not distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances.	No updates/progress to report.	Somewhat Important
234	Does the State track deferral and dismissal of citations?	Provide a flow chart documenting the deferral and the dismissal of citations.	Does not Meet	The State does not track deferral and dismissal of citations.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
239	Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Provide the results of a sample query and describe how the linked information is used to collect certified driver records and administrative charges and to post dispositions to the driver file.	Partially Meets	The State clearly demonstrates that it links adjudication data with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file. However, while driver history data is available via a query, the data does not appear to be linked to allow a programmatic determination of charge. The determination requires human determination based upon review of the query returned.	No updates/progress to report.	High Importance
240	Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link citation data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock).	No updates/progress to report.	Somewhat Important
241	Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link adjudication data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision).	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
242	Is citation data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link citation data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
243	Is adjudication data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link adjudication data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
247	Is there a set of established performance measures for the uniformity of the citation systems?	Provide uniformity measures for the statewide citation tracking system. If there are several citation tracking systems, provide uniformity measures for one of them.	Does not Meet	The State does not have a citation tracking system in place to measure for uniformity.	No updates/progress to report.	Somewhat Important
249	Is there a set of established performance measures for the accessibility of the citation systems?	Provide accessibility measures for the statewide citation tracking system. If there are several citation tracking systems, provide accessibility measures for one of them.	Does not Meet	The State does not have a citation tracking system and has, therefore, not established accessibility for it.	No updates/progress to report.	Low Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
254	In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured?	Provide documentation detailing the numbers of citations issued from the 10 largest law enforcement agencies and the number of dispositions for those citations that are in the driver file over a three month period.	Partially Meets	The State does not have an agency responsible for generating unique citation numbers. That being said, OMV will indicate a deferred sentence or dismissal on the back of the ticket and those submitted electronically will indicate a disposition of 04 which is for a dismissal.	No updates/progress to report.	High Importance
255	Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	Provide a narrative description of the additional quality control measures for the DUI tracking systems and specify which systems use which measures.	Does not Meet	The State does not have a DUI tracking system.	No updates/progress to report.	Somewhat Important

Injury Surveillance, Questions 256 – 272

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
257	Does the injury surveillance system include emergency department (ED) data?	Provide an injury surveillance report that illustrates the use of emergency department (ED) data and data from other injury surveillance systems.	Does not Meet	The Louisiana Hospital Association (LHA) is responsible for managing emergency department data and makes it available only to Association members or by contractual payment (requirement for State agency access).	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
260	Does the injury surveillance system include rehabilitation data?	Provide an injury surveillance report that illustrates the use of rehabilitation data and data from other injury surveillance systems	Does not Meet	Discharge dispositions to rehabilitation centers are available in the hospital discharge and trauma registry data sets, but information about the patient's treatment while in those facilities (rehabilitation data set) is not available.	No update/progress to report.	Very Important
262	Does the injury surveillance system include other data?	List any other databases or sources included in the injury surveillance system and provide a sample report using data from each of these sources. Additional data resources may include medical examiner reports, payer-related databases, traumatic brain injury registry, and spinal cord injury registry.	Does not Meet	It is unclear if data is available other than LERN (pre-hospital (EMS) and emergency department data) and the other ISS components of the traffic records system.	No update/progress to report.	Very Important
264	Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Provide the most recent motor vehicle-related incident counts for the emergency department data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.	Does not Meet	This information is not captured in the emergency department dataset, which is managed by the LHA with little information available at the State agency. However, E-codes will identify motor vehicle crash victims, ICD-9 codes may be converted to AIS to denote severity, and nature of injuries may be decoded from ICD-9.	No update/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
268	Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized EMS data to identify a problem, evaluate a program, or allocate resources.	Partially Meets	EMS data is available for analysis, but the State has not yet used it to identify problems, evaluate programs, and allocate resources for traffic safety issues.	The data assistant, which is funded via TRCC funds, continues to work on engaging EMS providers to submit data in order to have a comprehensive registry. His primary focus the last year is conversion to NEMESIS 3.0. Once complete, all providers will be in the same system and we will be able to perform a more detailed analysis of EMS registry.	Very Important
269	Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized emergency department data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association and not available for analysis. After the ICD-10 conversion, there are plans to make the data available to the State.	The TRCC has funded a project that will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available)	Very Important
270	Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized hospital discharge data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	The hospital discharge data is available for analysis and is primarily being used to evaluate trauma center needs. It has not been used for highway safety efforts at this time.	See reply above.	Very Important
272	Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized vital records data to identify a problem, evaluate a program, or allocate resources (e.g., research in support of helmet or GDL legislation).	Does not Meet	The vital records data is available for analysis, but there are no examples of how it has been used for highway safety projects.	The TRCC plans to add a representative from State vital records to the TRCC Technical Committee.	Very Important

Injury Surveillance – Applicable Guidelines, Questions 273 – 280

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
274	Does the State's emergency department and hospital discharge data conform to the most recent uniform billing standard?	Provide the data dictionaries for both the emergency department and hospital discharge data as appropriate as well as any relevant State statutes or regulations.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State. The hospital discharge data is in UB-92 format, which is not the most recent Uniform Billing Standard. There are plans to update the system to come into compliance with the ICD10 standard, but at this time, the State file is in an older format.	The hospital discharge data is in UB-92 format through the 3rd quarter of the 2015. Starting the 4th quarter of 2015, inpatient data has transitioned to UB-04 (current standard). This transition has allowed for the capture of ICD-10 codes for inpatient diagnosis and procedures.	Very Important
276	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Does not Meet	The Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are only available in the trauma registry, not the emergency department or hospital discharge data systems.	The Department of Hospitals is able to calculate AIS And ISS on the ER and Hospitalization data.	Somewhat Important
277	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State trauma registry for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Partially Meets	Injury Severity Scores are submitted and maintained in the State Registry, but AIS scores are maintained in the hospital databases and not submitted to the State. There are efforts underway to include AIS and other important elements in the State dataset.	LERN can still pull the ISS information for those patients included in the State trauma registry. Chris will try to pull data by deadline, but we are in the midst of storm preparation. We now have 9 hospitals submitting data.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
280	Are there State privacy and confidentiality laws that supersede HIPAA?	Provide the applicable State laws and describe how they are interpreted—including the identification of situations that may impede data sharing within the State and among public health authorities.	Does not Meet	The hospital discharge, EMS, and trauma registry data systems comply with HIPAA but the State has not enacted any privacy laws that supersede or expand upon the HIPAA rules.	No update/progress to report.	Very Important

Injury Surveillance – Data Dictionary and Coding Manuals, Questions 281 - 290

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
283	Does the emergency department dataset have a formal data dictionary?	Provide the data dictionary including, at a minimum, the variable names and definitions.	Does not Meet	Emergency department data is managed and the data dictionary maintained by the Louisiana Hospital Association and not readily available to the State.	No updates/progress to report.	Very Important
284	Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	Emergency department data is managed and all documentation maintained by the Louisiana Hospital Association and not readily available to the State.	No update/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
286	Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	The Data Specifications Manual and Submittal Guide are in the process of being revised, but not complete.	No update to prior assessment. Inpatient data aggregation is undergoing changes to allow for UB-04 formatted data. The data will undergo review to determine data issues or limitations for users.	Very Important

Injury Surveillance – Processes and Procedures, Questions 291 – 311

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
294	Is there a process flow diagram that outlines the EMS system's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the EMS data process flows from dispatch to submission of the report to the State EMS repository.	Partially Meets	There is a flow diagram that illustrates the two methods for ePCR submission, but information such as interfaces with other systems and the management loop of error records are still under development.	No update/progress to report.	Very Important
295	Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the emergency department data process flows from patient arrival to submission of the uniform billing data to the State repository.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State, so process flow information is not available.	No update/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
298	Are there separate procedures for paper and electronic filing of EMS patient care reports?	Provide a copy of the procedures for paper and electronic filing or a narrative describing the procedures.	Partially Meets	Information captured in the State database may be submitted via direct data entry, ImageTrend upload, or third party vendor upload. The State does not accept paper reports for the EMS registry, but not all agencies are collecting data electronically. The Louisiana Emergency Response Network and the Louisiana Ambulance Alliance are working with those agencies to assist with converting the paper to electronic means.	No change, we still do not accept paper. There are now 30 EMS providers submitting data to the State EMS Registry.	Low Importance
299	Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Provide a copy of the procedures or a narrative describing the process of collecting, editing and submitting emergency department and hospital discharge data to the statewide repository.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State, so documentation of those processes is not available. The LAHIDD Submittal Guide contains information about data submission, error checking, and management for the hospital discharge data.	No update/progress to report.	Very Important
302	Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative describing the process for returning data to the reporting EMS agencies for correction and resubmission.	Does not Meet	Procedures for returning reports to the submitting agency for correction have not been implemented at this time.	No update/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
303	Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative that describes the process for returning data to the reporting emergency departments for correction and resubmission.	Does not Meet	Since emergency department data is managed by the Louisiana Hospital Association, not the State, information about quality assurance procedures is not available.	No update/progress to report.	Very Important
308	Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the emergency department data for analytical purposes.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State. It is made available to LHA members and outside parties for a fee, but access policies and requirements were not available for review.	No update/progress to report.	Very Important

Injury Surveillance – Data Interfaces, Questions 312 - 314

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
312	Is there an interface among the EMS data and emergency department and hospital discharge data?	Provide a narrative description of the interface link between the EMS data and the emergency department and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and hospital databases.	There is no interface for the hospital discharge database. Access is provided based on data request specifications and approvals.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
313	Is there an interface between the EMS data and the trauma registry data?	Provide a narrative description of the interface link between the EMS data and the trauma registry data. If available provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and trauma registry, but there are efforts underway to link the systems.	No update/progress to report.	Very Important
314	Is there an interface between the vital statistics and hospital discharge data?	Provide a narrative description of the interface link between the vital statistics and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the hospital discharges and vital records data systems, although they are integrated for research purposes.	There is no interface for the vital statistics and hospital databases. Access is provided based on data request specifications and approvals.	Somewhat Important

Injury Surveillance – Quality Control Programs, Questions 315 – 330

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
316	Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide EMS database.	Does not Meet	The State level correction is limited to system settings related to importing data, but data quality errors are addressed by the submitting agency.	No, the State returns records to EMS Service/Vendor for errors to be addressed.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
317	Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Provide the formal methodology or describe the process by which rejected EMS patient care reports are returned to the collecting agency and tracked through resubmission to the statewide EMS database.	Does not Meet	There are no formal processes for returning records to the submitting agency for correction, but some are under development.	No update/progress to report.	Very Important
318	Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of timeliness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Submission deadlines are not performance measures, but may be used to develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of EMS records submitted by the March 1 deadline from xx% in 2015 to xx% in 2020'. The submitted measure of 'increase the number of EMS agencies submitting data to the state registry to 50% by the end of the 2016 fiscal year. To date we have 40%' evaluates data system completeness.	EMS will be working with the TRCC to develop performance measures.	Very Important
319	Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accuracy performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Assessor conclusions: There are no accuracy performance measures for the EMS system, but there are plans to develop measures with Statewide implementation of NEMSIS 3.	Validation rules populated in the state EMS Registry. Accuracy performance measures are in development.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
320	Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of completeness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Some completeness measures have been discussed, but none have been formally implemented.	EMS will be working with the TRCC to develop performance measures.	Very Important
321	Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of uniformity performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the EMS system, but they are being developed by the State registry and EMS agency personnel.	EMS will be working with the TRCC to develop performance measures.	Very Important
322	Are there integration performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of integration performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the EMS system.	Discussions with Center for Population Health Informatics at the Louisiana Department of Health are in process regarding integration of EMS data with hospital discharge data.	Very Important
323	Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accessibility performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the EMS system.	LERN has a data request policy. There are no performance measures related to accessibility but they will be working with the TRCC to develop performance measures.	Very Important
324	Has the State established numeric goals—performance metrics—for each EMS system performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the EMS system because there are no measures.	Percentage calculated by dividing number of transportation records missing elements by total transportation record.	Somewhat Important
325	Is there performance	Provide a sample report,	Does not	There is no performance	We are tracking	Very

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
	reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	list of receiving agencies, and specify frequency of issuance	Meet	reporting for the EMS system, but efforts are underway to develop a process.	<p>completeness of reporting of critical elements. Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle.</p> <p>Example:</p> <p>Data Period: January 1 2017 - January 31 2017</p> <p>Data from Elite NEMSIS 3 Version 3.4</p> <p>Records in system for Month: 13440</p> <p>Transportation records: 594</p> <p>Number of Transportation records missing a critical element: 40</p> <p>Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle.</p> <p>Criteria includes element is blank or not recorded</p> <p>Percentage of Transportation records missing a critical element: 6%</p> <p>Percentage of Transportation records with all critical elements: 94%</p> <p>Methodology:</p>	Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	Records queried using cause of injury update:	Queson Rank:
					<p>This includes patient encounters for MVC, Pedestrian vs. Vehicle, MVC non-traffic, and vehicle vs. animal, motorcycle</p> <p>Percentage is calculated by dividing number of transportation records missing elements by total transportation record.</p>	
326	Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update EMS system training content, data collection manuals, and validation rules.	Does not Meet	As the State transitions to a new State EMS Registry, data is being evaluated. However, there is no process in place to identify high frequency errors and incorporate them into documentation revisions.	No update/progress to report.	Very Important
327	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Somewhat Important
328	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Partially Meets	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Low Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
329	Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	There is no process for relating user feedback to data managers, but efforts are underway to develop a methodology.	A process is being developed to provide feedback to the EMS agencies on the completeness of critical indicators.	Somewhat Important
330	Are EMS data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Partially Meets	Quality review reports that include details related to EMS data completeness have been provided to the TRCC upon request, but not regularly. LERN and the TRCC are setting up a quarterly schedule for reviewing EMS data quality reports.	Completeness report of key indicators developed. It is run monthly.	Somewhat Important

Injury Surveillance – Emergency Department & Hospital Discharge, Questions 331 – 346

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
332	Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide emergency department and hospital discharge databases.	Does not Meet	There is no State-level correction authority for hospital discharge records or emergency department data. Emergency department data is managed by the Louisiana Hospital Association, not the State.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
333	Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Provide the formal methodology or describe the process by which rejected emergency department and hospital discharge records are returned to the collecting agency and tracked through resubmission to the statewide emergency department and hospital discharge databases.	Does not Meet	The State is in the process of rebuilding the LAHIDD system, so there are no processes in place for rejecting error hospital discharge records and tracking their correction and resubmission. Emergency department data is managed by the Louisiana Hospital Association, not the State, so information about record rejection and resubmission is not available.	No updates/progress to report.	Very Important
334	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of timeliness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no timeliness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
335	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accuracy performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no accuracy performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
336	Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of completeness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no completeness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
337	Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of uniformity performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
338	Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of integration performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
339	Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accessibility performance measures for the emergency department and hospital discharge database and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
340	Has the State established numeric goals—performance metrics—for each emergency department and hospital discharge database performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the medical databases because there are no performance measures.	No updates/progress to report.	Somewhat Important
341	Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Along with no performance measures, there is also no performance reporting to the submitting agencies.	No updates/progress to report.	Very Important
342	Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules.	Does not Meet	Errors are identified using the Business Rules and are catalogued for OPH to follow-up directly with hospitals. Those errors are not used to revise/update training materials or manuals.	No updates/progress to report.	Very Important
343	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the medical databases, emergency department and hospital discharge.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
344	Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	The State completed a trend analysis report in 2011 and may continue to do so, but the regularity of those reports is not clear. Independent of the State, the Louisiana Hospital Association (data custodian) identifies data variances in emergency department records quarterly by analyzing two years of data. Once issues are identified, the system vendor (ShareCor) works with the submitting facility to understand and document the differences.	No updates/progress to report.	Low Importance
345	Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The State did not have information about a feedback loop to relay information from key users to the data managers.	No updates/progress to report.	Somewhat Important
346	Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	Data quality reports from the medical databases, emergency department and hospital discharge, are not developed for and shared with the TRCC.	No updates/progress to report.	Somewhat Important

Injury Surveillance – Trauma Registry, Questions 347 – 362

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
348	Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide trauma registry.	Does not Meet	There is no State-level correction authority for the trauma registry, error records are returned to the submitting hospital for correction	No updates/progress to report.	Somewhat Important
350	Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of timeliness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Efforts are underway with trauma managers and registrars to develop performance measures. Submission deadlines are not performance measures, but may be used to develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2015 to xx% in 2020'.	We moved to a quarterly submission schedule for FY 2017. We will adopt the timeliness measure: "increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2017 to xx% in 2020". Over the last year we have been determine the baseline.	Very Important
351	Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accuracy performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accuracy performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
352	Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of completeness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Completeness performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
353	Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of uniformity performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Uniformity performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
354	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of integration performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Integration performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
355	Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accessibility performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accessibility performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
356	Has the State established numeric goals—performance metrics—for each trauma registry performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	As performance measures are developed, metrics will be identified.	No updates/progress to report.	Somewhat Important
357	Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Although errors are discussed with submitting agencies, no performance reporting is conducted.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
358	Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update trauma registry training content, data collection manuals, and validation rules.	Does not Meet	Plans are being developed to analyze trauma registry data and use high frequency errors to revise training content and documentation, but it is not currently done.	No updates/progress to report.	Very Important
359	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the trauma registry, but plans are being developed to do so.	No updates/progress to report.	Somewhat Important
360	Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	Annual reports include comparative analyses across years and between the State and national data. The comparative trends are helpful, but values have not been identified to know when data have deviated significantly from a norm.	No change, the 2015 report is posted on the LERN website.	Low Importance
362	Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	State Trauma Reports are created annually and shared with the TRCC and other partners. However, data quality management reports are not regularly shared with the TRCC. Efforts are underway to develop quarterly management reports for the TRCC.	No updates/progress to report.	Somewhat Important

Injury Surveillance – Vital Records, Questions 363 – 378

#	Question:	Performance Measure:	Rating	Assessor Conclusions:	2018 Update:	Question Rank:
369	Are there uniformity performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of uniformity performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has uniformity performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
370	Are there integration performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of integration performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	<p>The State reported that it has integration performance measures, but the measure provided relates to process (electronic submission of records) and not quality. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.</p> <p>An example integration measure would be 'to increase the % of fatal crash reports that may be linked to a death record from xx% in 2015 to xx% in 2020.' Integration is the linkage of records at a set point in time primarily for research or evaluation purposes.</p>	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
371	Are there accessibility performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of accessibility performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has accessibility performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
372	Has the State established numeric goals—performance metrics—for each vital records performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Partially Meets	Metrics/goals have been established for all available measures: timeliness, accuracy, and completeness. The State should reexamine the integration performance measure and develop measures for uniformity and accessibility.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Somewhat Important
373	Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	There is no performance reporting for death data, but staff in the Vital Records Quality Management Unit is developing a quarterly reporting process.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
375	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Data quality control reviews are not conducted, but efforts are underway in the Vital Records Quality Management Unit to develop such a process.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
377	Is data quality feedback from key users regularly communicated to vital records data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The Vital Records Quality Management Unit is developing a feedback process for death records similar to one used for birth records, but it has not been implemented at this time.	No updates/progress to report.	Somewhat Important
378	Are vital records data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	TRCC data quality reports are currently being developed.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide such reporting.	Somewhat Important

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#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
380	Does the State have a data governance process?	Provide a narrative detailing the State's data governance process, identifying the personnel involved and describing how it supports traffic safety data integration and formal data quality management.	Partially Meets	The State has a governance process through the Highway Safety Research Group (HSRG); however, it is not clear exactly how that governance process works. The process of collecting crash data was described not the specific processes or policies for the data governance process. Specifically, the organizational structure (including people) by which data quality activities are governed. Such a process would be tied to the action steps within the Louisiana TRCC Strategic Plan, Strategy 3.01: "Create a data integration governance team."	The State is initiating a Data Governance Committee to begin this process.	Somewhat Important
381	Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Provide a copy of the system inventory specifying all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State, and data access policies.	Does not Meet	The State does not currently have a formal traffic records system inventory that identifies linkages useful to the State and data access policies. This is going to be part of the TRCC Strategic Plan.	The TRCC's Data Governanace Committee will begin the process of developing a traffic records system inventory.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
383	Is driver data integrated with crash data for specific analytical purposes?	Document an integrative crash-driver link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of graduated drivers' license (GDL) law effectiveness or of crash risk associated with motorcycle rider training, licensing, and behavior.	Partially Meets	The driver data is provided to the HSRG on a yearly basis and integrated with the crash data to assist with data validation, reporting and integration with other systems. The BAC is also integrated with the crash system. However, it is not clear for specifically what analytical purposes this data is used for and the State did not provide a sample analysis using the integrated data.	The State is moving to utilizing barcodes instead of reading the magnetic stripes on driver's licenses. This information will be scanned and read into crash reports.	Very Important
384	Is vehicle data integrated with crash data for specific analytical purposes?	Document an integrative crash-vehicle link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include crash trends among vehicle types or vehicle weight restriction by road classification.	Partially Meets	The State described the use of VIN data to perform verification and lookup at the time of data entry in crash records. The State provided sample analyses and reports using information obtained from VIN data. The State does not integrate vehicle data from the Department of Motor Vehicles (including ownership and title information) with crash data.	The State is moving to add barcodes on vehicle registrations and this information will be scanned and read into crash reports.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
386	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Document an integrative crash-citation or adjudication link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of the relationship between illegal actions and crashes for specific driver subpopulations (e.g., older drivers) or of crash-involved DUI offenders' adjudications.	Partially Meets	The Highway Safety Research Group (HSRG) began receiving annual convicted citation data in 2015 (for the 2014 year). The data is used to analyze where drivers are from and where citations occur. The State did not list the linkage variables. It is unclear whether the citation data is linked with crash data.	No updates/progress to report.	Very Important
387	Is injury surveillance data integrated with crash data for specific analytical purposes?	Document an integrative crash-injury surveillance link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include injury outcomes by specific crash type or injuries associated with occupant protection.	Does not Meet	Injury surveillance data is not currently integrated with crash data. The HSRG is working with Louisiana's Emergency Response Network (LERN) to collect EMS and hospital data for integration with the crash system.	The TRCC has funded a project for funding year 2018 to begin linking hospital discharge data with crash data this project was not contracted in 2018 but will be moving forward in 2019.	Very Important
389	Is data from traffic records component systems—excluding crash—integrated for specific analytical purposes?	Document an integrative link using at least two traffic record component systems excluding the crash system. Include the systems, their linkage variables, example analysis, and the frequency of linkage. Example analyses could include an assessment of recidivism among specific driver populations	Does not Meet	Data from component systems, other than crash data, is not integrated.	LERN is working on a project to link EMS registry and trauma patient data in a project with Baton Rouge EMS and Our Lady of the Lake Regional Medical Center.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
120	Can the State's DUI s data system be linked electronically to the driver system?	Provide a narrative explanation of a State's linking protocols that demonstrated how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a separate DUI system that can link electronically to the driver system. They have implemented an electronic database that captures only arrest data that is linked to the driver system. While use is not mandatory for law enforcement in Louisiana, agencies may provide arrest data by means of this system.	OMV is determining if this is possible with their new system (will be operational in 2 years).	Very Important
122	Does the driver system capture drivers' traffic violation and/or driver improvement training histories, including provider names and types of education (classroom or behind-the-wheel)?	Provide a narrative documenting the availability of traffic violation and/or driver improvement-training history, including motorcycle and commercial license training, by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Partially Meets	The driver system captures drivers' traffic violations and driver improvement course information that is reported both electronically and manually. Driver improvement course information that is reported electronically does not contain provider name and type of course. Motorcycle and commercial driver training data is also captured.	No updates/progress to report but this will be possible with the new system.	Low Importance
123	Does the driver system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?	Provide a narrative documenting the availability of original issuance dates for all permits, licensing, and endorsements by specifying the pertinent data fields and audit checks in the data dictionary or provide a sample report.	Does not Meet	The driver system does not capture and retain the original issuance dates for all permits, licensing, and endorsements. Information that is submitted when each license is issued is stored in a Content Manager database. OMV does store an electronic copy of each license with endorsements issued on the Driver's License Photo Retrieval System.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
129	Does the custodial agency maintain accurate and up to date documentation detailing the licensing, permitting, and endorsement issuance procedures (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	The State does maintain electronic up-to-date documentation detailing the licensing, permitting, and endorsement issuance procedures by the Office of Motor Vehicles policy and procedures section. One hundred percent of this information is stored on a lotus notes database. Policies listings were provided but no specific descriptions (process flows) regarding how these policies are implemented were given.	OMV is developing a process flow chart to detailing the licensing, permitting, and endorsement issuance procedures.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
131	Does the custodial agency maintain accurate and up to date documentation detailing the reporting and recording of driver education and improvement course (manual and electronic, where applicable)?	Provide a process flow document for this specific process area, or provide a narrative explaining how these processes are documented and how that documentation is maintained. Include the percentage of reporting that is accomplished manually and electronically.	Partially Meets	OMV provided a narrative explaining how reporting and recording of driver improvement courses are processed. Most courses are reported manually and a copy of the documentation is stored on their Content Manager system, which can be accessed by query of the driver's information. If submitted electronically, a violation code is used. The records are updated in the same manner as the manual submission except for the documentation storage.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
134	Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?	Provide the process flow diagram.	Does not Meet	The State did not provide a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	OMV is developing a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems.	Very Important
135	Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant citations and convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?	Provide the documentation or flow diagram that describes the processes and procedures for error correction and error handling in each of the listed process areas.	Does not Meet	All errors are handled manually. While some errors may be caught when audited or a conviction is added erroneously, it is not clear exactly how the errors are found and no process was described regarding the process to correct errors.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
138	Are there established processes to detect false identity licensure fraud?	Provide a narrative describing the systems or processes used to detect individuals attempting licensure under a new identity.	Does not Meet	At the current time, the State reported that they do conduct hands on training in reviewing documents and use the SAVE program, but have not established a written process for fraud detection.	OMV utilizes a Photo Retrieval to verify if the person is previously documented. Hands-on training on examination of the document presented, including asking the customer questions relative to documents presented (verbal communication; social security number, etc.). DL Fraudulent training located on DPS Intranet> OMV> Fraud Training >Fraudulent Training Study Guide> Fraudulent Training Exams. ID checking guide is utilized to identify valid or fraudulent out of state credentials. Save program – utilized for immigrant or non-immigrant alien verification. The Vital Statistic interface system that identifies when an individual is deceased.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
142	Are there procedures in place to ensure that driver system custodians track access and release of driver information adequately?	Provide copies of the relevant procedures or manuals.	Does not Meet	The State responded that there are procedures in place to ensure the driver system custodians track access and release of driver information adequately; however, there was not any information available for electronic distribution. A power point was provided that included some standard procedures but it did not indicate how release of driver information was tracked by custodian.	No updates/progress to report.	Very Important
143	Can the State's crash system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the crash system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State's crash system cannot be linked to the driver system electronically.	By State law OMV cannot add crash reports to the person's driving record unless the person is asking for reimbursement of damages – R.S. 32:871	Very Important
144	Can the State's citation system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the citation system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State does not have a citation system; therefore, it cannot be linked to the driver system electronically.	No updates/progress to report.	Very Important
145	Can the State's adjudication system be linked to the driver system electronically?	Provide a narrative explanation of a State's linkage protocols that demonstrates how records in the adjudication system are linked to the driver record. Include identification of the linkage portal and the organization responsible for maintaining the link and the linking fields used.	Does not Meet	The State reported and provided a Supreme Court Reporting Specifications Document and indicated that they are not yet able to link the driver and court system with the existing infrastructure without major modification.	No updates/progress to report.	Very Important
146	Is there an interface link between the driver system and: the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?	Provide a narrative description of the policy for checking the PDPS, CDLIS, SSOLV, and SAVE for licensing commercial and non-commercial drivers (both original issuances and renewals).	Partially Meets	The State's driver system is integrated with the Problem Driver Pointer System (PDPS), the Commercial Driver Licensing System (CDLIS), and the Social Security Online Verification system (SSOLV) for all CDL transactions and new and renewal non-CDL transactions. They are not integrated with the Systematic Alien Verification for Entitlement (SAVE) system.	OMV's new system will have everything linked to include SAVE and the state is now working with AAMVA on electronic State-to-State updates for non-commercial drivers (implementation set for October).	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
149	Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Provide a narrative description of the protocols granting authorized law enforcement personnel access to information in the driver system.	Partially Meets	The custodial agency does not have the capability to grant authorized personnel from other States access to information in the driver system; however, access from other states could be provided through Federal programs sponsored by AAMVA, such as CDLIS and PDPS.	All Louisiana Law Enforcement Telecommunications System (LLETS) users must complete the following for initial access: Undergo a national fingerprint based background check. Felony convictions exclude the potential user from access; Complete initial LLETS certification/training within 6 months of access. Recertification must occur every 24 months thereafter while LLETS access is maintained.	Very Important
150	Is there a formal, comprehensive data quality management program for the driver system?	Provide a narrative description of the driver system's data quality management programs and the most recent data quality reports issued.	Does not Meet	The State does not have a formal, comprehensive data quality management program for the driver system.	No updates/progress to report but this will be possible with the new system.	Very Important
152	Are there timeliness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system timeliness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any timeliness performance measures tailored to the needs of data managers and data users.	OMV is currently piloting a program with Rayne City Court, to allow them to report all convictions electronically to OMV without going through the Supreme Court so that OMV can verify the timeliness of data submitted to us and errors returned to the court. This will allow OMV to work one on one with the court to fix any issues they are having with reporting. Once they have been brought on successfully we will bring on another court until all courts are on board – this will be possible with the new system.	Very Important
153	Are there accuracy performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accuracy measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State reported that the driver system has edit checks for manual entries to correct erroneous information in critical data fields. Electronically submitted information is not accepted by the driver system if errors exist. This includes all manual entries and electronic submissions for the reporting of convictions, insurance cancellation, accidents, and notice of violation data. A complete list of the driver system accuracy measures the State uses was not provided. Simply stating that errors are identified and programmatically corrected does not provide sufficient detail.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
154	Are there completeness performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.	Does not Meet	While the State has edit checks in place that will return incomplete records back to the court for correction, they do not have any completeness performance measures tailored to the needs of data managers and data users. Performance measures would include measures for both electronic and manual reporting of data and would include a baseline measurement as well as actual values for each.	No updates/progress to report but this will be possible with the new system.	Very Important
155	Are there uniformity performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.	Does not Meet	There are uniformity measures for the Commercial Driver License driver data through the implementation of CDLIS 5.3.2.1. A "high level flow" of the driver license process (pre CDLIS-MOD) in need of updating was provided. However, no evidence of similar uniformity performance measures existing for other elements of the driver system were provided.	No updates/progress to report but this will be possible with the new system.	Very Important
156	Are there integration performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system integration measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have integration performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Very Important
157	Are there accessibility performance measures tailored to the needs of data managers and data users?	Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.	Does not Meet	The State does not have any accessibility performance measures tailored to the needs of data managers and data users.	No updates/progress to report but this will be possible with the new system.	Somewhat Important
158	Has the state established numeric goals —performance metrics—for each performance measure?	Provide the specific, State-determined numeric goals associated with each performance measure in use.	Does not Meet	The State indicated that they were unaware of any established performance metrics for each performance measure. Working with the Traffic Record Coordinating Committee could provide the opportunity for assistance in identifying numeric goals for each performance measure.	No updates/progress to report but this will be possible with the new system.	Very Important
159	Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?	Provide the formal methodology or describe the process by which high frequency errors are used to generate new training content and data collection manuals, update the validation rules, and prompt revisions	Partially Meets	The State reported that high frequency errors do generate meetings to evaluate and resolve problems. All agencies that report electronically to the Office of Motor Vehicles (OMV) will receive error reports from the agency. Periodically, the OMV will review employee transactions for accuracy to identify training needs. No mention of data collection manuals was indicated.	No updates/progress to report but this will be possible with the new system.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
160	Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?	Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.	Partially Meets	The State provided an audit report completed by the Office of Management & Finance, Internal Audit Division dated November 30, 2012. These audits are done annually based on risk assessment. No information regarding the risk assessment process was provided. There also does not appear to be any other independent sample bases audits that are conducted periodically for the driver reports and related database contents for that record.	OMV is in the process of training new employees. Once all training is complete, they will design an independent audit for the driver reports and related database contents and establish a timeframe for the audits.	Somewhat Important
162	Is data quality feedback from key users regularly communicated to data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.	Partially Meets	While verbal feedback is provided to courts and law enforcement agencies periodically as requested. None of the other key users was mentioned regarding data quality feedback. A formally establish process for transmitting and utilizing key users' data quality feedback to inform of changes would be very helpful in meeting the needs of data collectors and data managers.	OMV sent out a survey to all courts in order for us to get the correct person's information so that we could update them timely and get their feedback however not all courts returned the survey. I believe we need to change this approach and notify the associations for Mayor, City and District courts the information and have them disseminate it to each court as well as have the courts submit their feedback to the association and then to OMV.	Somewhat Important
163	Are data quality management reports provided to the TRCC for regular review?	Provide a sample quality management report and specify how frequently they are issued to the TRCC.	Does not Meet	Data quality management reports are not provided to the TRCC for regular review. Being an active participant and including regular data quality management reports provides an excellent opportunity to enlist support for desired improvements within the driver record system.	OMV will work with the TRCC to determine what type of reports are needed.	Very Important

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#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
166	Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Describe the enterprise roadway information system, which should enable linking between the various roadway information systems including: roadway, traffic, location reference, bridge, and pavement data	Partially Meets	Very Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	DOTD's contract was not extended with it current contractor. We did get the R&H's system up and running and are managing the statewide routes on a single LRS and are managing highway inventory data elements. Due to lack of contract time, we were not able to have the R&H's database connect to the other disparate inventory systems... Dtims & Transmetric. We are currently working with both venders to allow the necessary communication. In mean time, we do have placeholders in R&H's that would allow us to load copies of the data into R&H's for use and distribution. We have not loaded that data at this time.
168	Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?	Describe how the crash data is incorporated into the enterprise roadway information system and provide an example of how it is used for safety analysis.	Does not Meet	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Similar to the Dtims and Transmetric systems, we have place holders in R&H's in which we could load yearly copies of this data but do not have a direct connection to CRASH at this time. It is our intention to continue development of all the disparate systems to allow connections. So loading and copies efforts can be eliminated.
169	Are all the MIRE Fundamental Data Elements collected for all public roads?	Provide a list of FDEs collected and their definitions. Specify if the data collected is for all public roads or State roads only. If the State wishes to cite the data dictionary directly, please identify the FDEs.	Partially Meets	Somewhat Important	The State currently has a legacy mainframe system in place. The existing mainframe system contains road characteristics for all public roads. Linking between roadway information systems is minimal; however, the mainframe data is made available via a DB2 table, allowing for additional access to the data. The State has a project under contract to replace the mainframe system with an enterprise system.	Per statewide contract, DOTD collected all or nearly all of the "collectable" MIRE elements on all public roads. We have loaded this information for the state system. We are currently working on loading the local system's information.
174	Is there guidance on how and when to update the data dictionary?	Provide a narrative explanation of the controls and procedures that ensure the data dictionary is kept up to date.	Partially Meets	Very Important	The current roadway data system is a mainframe system and crash data is not housed in this system. Crash data and roadway data are combined outside of the roadway information mainframe system and successfully used for safety analysis purposes, including development of safety performance functions. Network screening, for both systemic and various section and intersection features, use average daily traffic volumes and various roadway data elements.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
175	Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?	Provide documentation or a narrative explaining the process for adding new data elements (e.g., a new MIRE element) to the roadway system. Identify who is responsible for each step in the process.	Partially Meets	Very Important	The State has an informal process in place to incorporate new elements into the roadway information system. No formal documentation has been developed. When a decision is made to make changes to the data system, specific business and IT positions act to implement the change.	Yes. To add or revise elements and/or schemas relating to events in the R&H's system, they must go through a small group with the request. After updating or adding, we run the X-Ray software, which shows current elements and domain information.
178	Are the procedures that local agencies (e.g., county, MPO, municipality) use to collect, manage, and submit roadway data to the statewide inventory documented?	Provide documentation or a narrative explaining the local agency procedures for collecting, managing, and submitting data to the State roadway inventory. Identify who is responsible for each step in the process.	Does not Meet	Somewhat Important	Local agencies do not collect or submit data to the State for inclusion in the roadway data system. As a result, procedures have not been established or needed. The State collects data on local roads; therefore integration with local agencies is minimal.	Per recommendations from FHWA, VHB, as well as governance seminars DOTD has recently participated in; we have started a user group with one Planning Area as a Pilot Project to identify the best ways to communicate and share data. We have not formalized a method as of yet as we expect data sharing with different municipalities and local entities will require multiple options depending on their LRS and or GIS experience.
186	Do Roadway system data managers regularly produce and analyze data quality reports?	Provide a sample report and specify the release schedule for the reports.	Partially Meets	Very Important	The State has not developed a formal process for generating data quality reports. However, basic reports are generated quarterly as part of a data validation process. When this process indicates data inconsistencies, such as with flagged base map section lengths, data errors are corrected at that time.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bug that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in future release of the software.
187	Is the overall quality of information in the Roadway system dependent on a formal program of error/edit checking as data is entered into the statewide system?	Describe the formal program of error/edit checking, to include specific procedures for both automated and manual processes.	Partially Meets	Very Important	The mainframe based roadway data system has minor automated business rules and data checks that run upon data entry or data updates. The existing data checks are described as minor. The primary qa/qc processes described are manual reviews where key staff review data entry completed by staff.	Our consultant has built us several data reviewer checks, in addition to the "out of the box" checks that the R&H's software provides. The reviewer checks have been added to the system as available options during a review session but there is an ESRI bug that makes it difficult to view specific sessions and you cannot review more than 1000 records at time. DOTD hopes that ESRI will look into this in and revise in a future release of the software.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
188	Are there procedures for prioritizing and addressing detected errors?	Describe the procedures for prioritizing and addressing detected errors in both automated and manual processes. Please specify where these procedures are formally documented.	Partially Meets	Very Important	An informal process for identifying data quality errors exists. No procedures exist for prioritizing them, as errors are detected they are addressed at that time. As data users find errors in the roadway inventory data, specific staff responsible for the roadway inventory is notified. The error is reviewed and an update to the system is completed by data entry staff and the originator of the request is notified of the data correction.	No updates/progress to report.
190	Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	Provide the metrics used.	Partially Meets	Very Important	Performance measures have not been established regarding timeliness for the roadway data system. The State does focus on the HPMS submission date, but no metrics have been established.	No updates/progress to report.
191	Is there a set of established performance measures for the timeliness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding timeliness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.
192	Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the accuracy of the State roadway information system.	No updates/progress to report.
193	Is there a set of established performance measures for the accuracy of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accuracy for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	We currently do not get data from the locals. Our initial thought is that they will be editing data in a "version" provided to them in which DOTD staff will review (and/or spot check massive amounts of data) before accepting and pushing the version up to the parent version.
194	Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that there are no established performance measures for the completeness of the roadway information system.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026
195	Is there a set of established performance measures for the completeness of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding completeness for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	At a minimum, DOTD wants to have all HPMS and MIRE required data elements loaded into R&H's and being maintained there, by the required MIRE deadline, 2026
196	Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Provide the metrics used.	Does not Meet	Very Important	The State indicates that no performance measures for the uniformity of roadway data are established.	R&H's already has a uniform schema set for all data elements in R&H's.

#	Queson:	Performance Measure:	Rang	Queson Rank:	Assessor Conclusions:	2018 Update
198	Is there a set of established performance measures for the accessibility of State enterprise roadway information systems?	Provide the metrics used.	Partially Meets	Very Important	The State is aware of the accessibility of their roadway data that is web accessible and they do track the number of hits on the online ArcOnline functional classification maps, for example. However, a performance measure that consists of a baseline, target or goal, and existing performance, has not been established or provided.	The performance measure for accessibility of DOTD roadway data is to provide REST services for 100% of non-sensitive data elements residing in R&H's. We currently have REST services for most elements, which is available to the public. Since we only have the on-system information loaded, we have the local raw data on DOTD's FTP site for public use.
199	Is there a set of established performance measures for the accessibility of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.)?	Provide the metrics used.	Does not Meet	Somewhat Important	Performance measures have not been established regarding accessibility for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.
200	Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	The State indicated that there are no performance measures for the integration of roadway data and other critical data systems.	No updates/progress to report.
201	Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Provide the metrics used.	Does not Meet	Very Important	Performance measures have not been established regarding integration for the roadway data systems maintained by local agencies. The data on local roads is collected by the State and little integration with local agencies has been established.	No updates/progress to report.

Citation-Adjudication, Questions 202 – 255

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
202	Is there a statewide system that provides real-time information on individuals' driving and criminal histories?	Provide a narrative description of the statewide system that provides real-time information on individuals' driving and criminal histories.	Partially Meets	The State has both a driver history file (maintained by the Office of Motor Vehicles) and a criminal history file (maintained by the Department of Public Safety). These databases are accessible via LLETS, the Louisiana Law Enforcement Telecommunications System. LLETS is managed by the Department of Public Safety and Corrections (DPS&C), Louisiana State Police and allows various authorized Criminal Justice entities to access and exchange critical Criminal Justice information. The driver and criminal history databases do not appear to have a combined view but may be accessed separately through the	Statewide access to real-time accurate, complete adjudication citation records is a critical mission of the Supreme Court of Louisiana in its liaison relationship between the clerks of court, and the state Office of Motor Vehicles. Performance successes in electronic reporting of citation adjudications to the Supreme Court were characterized in early years by pilots with well-resourced courts. In the last couple of years, the Supreme Court's Traffic Records Project, in partnership with the state Office of Motor Vehicles, has prioritized a more rapid adoption of courts reporting traffic citation adjudications,	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
				<p>telecommunications system. There are over 22,000 authorized users of LLETS, which include court and law enforcement personnel.</p>	<p>resulting in an increase from 38 to 87 courts in the span of two years. The challenges of managing outcomes in a non-unified court system vary from one court to the next, where there are varying levels of capacity, and various software vendors with as many different methods for collecting and disseminating adjudications. The challenges are especially significant in smaller, under-resourced courts, and those challenges are now beginning to manifest in reduced performance statistics for electronic records timeliness, accuracy, and completeness. The approaches identified by the Supreme Court for resolving those challenges are often limited by the capacity of software vendors to produce solutions, and funding sources to pay for changes to software. On the other hand, the Supreme Court has successfully overcome those challenges at sites where strategic investments of grant resources were made for data exchanges to seamlessly connect electronic records from law enforcement systems, to prosecutor systems, to clerks of court systems, and finally to the Supreme Court traffic disposition records repository. These data exchanges reduce redundant data entry, expedite case processing, and provide more touch points where data quality can be reviewed and improved. There are now 26 prosecutor-to-clerk data exchanges in place, and 8 law enforcement-to-prosecutor exchanges. These data exchange efforts will continue, to be combined with training initiatives, and critically, more robust efforts to automate data quality feedback to clerks of court so that high priority concerns about data quality are more systematically and frequently communicated. Customer Relationship Management software solutions to support automation of feedback, error reporting, and issue documentation, are in the planning stages now, for implementation in the next year. Additionally, in order to support more robust data quality analysis and reporting, the Supreme Court is undertaking a data architecture redesign, with a focus on implementing best practices in the realms of data integration design. There will be an emphasis on data lineage, data normalization, and master data management. Concerns about data quality will be easier to identify, and to report. As</p>	

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
					<p>these ongoing and new strategies are fully implemented across all courts, while also continuing to initiate new courts into the traffic records electronic adjudication reporting project, the Supreme Court intends to increase the volume and performance of citation adjudication performance.</p>	
204	<p>Is there a statewide authority that assigns unique citation numbers?</p>	<p>Identify the agency responsible and describe the protocols used to generate and assign unique citation numbers. Provide a copy of the relevant statute or gubernatorial order.</p>	Does not Meet	<p>The State does not currently have a designated entity that assigns unique citation numbers across all agencies (i.e. jurisdictions). This will need to be accomplished if the State chooses to move all agencies to an electronic-based citation system so that there are not overlapping or conflicting numbers.</p>	<p>This will be a topic for the TRCC's Data Governance Committee to consider.</p>	High Importance
205	<p>Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?</p>	<p>If a statewide data tracking system exists, describe the means by which citation dispositions are transmitted and posted. If the system is the driver history file, note if deferrals or dismissals are posted. If the statewide system is managed through the courts, indicate whether all courts that handle traffic violations report to the same tracking system.</p>	Partially Meets	<p>The State does not have a statewide citation database. The State does maintain a Traffic Disposition program through which citation dispositions can be electronically submitted to CMIS. The Traffic Disposition program is voluntary and at this time, 87 courts participate in reporting citation data. It is also unclear whether data reported through the Traffic Disposition program is always included in the driver history or how this data is populated.</p>	Please see response in question 202.	High Importance
207	<p>Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?</p>	<p>Provide the number of case management systems in use in the State and detail which are interoperable. Indicate if the State has a unified judicial system and if municipal or other local level courts share the same case management system.</p>	Does not Meet	<p>The State does not have a unified court system. This is in part because the State has a non-unified judicial system. To convert all agencies (i.e. jurisdictions) to one system, it would also be a very timely and costly process. There are 11 vendors operating in the district, city, and mayor courts. These systems may electronically report to CMIS and populate disposition information to the driver history file; however, these systems do not communicate with one another at the court level. It is also unclear whether all courts employ a vendor or what percentage of courts have automation via a vendor.</p>	Please see response in question 202.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
208	Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Provide an example analysis and describe the policy or enforcement actions taken as a result.	Partially Meets	Because less serious citation offenses are reported on a voluntary basis from a subset of the courts, the information collected on drivers and traffic offenses is incomplete. More serious traffic offenses such as DWI and failures to appear are reported from those courts that have an automated system and report electronically to the CMIS, which provides the data to the driver history. Disposition data reported from CMIS to the OMV driver history file is used to identify problem drivers and to apply appropriate sanctions to those drivers. The State addressed a problem with some DWI offenses not being reported to OMV because of missing fingerprint information by enacting legislation in 2014 to require all DWI offenses to be fingerprinted.	No updates/progress to report.	High Importance
209	Do the appropriate components of the citation and adjudication systems adhere to the National Crime Information Center (NCIC) data guidelines?	Provide a narrative statement detailing the systems and their adherence to the NCIC guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the state reports that CMIS-LASC adheres to CIIS guidelines for security, the state did not indicate whether fields required for NCIC reporting were included in the courts' extract reporting. In addition, it is unclear whether NCIC fields are populated by the extract data or whether these fields are entered by law enforcement.	No updates/progress to report.	Low Importance
210	Do the appropriate portions of the citation and adjudication systems adhere to the Uniform Crime Reporting (UCR) Program guidelines?	Provide a narrative statement detailing the systems and their adherence to the UCR program guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include UCR standards in its data capture at the court level, law enforcement is responsible for UCR reporting at the incident level and report UCR elements for the serious charge associated with an incident. UCR elements are reported to the FBI.	No updates/progress to report.	Somewhat Important
211	Do the appropriate portions of the citation and adjudication systems adhere to the National Incident-Based Reporting System (NIBRS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIBRS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the State does not include NIBRS information, in its courts data capture and is reliant upon law enforcement to perform this capture and reporting. This data is captured by crime incident and is reported to the FBI.	No updates/progress to report.	Somewhat Important
212	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Telecommunications System (NLETS) guidelines?	Provide a narrative statement detailing the systems and their adherence to the NLETS guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	Law enforcement within the State is responsible for reporting to NLETS and adhering to federal guidelines. State courts can request assignment of an ORI number for reporting purposes.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
213	Do the appropriate portions of the citation and adjudication systems adhere to the National Law Enforcement Information Network (LEIN) guidelines?	Provide a narrative statement detailing the systems and their adherence to the LEIN guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	It has been decided the National Law Enforcement Information Network referred to in this question is not a national system and therefore not universally available to all States. The question is not appropriate in describing the ideal system and will be deleted from the Advisory near the completion of the first round of assessments in all States and Territories. Even though your State received a "Does Not Meet" rating for this question, it will not be included in the calculations to create overall recommendations or in comparing your State's assessment score to the national average.	No updates/progress to report.	Somewhat Important
215	Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?	Provide a narrative statement detailing the systems and their adherence to the NIEM Justice domain guidelines. If not, specify if a comparable guideline is being used.	Partially Meets	While the extract data collected to populate the CMIS repository is captured in xml format and somewhat follows the earlier JXDM guidelines, it does not adhere to the newer NIEM standards.	No updates/progress to report.	Somewhat Important
216	Does the State use the National Center for State Courts guidelines for court records?	Provide a narrative statement detailing the systems and their adherence to NCSC guidelines for court records. If not, specify if a comparable guideline is being used.	Partially Meets	The state's judicial branch is non-unified and the governance of court records is decentralized across all levels (city, parish, state). Although the National Center for State Courts guidelines are shared with the respective level courts, each court is responsible for developing individual policies for court records. That being said, it is difficult to assess which agencies are employing all or parts of the National Center for State Courts guidelines in their operating policies and procedures.	No updates/progress to report.	Somewhat Important
217	Does the State use the Global Justice Reference Architecture (GRA)?	Provide a narrative statement detailing the systems and their adherence to GRA guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not use or adhere to the GRA at this time.	No updates/progress to report.	Somewhat Important
218	Does the State have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS)?	Provide a narrative statement detailing the systems and their adherence to MIDRIS guidelines. If not, specify if a comparable guideline is being used.	Does not Meet	The State does not have an impaired driving data tracking system that meets the specifications of NHTSA's Model Impaired Driving Records Information System (MIDRIS) at this time.	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
219	Does the citation system have a data dictionary?	Provide the data dictionary for the Statewide citation tracking system if one exists. If not, provide the data dictionary for the most widely used court case management system.	Partially Meets	While the State provided data dictionaries for both the traffic and criminal record repositories, it is unclear whether reporting to the repositories is statewide. The State notes that reporting to the traffic repository is on a voluntary basis. It is also unclear whether all court levels statewide have automated systems and whether these systems all report to the repository for criminal records.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	High Importance
226	Do the prosecutors' information systems have data dictionaries?	Provide a data dictionary for the State prosecutors' office (State level courts that handle the most traffic violations). Indicate whether local prosecutors (cities, counties) have one or numerous types of data systems.	Partially Meets	The State does not have one state level system for prosecutors, but provided the data dictionary for the vendor who is most predominant in the State. The State also provided a list of vendors and the prosecutors' offices where those vendors' systems are being used. It is unclear whether all prosecutors' offices in the State have automation. Some of those with automated systems are exchanging data with the State CMIS. There is also a grant opportunity for prosecutors to apply for funds to allow the exchanging of data between the prosecutor systems and the State CMIS. These funds are to be used primarily to increase the NICS reporting of mental health and felony offenses.	This will be discussed with the Louisiana Supreme Court through the Data Governance Committee.	Somewhat Important
227	Can the State track citations from point of issuance to posting on the driver file?	Provide a flow diagram documenting citation lifecycle process that identifies key stakeholders. Ensure that alternative flows are included (e.g., manual and electronic submission).	Does not Meet	The State does not have a central repository system that tracks the lifecycle of a citation. That being said, there are statutes in place regulating the issuance of a tickets, how long the court has to submit final conviction to OMV and OMV posting the information to the driving record. In that effect, the State can track a particular citation, it just does not occur in real time.	No updates/progress to report.	High Importance
228	Does the State measure compliance with the process outlined in the citation lifecycle flow chart?	Provide a narrative describing how the State measures compliance with the citation lifecycle process specified in the flow chart. If there are official guidance documents, provide them.	Does not Meet	The State does not have a central repository for citations so compliance cannot be measured on a statewide basis via a citation lifecycle flow chart.	No updates/progress to report.	Somewhat Important
229	Is the State able to track DUI citations?	Provide a flow chart that documents the criminal and administrative DUI processes, identifies all key stakeholders, and includes disposition per the criminal and administrative charges.	Does not Meet	The State cannot track DUI citations.	No updates/progress to report.	High Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
230	Does the DUI tracking system include BAC and any drug testing results?	If no statewide DUI tracking system is in place, indicate whether the driver history record contains the BAC test results.	Partially Meets	While there is no statewide DUI tracking system, DUI information is captured in the CMIS repository and is populated on the driver history file. Blood alcohol is included if the information is provided, but drug test information is not included in any of the records.	No updates/progress to report.	High Importance
231	Does the State have a system for tracking administrative driver penalties and sanctions?	Provide a narrative describing the protocol for reporting (posting) the penalty and/or sanction to the driver and/or vehicle file.	Partially Meets	There is no central repository for citations in the State and only those records reported to the Office of Motor Vehicles after disposition by the courts can be acted upon to apply sanctions and penalties on the driver history file.	No updates/progress to report.	High Importance
232	Does the State have a system for tracking traffic citations for juvenile offenders?	Provide a flow chart that documents the processing of juvenile offenders' traffic citations, specifying any charges or circumstances that cause juveniles to be processed as adult offenders.	Does not Meet	The State does not have a system for tracking traffic citations for juvenile offenders.	No updates/progress to report.	Somewhat Important
233	Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?	Provide a flow chart documenting the processing of administrative handling of court payments (mail-ins).	Does not Meet	The State does not distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances.	No updates/progress to report.	Somewhat Important
234	Does the State track deferral and dismissal of citations?	Provide a flow chart documenting the deferral and the dismissal of citations.	Does not Meet	The State does not track deferral and dismissal of citations.	No updates/progress to report.	Somewhat Important
239	Is adjudication data linked with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file?	Provide the results of a sample query and describe how the linked information is used to collect certified driver records and administrative charges and to post dispositions to the driver file.	Partially Meets	The State clearly demonstrates that it links adjudication data with the driver system to collect certified driver records and administrative actions (e.g., suspension, revocation, cancellation, interlock) to determine the applicable charges and to post the dispositions to the driver file. However, while driver history data is available via a query, the data does not appear to be linked to allow a programmatic determination of charge. The determination requires human determination based upon review of the query returned.	No updates/progress to report.	High Importance
240	Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link citation data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock).	No updates/progress to report.	Somewhat Important
241	Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?	Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.	Does not Meet	The State does not link adjudication data with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision).	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
242	Is citation data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link citation data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
243	Is adjudication data linked with the crash file to document violations and charges related to the crash?	Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.	Does not Meet	The State does not link adjudication data with the crash file to document violations and charges related to the crash.	No updates/progress to report.	Somewhat Important
247	Is there a set of established performance measures for the uniformity of the citation systems?	Provide uniformity measures for the statewide citation tracking system. If there are several citation tracking systems, provide uniformity measures for one of them.	Does not Meet	The State does not have a citation tracking system in place to measure for uniformity.	No updates/progress to report.	Somewhat Important
249	Is there a set of established performance measures for the accessibility of the citation systems?	Provide accessibility measures for the statewide citation tracking system. If there are several citation tracking systems, provide accessibility measures for one of them.	Does not Meet	The State does not have a citation tracking system and has, therefore, not established accessibility for it.	No updates/progress to report.	Low Imporance
254	In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g., deferrals, dismissals) captured?	Provide documentation detailing the numbers of citations issued from the 10 largest law enforcement agencies and the number of dispositions for those citations that are in the driver file over a three month period.	Partially Meets	The State does not have an agency responsible for generating unique citation numbers. That being said, OMV will indicate a deferred sentence or dismissal on the back of the ticket and those submitted electronically will indicate a disposition of 04 which is for a dismissal.	No updates/progress to report.	High Importance
255	Do the State's DUI tracking systems have additional quality control procedures to ensure the accuracy and timeliness of the data?	Provide a narrative description of the additional quality control measures for the DUI tracking systems and specify which systems use which measures.	Does not Meet	The State does not have a DUI tracking system.	No updates/progress to report.	Somewhat Important

Injury Surveillance, Questions 256 – 272

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
257	Does the injury surveillance system include emergency department (ED) data?	Provide an injury surveillance report that illustrates the use of emergency department (ED) data and data from other injury surveillance systems.	Does not Meet	The Louisiana Hospital Association (LHA) is responsible for managing emergency department data and makes it available only to Association members or by contractual payment (requirement for State agency access).	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
260	Does the injury surveillance system include rehabilitation data?	Provide an injury surveillance report that illustrates the use of rehabilitation data and data from other injury surveillance systems	Does not Meet	Discharge dispositions to rehabilitation centers are available in the hospital discharge and trauma registry data sets, but information about the patient's treatment while in those facilities (rehabilitation data set) is not available.	No update/progress to report.	Very Important
262	Does the injury surveillance system include other data?	List any other databases or sources included in the injury surveillance system and provide a sample report using data from each of these sources. Additional data resources may include medical examiner reports, payer-related databases, traumatic brain injury registry, and spinal cord injury registry.	Does not Meet	It is unclear if data is available other than LERN (pre-hospital (EMS) and emergency department data) and the other ISS components of the traffic records system.	No update/progress to report.	Very Important
264	Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Provide the most recent motor vehicle-related incident counts for the emergency department data, any injury severity categorizations applied (e.g., Abbreviated Injury Score, Injury Severity Scale), and principal diagnosis.	Does not Meet	This information is not captured in the emergency department dataset, which is managed by the LHA with little information available at the State agency. However, E-codes will identify motor vehicle crash victims, ICD-9 codes may be converted to AIS to denote severity, and nature of injuries may be decoded from ICD-9.	No update/progress to report.	Very Important
268	Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized EMS data to identify a problem, evaluate a program, or allocate resources.	Partially Meets	EMS data is available for analysis, but the State has not yet used it to identify problems, evaluate programs, and allocate resources for traffic safety issues.	The data assistant, which is funded via TRCC funds, continues to work on engaging EMS providers to submit data in order to have a comprehensive registry. His primary focus the last year is conversion to NEMSIS 3.0. Once complete, all providers will be in the same system and we will be able to perform a more detailed analysis of EMS registry.	Very Important
269	Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized emergency department data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association and not available for analysis. After the ICD-10 conversion, there are plans to make the data available to the State.	The TRCC has funded a project that will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available)	Very Important
270	Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized hospital discharge data to identify a problem, evaluate a program, or allocate resources.	Does not Meet	The hospital discharge data is available for analysis and is primarily being used to evaluate trauma center needs. It has not been used for highway safety efforts at this time.	See reply above.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
272	Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?	Provide a sample report or narrative description of a highway safety project that utilized vital records data to identify a problem, evaluate a program, or allocate resources (e.g., research in support of helmet or GDL legislation).	Does not Meet	The vital records data is available for analysis, but there are no examples of how it has been used for highway safety projects.	The TRCC plans to add a representative from State vital records to the TRCC Technical Committee.	Very Important

Injury Surveillance – Applicable Guidelines, Questions 273 – 280

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
274	Does the State's emergency department and hospital discharge data conform to the most recent uniform billing standard?	Provide the data dictionaries for both the emergency department and hospital discharge data as appropriate as well as any relevant State statutes or regulations.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State. The hospital discharge data is in UB-92 format, which is not the most recent Uniform Billing Standard. There are plans to update the system to come into compliance with the ICD10 standard, but at this time, the State file is in an older format.	The hospital discharge data is in UB-92 format through the 3rd quarter of the 2015. Starting the 4th quarter of 2015, inpatient data has transitioned to UB-04 (current standard). This transition has allowed for the capture of ICD-10 codes for inpatient diagnosis and procedures.	Very Important
276	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Does not Meet	The Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are only available in the trauma registry, not the emergency department or hospital discharge data systems.	The Department of Hospitals is able to calculate AIS And ISS on the ER and Hospitalization data.	Somewhat Important
277	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State trauma registry for motor vehicle crash patients?	Provide a distribution of AIS and ISS scores for the most recent year available.	Partially Meets	Injury Severity Scores are submitted and maintained in the State Registry, but AIS scores are maintained in the hospital databases and not submitted to the State. There are efforts underway to include AIS and other important elements in the State dataset.	LERN can still pull the ISS information for those patients included in the State trauma registry. Chris will try to pull data by deadline, but we are in the midst of storm preparation. We now have 9 hospitals submitting data.	Very Important
280	Are there State privacy and confidentiality laws that supersede HIPAA?	Provide the applicable State laws and describe how they are interpreted—including the identification of situations that may impede data sharing within the State and among public health authorities.	Does not Meet	The hospital discharge, EMS, and trauma registry data systems comply with HIPAA but the State has not enacted any privacy laws that supersede or expand upon the HIPAA rules.	No update/progress to report.	Very Important

Injury Surveillance – Data Dictionary and Coding Manuals, Questions 281 - 290

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
283	Does the emergency department dataset have a formal data dictionary?	Provide the data dictionary including, at a minimum, the variable names and definitions.	Does not Meet	Emergency department data is managed and the data dictionary maintained by the Louisiana Hospital Association and not readily available to the State.	No updates/progress to report.	Very Important
284	Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	Emergency department data is managed and all documentation maintained by the Louisiana Hospital Association and not readily available to the State.	No update/progress to report.	Very Important
286	Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Provide the documentation.	Does not Meet	The Data Specifications Manual and Submittal Guide are in the process of being revised, but not complete.	No update to prior assessment. Inpatient data aggregation is undergoing changes to allow for UB-04 formatted data. The data will undergo review to determine data issues or limitations for users.	Very Important

Injury Surveillance – Processes and Procedures, Questions 291 – 311

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
294	Is there a process flow diagram that outlines the EMS system's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the EMS data process flows from dispatch to submission of the report to the State EMS repository.	Partially Meets	There is a flow diagram that illustrates the two methods for ePCR submission, but information such as interfaces with other systems and the management loop of error records are still under development.	No update/progress to report.	Very Important
295	Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?	Provide the flow diagram. Alternatively, provide a narrative description of the emergency department data process flows from patient arrival to submission of the uniform billing data to the State repository.	Does not Meet	Emergency department data is managed by the Louisiana Hospital Association, not the State, so process flow information is not available.	No update/progress to report.	Very Important
298	Are there separate procedures for paper and electronic filing of EMS patient care reports?	Provide a copy of the procedures for paper and electronic filing or a narrative describing the procedures.	Partially Meets	Information captured in the State database may be submitted via direct data entry, ImageTrend upload, or third party vendor upload. The State does not accept paper reports for the EMS registry, but not all agencies are collecting data electronically. The Louisiana Emergency Response Network and the Louisiana Ambulance Alliance are working with those agencies to assist with converting the paper to electronic means.	No change, we still do not accept paper. There are now 30 EMS providers submitting data to the State EMS Registry.	Low Importance

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
299	Are there procedures for collecting, editing, error-checking, and submitting emergency department and hospital discharge data to the statewide repository?	Provide a copy of the procedures or a narrative describing the process of collecting, editing and submitting emergency department and hospital discharge data to the statewide repository.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State, so documentation of those processes is not available. The LAHIDD Submittal Guide contains information about data submission, error checking, and management for the hospital discharge data.	No update/progress to report.	Very Important
302	Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative describing the process for returning data to the reporting EMS agencies for correction and resubmission.	Does not Meet	Procedures for returning reports to the submitting agency for correction have not been implemented at this time.	No update/progress to report.	Very Important
303	Are there documented procedures for returning data to the reporting emergency departments for quality assurance and improvement (e.g., correction and resubmission)?	Provide a copy of the procedures or a narrative that describes the process for returning data to the reporting emergency departments for correction and resubmission.	Does not Meet	Since emergency department data is managed by the Louisiana Hospital Association, not the State, information about quality assurance procedures is not available.	No update/progress to report.	Very Important
308	Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?	Provide a copy of the data access policy, data use agreement, or link to appropriate data access website. Alternatively, provide a description of how outside parties may obtain access to the emergency department data for analytical purposes.	Partially Meets	Emergency department data is managed by the Louisiana Hospital Association, not the State. It is made available to LHA members and outside parties for a fee, but access policies and requirements were not available for review.	No update/progress to report.	Very Important

Injury Surveillance – Data Interfaces, Questions 312 - 314

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
312	Is there an interface among the EMS data and emergency department and hospital discharge data?	Provide a narrative description of the interface link between the EMS data and the emergency department and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and hospital databases.	There is no interface for the hospital discharge database. Access is provided based on data request specifications and approvals.	Somewhat Important
313	Is there an interface between the EMS data and the trauma registry data?	Provide a narrative description of the interface link between the EMS data and the trauma registry data. If available provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the EMS data and trauma registry, but there are efforts underway to link the systems.	No update/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
314	Is there an interface between the vital statistics and hospital discharge data?	Provide a narrative description of the interface link between the vital statistics and hospital discharge data. If available, provide the applicable data exchange agreement.	Does not Meet	There are no interfaces between the hospital discharges and vital records data systems, although they are integrated for research purposes.	There is no interface for the vital statistics and hospital databases. Access is provided based on data request specifications and approvals.	Somewhat Important

Injury Surveillance – Quality Control Programs, Questions 315 – 330

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
316	Is limited state-level correction authority granted to quality control staff working with the statewide EMS database in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide EMS database.	Does not Meet	The State level correction is limited to system settings related to importing data, but data quality errors are addressed by the submitting agency.	No, the State returns records to EMS Service/Vendor for errors to be addressed.	Somewhat Important
317	Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Provide the formal methodology or describe the process by which rejected EMS patient care reports are returned to the collecting agency and tracked through resubmission to the statewide EMS database.	Does not Meet	There are no formal processes for returning records to the submitting agency for correction, but some are under development.	No update/progress to report.	Very Important
318	Are there timeliness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of timeliness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Submission deadlines are not performance measures, but may be used to develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of EMS records submitted by the March 1 deadline from xx% in 2015 to xx% in 2020'. The submitted measure of 'increase the number of EMS agencies submitting data to the state registry to 50% by the end of the 2016 fiscal year. To date we have 40%' evaluates data system completeness.	EMS will be working with the TRCC to develop performance measures.	Very Important
319	Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accuracy performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Assessor conclusions: There are no accuracy performance measures for the EMS system, but there are plans to develop measures with Statewide implementation of NEMSIS 3.	Validation rules populated in the state EMS Registry. Accuracy performance measures are in development.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
320	Are there completeness performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of completeness performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	Some completeness measures have been discussed, but none have been formally implemented.	EMS will be working with the TRCC to develop performance measures.	Very Important
321	Are there uniformity performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of uniformity performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the EMS system, but they are being developed by the State registry and EMS agency personnel.	EMS will be working with the TRCC to develop performance measures.	Very Important
322	Are there integration performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of integration performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the EMS system.	Discussions with Center for Population Health Informatics at the Louisiana Department of Health are in process regarding integration of EMS data with hospital discharge data.	Very Important
323	Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Provide a complete list of accessibility performance measures for the EMS system and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the EMS system.	LERN has a data request policy. There are no performance measures related to accessibility but they will be working with the TRCC to develop performance measures.	Very Important
324	Has the State established numeric goals —performance metrics—for each EMS system performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the EMS system because there are no measures.	Percentage calculated by dividing number of transportation records missing elements by total transportation record.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
325	Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance	Does not Meet	There is no performance reporting for the EMS system, but efforts are underway to develop a process.	<p>We are tracking completeness of reporting of critical elements. Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle.</p> <p>Example:</p> <p>Data Period: January 1 2017 - January 31 2017</p> <p>Data from Elite NEMESIS 3 Version 3.4</p> <p>Records in system for Month: 13440</p> <p>Transportation records: 594</p> <p>Number of Transportation records missing a critical element: 40</p> <p>Critical element defined as Primary Impression, Injury Indicator, and Airbag deployment, Use of occupant safety equipment and position of patient in vehicle.</p> <p>Criteria includes element is blank or not recorded</p> <p>Percentage of Transportation records missing a critical element: 6%</p> <p>Percentage of Transportation records with all critical elements: 94%</p> <p>Methodology:</p> <p>Records queried using cause of injury</p> <p style="padding-left: 40px;">This includes patient encounters for MVC,</p> <p>Pedestrian vs. Vehicle, MVC non-traffic, and vehicle vs. animal, motorcycle</p> <p>Percentage is calculated by dividing number of transportation records missing elements by total transportation record.</p>	Very Important
326	Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update EMS system training content, data collection manuals, and validation rules.	Does not Meet	As the State transitions to a new State EMS Registry, data is being evaluated. However, there is no process in place to identify high frequency errors and incorporate them into documentation revisions.	No update/progress to report.	Very Important
327	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
328	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?	Provide a sample quality control review of injury records that details the system's data completeness.	Partially Meets	Quality control reviews are not conducted, but efforts are underway to develop such processes.	No update/progress to report.	Low Important
329	Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	There is no process for relating user feedback to data managers, but efforts are underway to develop a methodology.	A process is being developed to provide feedback to the EMS agencies on the completeness of critical indicators.	Somewhat Important
330	Are EMS data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Partially Meets	Quality review reports that include details related to EMS data completeness have been provided to the TRCC upon request, but not regularly. LERN and the TRCC are setting up a quarterly schedule for reviewing EMS data quality reports.	Completeness report of key indicators developed. It is run monthly.	Somewhat Important

Injury Surveillance – Emergency Department & Hospital Discharge, Questions 331 – 346

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
332	Is limited state-level correction authority granted to quality control staff working with the statewide emergency department and hospital discharge databases in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide emergency department and hospital discharge databases.	Does not Meet	There is no State-level correction authority for hospital discharge records or emergency department data. Emergency department data is managed by the Louisiana Hospital Association, not the State.	No updates/progress to report.	Somewhat Important
333	Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Provide the formal methodology or describe the process by which rejected emergency department and hospital discharge records are returned to the collecting agency and tracked through resubmission to the statewide emergency department and hospital discharge databases.	Does not Meet	The State is in the process of rebuilding the LAHIDD system, so there are no processes in place for rejecting error hospital discharge records and tracking their correction and resubmission. Emergency department data is managed by the Louisiana Hospital Association, not the State, so information about record rejection and resubmission is not available.	No updates/progress to report.	Very Important
334	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of timeliness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no timeliness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
335	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accuracy performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no accuracy performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
336	Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of completeness performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no completeness performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
337	Are there uniformity performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of uniformity performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no uniformity performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
338	Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of integration performance measures for the emergency department and hospital discharge databases and explain how these measures are used to inform decision-making.	Does not Meet	There are no integration performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
339	Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Provide a complete list of accessibility performance measures for the emergency department and hospital discharge database and explain how these measures are used to inform decision-making.	Does not Meet	There are no accessibility performance measures for the medical databases, emergency department and hospital discharge records.	No updates/progress to report.	Very Important
340	Has the State established numeric goals —performance metrics—for each emergency department and hospital discharge database performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	There are no performance metrics for the medical databases because there are no performance measures.	No updates/progress to report.	Somewhat Important
341	Is there performance reporting for the emergency department and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Along with no performance measures, there is also no performance reporting to the submitting agencies.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
342	Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules.	Does not Meet	Errors are identified using the Business Rules and are catalogued for OPH to follow-up directly with hospitals. Those errors are not used to revise/update training materials or manuals.	No updates/progress to report.	Very Important
343	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and hospital discharge databases?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the medical databases, emergency department and hospital discharge.	No updates/progress to report.	Somewhat Important
344	Are periodic comparative and trend analyses used to identify unexplained differences in the emergency department and hospital discharge data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	The State completed a trend analysis report in 2011 and may continue to do so, but the regularity of those reports is not clear. Independent of the State, the Louisiana Hospital Association (data custodian) identifies data variances in emergency department records quarterly by analyzing two years of data. Once issues are identified, the system vendor (ShareCor) works with the submitting facility to understand and document the differences.	No updates/progress to report.	Low Importance
345	Is data quality feedback from key users regularly communicated to emergency department and hospital discharge data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The State did not have information about a feedback loop to relay information from key users to the data managers.	No updates/progress to report.	Somewhat Important
346	Are emergency department and hospital discharge data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	Data quality reports from the medical databases, emergency department and hospital discharge, are not developed for and shared with the TRCC.	No updates/progress to report.	Somewhat Important

Injury Surveillance – Trauma Registry, Questions 347 – 362

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
348	Is limited state-level correction authority granted to quality control staff working with the statewide trauma registry in order to amend obvious errors and omissions without returning the report to the originating entity?	Provide the formal methodology or describe the process by which limited state-level correction authority is granted to quality control staff working with the statewide trauma registry.	Does not Meet	There is no State-level correction authority for the trauma registry, error records are returned to the submitting hospital for correction	No updates/progress to report.	Somewhat Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
350	Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of timeliness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Efforts are underway with trauma managers and registrars to develop performance measures. Submission deadlines are not performance measures, but may be used to develop them. Performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. A possible timeliness measure may be 'increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2015 to xx% in 2020'.	We moved to a quarterly submission schedule for FY 2017. We will adopt the timeliness measure: "increase the % of trauma registry records submitted within 30 days from the end of the quarter from xx% in 2017 to xx% in 2020". Over the last year we have been determine the baseline.	Very Important
351	Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accuracy performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accuracy performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
352	Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of completeness performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Completeness performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
353	Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of uniformity performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Uniformity performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
354	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of integration performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Integration performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
355	Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?	Provide a complete list of accessibility performance measures for the trauma registry and explain how these measures are used to inform decision-making.	Does not Meet	Accessibility performance measures for the trauma registry are being developed.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
356	Has the State established numeric goals —performance metrics—for each trauma registry performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Does not Meet	As performance measures are developed, metrics will be identified.	No updates/progress to report.	Somewhat Important
357	Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	Although errors are discussed with submitting agencies, no performance reporting is conducted.	No updates/progress to report but the TRCC will work with the trauma registry to begin developing PM's.	Very Important
358	Are high frequency errors used to update trauma registry training content, data collection manuals, and validation rules?	Provide the formal methodology or describe the process by which high frequency errors are used to update trauma registry training content, data collection manuals, and validation rules.	Does not Meet	Plans are being developed to analyze trauma registry data and use high frequency errors to revise training content and documentation, but it is not currently done.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
359	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Quality control reviews are not conducted on the trauma registry, but plans are being developed to do so.	No updates/progress to report.	Somewhat Important
360	Are periodic comparative and trend analyses used to identify unexplained differences in the trauma registry data across years and agencies?	Describe the analyses, provide a sample record or output, and specify their frequency.	Partially Meets	Annual reports include comparative analyses across years and between the State and national data. The comparative trends are helpful, but values have not been identified to know when data have deviated significantly from a norm.	No change, the 2015 report is posted on the LERN website.	Low Importance
362	Are trauma registry data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	State Trauma Reports are created annually and shared with the TRCC and other partners. However, data quality management reports are not regularly shared with the TRCC. Efforts are underway to develop quarterly management reports for the TRCC.	No updates/progress to report.	Somewhat Important

Injury Surveillance – Vital Records, Questions 363 – 378

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
369	Are there uniformity performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of uniformity performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has uniformity performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
370	Are there integration performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of integration performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has integration performance measures, but the measure provided relates to process (electronic submission of records) and not quality. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics. An example integration measure would be 'to increase the % of fatal crash reports that may be linked to a death record from xx% in 2015 to xx% in 2020.' Integration is the linkage of records at a set point in time primarily for research or evaluation purposes.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
371	Are there accessibility performance measures tailored to the needs of vital records managers and data users?	Provide a complete list of accessibility performance measures for vital records and explain how these measures are used to inform decision-making.	Does not Meet	The State reported that it has accessibility performance measures, but none were provided. Note that performance measures are used to evaluate the quality of a data system over time and include baseline and goal metrics.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
372	Has the State established numeric goals —performance metrics—for each vital records performance measure?	Provide specific numeric goals and related performance measures for each attribute as determined by the State.	Partially Meets	Metrics/goals have been established for all available measures: timeliness, accuracy, and completeness. The State should reexamine the integration performance measure and develop measures for uniformity and accessibility.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Somewhat Important
373	Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Provide a sample report, list of receiving agencies, and specify frequency of issuance.	Does not Meet	There is no performance reporting for death data, but staff in the Vital Records Quality Management Unit is developing a quarterly reporting process.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide performance measures.	Very Important
375	Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?	Provide a sample quality control review of injury records that details the system's data completeness.	Does not Meet	Data quality control reviews are not conducted, but efforts are underway in the Vital Records Quality Management Unit to develop such a process.	No updates/progress to report.	Somewhat Important
377	Is data quality feedback from key users regularly communicated to vital records data collectors and data managers?	Describe the process for transmitting and utilizing key users' data quality feedback to inform program changes.	Does not Meet	The Vital Records Quality Management Unit is developing a feedback process for death records similar to one used for birth records, but it has not been implemented at this time.	No updates/progress to report.	Somewhat Important
378	Are vital records data quality management reports produced regularly and made available to the State TRCC?	Provide a sample quality management report and specify frequency of transmission to the State TRCC.	Does not Meet	TRCC data quality reports are currently being developed.	No updates/progress to report but the TRCC will be recruiting a vital records representative, who may be able to provide such reporting.	Somewhat Important

Data Use & Integration Questions 379 – 391

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
380	Does the State have a data governance process?	Provide a narrative detailing the State's data governance process, identifying the personnel involved and describing how it supports traffic safety data integration and formal data quality management.	Partially Meets	The State has a governance process through the Highway Safety Research Group (HSRG); however, it is not clear exactly how that governance process works. The process of collecting crash data was described not the specific processes or policies for the data governance process. Specifically, the organizational structure (including people) by which data quality activities are governed. Such a process would be tied to the action steps within the Louisiana TRCC Strategic Plan, Strategy 3.01: "Create a data integration governance team."	The State is initiating a Data Governance Committee to begin this process.	Somewhat Important
381	Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Provide a copy of the system inventory specifying all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State, and data access policies.	Does not Meet	The State does not currently have a formal traffic records system inventory that identifies linkages useful to the State and data access policies. This is going to be part of the TRCC Strategic Plan.	The TRCC's Data Governance Committee will begin the process of developing a traffic records system inventory.	Very Important
383	Is driver data integrated with crash data for specific analytical purposes?	Document an integrative crash-driver link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of graduated drivers' license (GDL) law effectiveness or of crash risk associated with motorcycle rider training, licensing, and behavior.	Partially Meets	The driver data is provided to the HSRG on a yearly basis and integrated with the crash data to assist with data validation, reporting and integration with other systems. The BAC is also integrated with the crash system. However, it is not clear for specifically what analytical purposes this data is used for and the State did not provide a sample analysis using the integrated data.	The State is moving to utilizing barcodes instead of reading the magnetic stripes on driver's licenses. This information will be scanned and read into crash reports.	Very Important
384	Is vehicle data integrated with crash data for specific analytical purposes?	Document an integrative crash-vehicle link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include crash trends among vehicle types or vehicle weight restriction by road classification.	Partially Meets	The State described the use of VIN data to perform verification and lookup at the time of data entry in crash records. The State provided sample analyses and reports using information obtained from VIN data. The State does not integrate vehicle data from the Department of Motor Vehicles (including ownership and title information) with crash data.	The State is moving to add barcodes on vehicle registrations and this information will be scanned and read into crash reports.	Very Important
386	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Document an integrative crash-citation or adjudication link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include an assessment of the relationship between illegal actions and crashes for specific driver subpopulations (e.g., older drivers) or of crash-involved DUI offenders' adjudications.	Partially Meets	The Highway Safety Research Group (HSRG) began receiving annual convicted citation data in 2015 (for the 2014 year). The data is used to analyze where drivers are from and where citations occur. The State did not list the linkage variables. It is unclear whether the citation data is linked with crash data.	No updates/progress to report.	Very Important

#	Queson:	Performance Measure:	Rang	Assessor Conclusions:	2018 Update:	Queson Rank:
387	Is injury surveillance data integrated with crash data for specific analytical purposes?	Document an integrative crash-injury surveillance link, the linkage variables, and example analysis, and the frequency of linkage. Example analyses could include injury outcomes by specific crash type or injuries associated with occupant protection.	Does not Meet	Injury surveillance data is not currently integrated with crash data. The HSRG is working with Louisiana's Emergency Response Network (LERN) to collect EMS and hospital data for integration with the crash system.	The TRCC has funded a project for funding year 2018 to begin linking hospital discharge data with crash data this project was not contracted in 2018 but will be moving forward in 2019.	Very Important
389	Is data from traffic records component systems—excluding crash—integrated for specific analytical purposes?	Document an integrative link using at least two traffic record component systems excluding the crash system. Include the systems, their linkage variables, example analysis, and the frequency of linkage. Example analyses could include an assessment of recidivism among specific driver populations	Does not Meet	Data from component systems, other than crash data, is not integrated.	LERN is working on a project to link EMS registry and trauma patient data in a project with Baton Rouge EMS and Our Lady of the Lake Regional Medical Center.	Somewhat Important

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

3.2 TRAFFIC RECORDS PERFORMANCE TARGETS, PERFORMANCE MEASURES, STRATEGIES, AND PROJECTS

FY 2019

Performance Targets

- Decrease the percentage of days from the date of disposition/conviction to entry into the driver database entered within 10 days or less for commercial drivers from 38 percent on March 31, 2018 to 40 percent by April 1, 2019.
- Increase the percentage of EMS patient care reports not missing one or more critical data elements (i.e., vehicular injury indicator, primary impression, position of patient, use of occupant safety equipment) from 95 percent complete on March 31, 2018 to 96% on April 1, 2019.
- Increase the percentage of EMS Agencies submitting data to the State registry that are NEMSIS 3 compliant from 35 percent on March 31, 2018 to 37 percent by April 1, 2019.
- To increase the accuracy of latitude and longitude fields on crash reports submitted electronically from 67 percent on March 31, 2018 to 69 percent by April 1, 2018.
- Increase the number of courts reporting the disposition of traffic related cases from 89 courts on March 31, 2018 to 101 courts by April 1, 2019. *(Improvement in this measure stalled from March 31, 2017 to April 1, 2018 due to the*

Louisiana Supreme Court awaiting communication needed from the Office of Motor Vehicles. The LSC continued to onboard courts during this time-period and has 12 courts in que to begin reporting once this issue is resolved.)

Performance Measures

Timeliness of driver records system.
 Completeness of the Injury Surveillance/EMS system.
 Accuracy of the Crash Report system.
 Completeness of the citation/adjudication system.

Strategies

Maintain membership in the Louisiana TRCC.
 Support the TRCC and data owners as they implement projects, which support the identified performance measures.
 Initiate a Data Governance program for traffic records in the State.
 Recommend legislative changes as needed to support an improved traffic records information system.
 Continue to support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.

2019 Traffic Records Projects

Highway Safety Research Group Programming - \$204,274

The Highway Safety Research Group (HSRG) at Louisiana State University will support state law enforcement agencies with LaCrash software installation and support, used by the agencies to submit crash data to the State. Louisiana is receiving over 95% of the crash data electronically, which enables the HSRG data quality team to switch their primary focus from electronic crash reporting to accuracy and completeness of the data. These projects increase the quality of crash data the State uses to report crash-related information, which is used for research and to improve the dissemination of crash data to decision-makers.

Louisiana Ambulance Alliance – \$229,000

This project will support the implementation of the EMS Data Element into the Injury Surveillance System Critical Pathway as detailed in the 2012 Traffic Records Program Assessment Advisory published by NHTSA. Implementation of this project aims to accomplish the following: training EMS providers to extract and utilize data; adopting performance measures, which address timeliness, accuracy, completeness, uniformity, integration, and accessibility; and increase the total number of EMS agencies extracting, analyzing, and utilizing patient care data reports and data submitted to LERN and integrated with LACRASH data.

LA Emergency Response Network (LERN) Contractor – \$40,000

This project will provide for a contract with an individual to recruit and educate ambulance providers in the state to submit electronic injury surveillance data to LERN on a regular basis. This third-party contract or agreement shall be submitted to LHSC for review and approval prior to any work being performed. This project shall coordinate with the LA Ambulance Alliance, who represents the majority of the ambulance providers in the state. A NEMSIS – compliant database shall be maintained with pertinent crash injury data elements obtained from the ambulance providers.

Louisiana Office of Public Health – \$74,800

This project will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available). Integrating these data systems will improve the quality and accuracy of crash injury outcome data for improved surveillance of motor vehicle crash injuries.

Travel/Training for Traffic Records - \$30,000

Funds set aside to law enforcement, Traffic Records Coordinating Committee members and other partners to attend traffic records conferences and training (such as the ATSIP Traffic Records Forum). This serves to directly support planned strategies and projects. These requests are submitted and approved by the LHSC Executive Director. The number of conferences and training opportunities are unknown until the requests are received.

LA State Police LACRASH Transition - \$10,000 (Year 2)

Maintenance and programming payments to the Office of Technology Services (OTS) for the support of the LACRASH electronic software crash-reporting system. Currently the LSP is utilizing an obsolete electronic system, and is in the process of migrating to this system, which was developed by the LSU Highway Safety Research Group.

Traffic Crash Reconstruction Training - \$230,000

The Louisiana Highway Safety Commission will sub-contract with Northwestern University Traffic Institute to hold one set of Crash Investigation 1 and 2 and one full Reconstruction Series for law enforcement officers from around the State. The full Reconstruction Series will consist of Crash Investigation 1 & 2, Vehicle Dynamics, and Reconstruction 1 and 2. There is a constant need for this type of training due to the turnover of police officers and the lack of crash investigation training they normally receive in the POST academy. (Accuracy, completeness and timeliness)

Request for Proposal (RFP) for Bar-Code Readers - \$750,000

The current statewide electronic crash-reporting system (LACRASH) utilizes drivers' license scanners for populating the name, address and DL number of drivers involved in traffic crashes. However, the Office of Motor Vehicles is replacing these scanned numbers with barcodes not only on drivers' licenses but on vehicle registrations as well. This will greatly facilitate the accuracy and timeliness of even more critical information electronically obtained at the crash scene. To purchase enough barcode readers for all law enforcement it is necessary for Highway safety to use the RFP method through State Purchasing (because of the amount). The successful vendor will then enter into a three-year contract with LHSC and provide the barcode readers to the HSRG as dictated by rollout requirements among statewide law enforcement.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

HSRG_20180622_CDLElapsed10DaysOrLess.xlsx

2018 LA TRCC Strategic Plan 06-20-18.docx

EMS Interim Completeness 2017-2018.docx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 2/22/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Under 23CFR1300.23 of the Fixing America's Surface Transportation (FAST) Act, states are required to have a statewide impaired driving plan to be eligible to receive Section 405(d) grant funding to reduce traffic safety problems resulting from individuals driving motor vehicles while under the influence of alcohol, drugs, or the combination of alcohol and drugs. While such a statewide plan was first required to be submitted to the National Highway Traffic Safety Administration (NHTSA) by September 1, 2013 under 23CFR1200.23 in the previous highway bill, Moving Ahead for Progress in the 21st Century (MAP-21), Louisiana has had an impaired driving plan since 2006.

A state is classified by NHTSA as mid-range with an impaired fatality rate between 0.30 and 0.60 per 100 Million Vehicle Miles Traveled (VMT), using a three-year average of the most recent data. Louisiana is a mid-range state again in Federal Fiscal Year (FFY) 2019 with a rate of .450 (preliminary data, versus .488 in FFY 2015 and .487 in FFY 2016). Mid-range states must meet additional qualifying elements to receive federal impaired driving funding. One element is the development and approval of a statewide impaired driving plan by a "statewide impaired driving task force".

Louisiana's first statewide impaired driving plan was created as a component of the State's first Strategic Highway Safety Plan (SHSP) that same year. The SHSP was, and continues to be, a multidisciplinary effort of the state's safety stakeholders. Impaired driving has been an SHSP emphasis area since 2006 and the emphasis area team that oversees the plan and monitors its implementation is comprised of representatives from the criminal justice system, enforcement, educators, local traffic safety programs, medical professionals, emergency medical services, advocacy groups, the Traffic Records Coordinating Committee, researchers, as well as a provider of ignition interlocks, among others. One of the emphasis area team's co-chairs, Norma Broussard DuBois, Director of Felony DWI & Traffic Safety Outreach for the Jefferson Parish District Attorney's Office, has led the team since its inception. A list of the Impaired Driving Emphasis Area teams begins on page 10.

Louisiana's statewide impaired driving plan identifies the strategies, strategy leaders, and output and outcome measures which are tracked quarterly to determine each strategy's success. The strategies and actions included in this plan are data driven, evidence based, and considered best practices by NHTSA. The Impaired Driving Emphasis Area team meets on a quarterly basis to consider the latest impaired driving crash data, attitudinal surveys, research reports, and other state data when monitoring progress and updating the statewide impaired driving plan. The present plan was reviewed to ensure compliance with FAST Act requirements and approved on May 9, 2018.

The Louisiana Highway Safety Commission (LHSC) submits the State's Highway Safety Plan (HSP) annually to NHTSA by July 1st. The HSP details the State's highway safety performance targets, strategies, and the projects to be funded to achieve these targets. Louisiana has a comprehensive impaired driving program that incorporates broad ranging strategies and actions designed to reduce impaired driving fatalities and injuries. The LHSC utilizes data analysis and strategic planning to guide all funding decisions outlined in the HSP with the intention that the comprehensive nature of the impaired driving program will achieve the overall impaired driving performance target. Many of the actions in the plan are championed by LHSC and/or funded as a project under the HSP.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 5/9/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Louisiana Impaired Driving Emphasis Area Team Members

* Denotes Co-Chairs

Member		Agency	Title
Taylor	Addison	Tangipahoa-Reshaping Attitudes for Community Change	Prevention Safety Coordinator
Donovan	Archote	Louisiana State Police	Captain/Troop Commander
Amber	Ashworth	Imperial Calcasieu Regional Planning and Development Commission	Coalition Coordinator
Bridget	Bailey	Tangipahoa-Reshaping Attitudes for Community Change	Prevention Director
Shelly	Barrett	Northwest Louisiana Council of Governments	Coalition Coordinator
Mike	Barron	Louisiana Highway Safety Commission	Impaired Driving Assessment Implementation Coordinator
Stephanie	Baum	Office of Motor Vehicles	Driver Education Administrator
Jessica	Bedwell	Louisiana Highway Safety Commission	Program Coordinator
Robin	Bennett	Lexlee's Kids	Community Outreach Coordinator
Dennis	Bergeron	Louisiana State Police	Sergeant
Bliss	Bernard	Fenstermaker	Engineer intern
Frank	Besson	Louisiana State Police	Captain/Troop Commander
Bobby	Breland	Louisiana Highway Safety Commission	Law Enforcement Liaison
Asheba	Brown	Mothers Against Drunk Driving	Court Monitoring Project Specialist Supervisor
Warren	Byrd	Louisiana Department of Insurance	Deputy Commissioner
Rudynah	Capone	Louisiana Center for Transportation Safety	Safety Initiatives Manager
Catherine	Childers*	Louisiana Highway Safety Commission	Impaired Driving Policy Specialist
Karla	Courtade	Louisiana Department of Transportation and Development	Lieutenant
Jay	Cripple	Louisiana State Police	Lieutenant
Dortha	Cummins	Louisiana Highway Safety Commission	Deputy Director
Brooks	David	Louisiana State Police	Public Information Officer
Norma	Dubois*	Jefferson Parish District Attorney's Office	Director of Felony DWI & Traffic Safety Outreach
Michael	Edgar	Louisiana State Police Applied Tech	DECP/SFST State Coordinator
Valorie	Fisher	West Feliciana Drug and Alcohol Awareness Council	Coalition Coordinator
Lisa	Freeman	Louisiana Highway Safety Commission	Executive Director
Bridget	Gardner	University Medical Center-Injury Prevention Center	Program Coordinator/SHSP Statewide Young Drivers Leader
Autumn	Goodfellow-Thompson	Louisiana Department of Transportation and Development	Strategic Highway Safety Plan Manager
Paige	Hargrove	Louisiana Emergency Response Network	Director
April	Higgins	Mothers Against Drunk Driving	Program Specialist
Johnathan	Hill	Louisiana Highway Safety Commission	Program Coordinator
Nelson	Hollings	New Orleans Regional Planning Commission	Coalition Coordinator
Laura	Hopes	Department of Public Safety-Office of Legal Affairs	Attorney
Dan	Jatres	New Orleans Regional Planning Commission	Coalition Coordinator
Matt	Johns	Rapides Area Planning Commission	Director
Lyrice	Johnson	Louisiana Highway Safety Commission	Program Coordinator/Planner
Jesse	LaGrange	Louisiana State Police	Public Information Officer
Kenny	Lamulle	Louisiana State Police	Trooper
Bryan	Lee	Louisiana State Police	Public Information Officer
Tracy	LeMaire	University Medical Center-Injury Prevention Center	Statewide Coordinator-Sudden Impact
Huey	Marcel	East Jefferson EMS	Operations Supervisor
Jason	Martin	Baton Rouge Police Department	Corporal
Kenny	Martin	Louisiana State Police-Driver's Education Compliance Unit	Statewide Coordinator
Brad	McGlothren	Louisiana Highway Safety Commission	Law Enforcement Liaison
Jim	McGuane	Louisiana State Police	Patrol Major
Tim	Melancon	15th JDC Sobriety Court	Sobriety Court Coordinator
Chuck	Miller	Louisiana Highway Safety Commission	Program Coordinator
Kristy	Miller	Louisiana Center for Transportation Safety	Workforce Development & Training Manager
Chela	Mitchell	Louisiana Highway Safety Commission	Program Coordinator
Melissa	Newell	Acadiana Planning Commission	Coalition Coordinator
Rebecca	Nugent	Louisiana State Police Crime Lab	Toxicology Manager
JD	Oliphant	Louisiana State Police	Patrol Major
Cassie	Parker	South Central Planning and Development Commission	Coalition Coordinator
Sooraz	Patro	Rapides Area Planning Commission	Coalition Coordinator

Crystal	Pichon	Lexlee's Kids	Executive Director
Kirk	Pierce	Louisiana State Police	Sergeant
Clay	Reavis	Louisiana State Police	Sergeant
Donald	Redman	American Automobile Association	Public Affairs Specialist
John	Riles	Louisiana State Police	Captain/Troop Commander
Kenyatta	Robertson	Capital Region Planning Commission	Coalition Coordinator
Steve	Robinson*	Louisiana State Police	Captain/Troop Commander
Brad	Saltzman	Louisiana State Police	Lieutenant.
Jared	Sandifer	Louisiana State Police	Sergeant
Rachel	Smith	La. District Attorney Association	Traffic Safety Resource Attorney
David	Staton	Louisiana State Police	Lieutenant Colonel
Betsey	Tramonte	Federal Highway Administration	Safety Programs Specialist
Luanne	Vaccaro	West Feliciana Drug and Alcohol Awareness Council	Executive Assistant
O'Neal	Wascom	Louisiana State Police	Lieutenant
Janice	White	Smart Start of LA & AL	Public Relations and Marketing Specialist
Gecyka	Williams	Southwest AHCC	Marketing Coordinator
Glenn	Younger	Louisiana State Police	Public Information Officer

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	7-8
Criminal justice system:	5-6, 8-9
Communication program:	7
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	8-9
Program evaluation and data:	10

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and

communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8— Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

New

Documents Uploaded

2019 Louisiana Statewide Impaired Driving Plan.pdf

11 405(d) Alcohol-Iginition Interlock Law

Alcohol-ignition interlock laws

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

LRS 32:414A(1)(a) and 32:415.1 A(1)(f); plus 32:414A(1)(b) - enacted 8/15/1997

12 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

**Louisiana OMV Driver's License Testing
Test Question**

Active

Question ID:	1358
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	A driver distraction is:
Image Name:	
Image:	
Answer (a):	anything that causes evasive action while driving
Answer (b):	anything that takes your attention away from driving
Answer (c):	anything that causes you to pay more attention to driving
Answer (d):	
Correct Answer:	b
Driver's Guide Reference:	Pg. 113

**Louisiana OMV Driver's License Testing
Test Question**

Active

Question ID:	1359
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	It is _____ for drivers under 17 to use a wireless communication device while driving.
Image Name:	
Image:	
Answer (a):	Illegal
Answer (b):	legal
Answer (c):	common
Answer (d):	
Correct Answer:	a
Driver's Guide Reference:	Pg. 77

**Louisiana OMV Driver's License Testing
Test Question**

Active

Question ID:	1360
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	It is legal for _____ to text while driving.
Image Name:	
Image:	
Answer (a):	everyone
Answer (b):	driver's over 18
Answer (c):	no one
Answer (d):	
Correct Answer:	c
Driver's Guide Reference:	Pg. 77

**Louisiana OMV Driver's License Testing
Test Question**

Active

Question ID:	1362
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	What is the number one distraction involved in the most crashes?
Image Name:	
Image:	
Answer (a):	Drinking coffee
Answer (b):	cell phone
Answer (c):	putting on make-up
Answer (d):	
Correct Answer:	b
Driver's Guide Reference:	Pg. 113

**Louisiana OMV Driver's License Testing
Test Question**

Active

Question ID:	1363
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	What should you do if you must use your cell phone to make a call:
Image Name:	
Image:	
Answer (a):	Speed up to get off the road
Answer (b):	Pull safely off the road and stop
Answer (c):	Keep driving and make the call
Answer (d):	All of the above
Correct Answer:	b
Driver's Guide Reference:	Pg. 77

**Louisiana OMV Driver's License Testing
Test Question**

Active

Question ID:	1364
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	Which of the following is not a distraction to a driver?
Image Name:	
Image:	
Answer (a):	Eating and Drinking
Answer (b):	Changing the radio station
Answer (c):	Shifting gears in the transmission
Answer (d):	
Correct Answer:	c
Driver's Guide Reference:	Pg. 113

Louisiana OMV Driver's License Testing
Test Question
 Active

Question ID:	1365
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	Which of the following should you do while driving?
Image Name:	
Image:	
Answer (a):	Use a voice activated cell phone
Answer (b):	Let your voice mail answer incoming calls on your cell phone.
Answer (c):	Look up telephone numbers in your cell phone while driving
Answer (d):	Use your cell phone to text message someone
Correct Answer:	b
Driver's Guide Reference:	Pg. 77

Louisiana OMV Driver's License Testing
Test Question
 Active

Question ID:	1366
Category:	Class D/E
Subcategory:	Driver Behavior - Driver Distraction
Question:	While driving you should only use your cell phone:
Image Name:	
Image:	
Answer (a):	In an emergency
Answer (b):	When you are in a residential area
Answer (c):	When you are in a school zone
Answer (d):	While driving on the interstate.
Correct Answer:	a
Driver's Guide Reference:	Pg. 77

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 7/1/2008

Date Amended: 6/13/2016

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

Prohibition on texting while driving.

LRS 32:300.5; 32:300.6; 32:300.7; 32:300.8 and LRS 32:414.2A(1)(d)(x)(xi)

Definition of covered wireless communication devices.

LRS 32:300.5 A (3)(a)

Minimum fine of at least \$25 for an offense.

LRS 32:300.5 C (1)-(3)

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation**Amended Date**

LRS 32:300.5 B(1)-(3); 32:300.6 B(1)-(4); 32:300.7 C(1)-(4); and 32:300.8 C(1)-(5) 6/13/2016

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 7/1/2008

Date Amended: 6/13/2016

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

Prohibition on youth cell phone use while driving.

LRS 32:300.6; 32:300.7

Definition of covered wireless communication devices.

LRS 32:300.5 A(3)(a), 32:300.6 A(1)(c); 32:300.7 A(2); 32:300.8 A(3)

Minimum fine of at least \$25 for an offense.

LRS 32:300.5 C(1)-(3); 32:300.6 C(1)-(3); 32:300.7 E (1)(a)-(c), 32:300.8 D(1)&(2)

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation**Amended Date**

LRS 32:300.6 B(1)-(4); 32:300.7 C(1)-(4) 6/13/2016

13 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

LOUISIANA - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf

2019 Louisiana Signed Certifications & Assurances.pdf