

LOUISIANA HIGHWAY SAFETY PROGRAM ANNUAL REPORT

Federal Fiscal Year 2015

Annual Report



prepared by

Louisiana Highway Safety Commission
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December 31, 2015



Louisiana Highway Safety Program

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EXECUTIVE SUMMARY

The Louisiana Highway Safety Commission (LHSC) administers the State's highway safety grant program in accordance with the provisions and all amendments of the Highway Safety Act of 1966 (Public Law 89-564). Louisiana's highway safety program is designed to reduce traffic crashes and the resulting deaths, injuries, and property damage.

The Department of Transportation, through the National Highway Traffic Safety Administration (NHTSA), serves as the Federal oversight agency. The funds awarded to the LHSC include:

- Section 402 – General Traffic Safety;
- Section 154/164 – Open Container and Repeat Offender Hazardous Elimination Funds;
- Section 405b Low – Occupant Protection Funds;
- Section 405c – State Traffic Safety Information System Improvement;
- Section 405d – Impaired Driving Countermeasures;
- Section 405f – Motorcyclist Safety;
- Section 408 – Data Program;
- Section 410 – Impaired Driving (Programmatic, High Fatality Rate, and High Visibility); and
- Highway Safety Improvement Program (HSIP) Funds – Department of Transportation and Development (DOTD) funds to support occupant protection.

These funding sources support Louisiana programs for Planning and Administration, Impaired Driving, Motorcycle, Occupant Protection, Child Passenger Restraint, Police Traffic Services, Traffic Records, Paid Media, Railroad, Community Traffic Safety Programs, and Hazard Elimination.

This Annual Report reflects on the Federal Fiscal Year (FFY) 2015 and highlights success toward many of our target areas that need additional focus. The report provides a detailed description of performance targets based upon national standards, including activity measures, and a measure



John LeBlanc, Governor's Highway Safety Representative, and LHSC Executive Director

of statistical trends. This report also includes performance targets, achievements, and a narrative program summary for each of our behavioral program areas.

The Louisiana Highway Safety Commission seeks to reduce traffic fatalities and injuries on Louisiana roadways through enforcement support, community outreach, and a multitude of partnerships through the state.

Louisiana saw a slight increase in fatalities in 2014 (737) over the previous year (703). We will continue to use data driven best practices to address identified traffic safety priorities and continue our long-term trend of reducing fatalities in the state. The Louisiana Highway Safety Commission was successful in achieving the following in 2014 over 2013:

- Reduced motorcycle fatalities by 3.5 percent;
- Reduced unhelmeted motorcyclist fatalities by 28 percent;
- Increased the observed front seat outboard occupant seat belt use 2.1 percent to 85.9 percent, the sixth straight year with an observed increase;
- Reduced drivers age 15-20 involved in fatal crashes by 8 percent; and
- Reduced bicycle fatalities by 14 percent.

We continue to identify long-term traffic safety problems and monitor emerging traffic safety trends while relying on best practices and research-based programs to address these identified traffic safety problems and emerging trends. Our strong support of enforcement agencies will continue, our community outreach will foster local interest, and our partnerships will continue to flourish while sharing common goals of reducing fatal and injury crashes on our roadways.

1.0 COMMISSION LEADERSHIP

A Governor appointed board of 21 Commissioners supports the LHSC. As directed in Louisiana Revised Statute 48:1347, the Commission gathers, studies, prepares, evaluates, and distributes statistical compilations and makes recommendations with respect to crashes, injuries, and the related problems. The Commission serves as the coordinating agency for behavioral activities relating to highway safety and prepares such legislation, as it deems necessary to carry out a comprehensive, long-range highway safety program for the state. The Commission makes reports to the Governor, the legislature, and to the proper agencies of the Federal government as required by law or as directed.



In addition to the 21 member Commission, the LHSC has a staff of thirteen. Under the leadership of the Commission the Executive Director, Deputy Director, and staff manage the day-to-day operations of the LHSC.

The 21 Commissioners and the districts they represent are:

- Sheriff Tony Mancuso, Chairman, Calcasieu Parish, 3rd Congressional District;
- James T. Dickerson, Iberville Parish, 2nd Congressional District;
- Chief Dwayne Munch, Jefferson Parish, 2nd Congressional District;
- John A. LeBlanc, St. Martin Parish, 3rd Congressional District;
- Chief Jim Craft, Lafayette Parish, 3rd Congressional District;
- Johnny Gaspard, Vermilion Parish, 3rd Congressional District;
- Russell Haman, Calcasieu Parish, 3rd Congressional District;
- Ray Morvant, Vermilion Parish, 3rd Congressional District;
- Lt. Col. Mark Oxley, Calcasieu Parish, 3rd Congressional District;
- Sheriff Rodney Arbuckle, DeSoto Parish, 4th Congressional District;
- Chief Randall Bryan, Vernon Parish, 4th Congressional District;
- Sheriff Ricky Moses, Beauregard Parish, 4th Congressional District;
- Carl Pendley, Caddo Parish, 4th Congressional District;
- Mayor Reggie Skains, Union Parish, 4th Congressional District;
- Bryan Bossier, Rapides Parish, 5th Congressional District;

- Stephen J. Gremillion, Avoyelles Parish, 5th Congressional District;
- Sheriff Steven McCain, Grant Parish, 5th Congressional District;
- Sheriff Lee Harrell, Richland Parish, 5th Congressional District;
- Russ McInnis, Winn Parish, 5th Congressional District;
- Jeffery P. Morvant, Tangipahoa Parish, 5th Congressional District; and
- Vacant, 1st Congressional District.

2.0 STATISTICAL SUMMARY

In 2009, LHSC and the DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the new AASHTO goal of halving fatalities by 2030. Louisiana's Strategic Highway Safety Plan (SHSP) reflects this overall goal as well. The LHSC and DOTD adopted a common three-year average baseline and common performance measures for fatalities, fatality rate, and serious injuries. The LHSC used the process to identify realistic, measurable, performance targets and identify performance measures for each program area. To estimate the performance targets for the FFY 2015 HSP, LHSC started with 2011 as the baseline and calculated the rate of change needed that would be necessary each year to halve fatalities in Louisiana by 2030 and set realistic yearly targets to reach the goal. The targets will be revised from year to year based on the previous year's accomplishments.

In Louisiana, fatalities resulting from motor vehicle crashes increased from 703 in 2013 to 737 in 2014, the most current year that data are available. Additional details on Louisiana's highway safety trends between 2007 and 2014 are provided in Table 1 and Figures 1 through 17. The figures illustrate select performance measures shown in the table. Previous year's data have been revised where necessary. The performance measures shown are based on the national core, behavior, and activity performance measures reported by all states.



Table 1. FFY 2015 Louisiana Core Performance Measures
2007 to 2015

Performance Measures	2007	2008	2009	2010	2011	2012	2013	2014	2015	Targets	
										2014 HSP	2015 HSP
C-1 Total Fatalities	993	916	824	721	680	723	703	737	N/A	655	644
C-2 Total Serious Injuries ^a	15,814	15,540	14,796	13,397	13,474	13,554	13,446	13,447	N/A	12,844	12,975
C-3 Fatality rate per 100 million VMT	2.19	2.03	1.84	1.59	1.46	1.54	1.47	NA	N/A	1.41	1.38
Rural Fatality rate per 100 million VMT	2.67	2.58	2.28	2.05	1.73	1.7	1.73	N/A	N/A	N/A	1.56
Urban Fatality rate per 100 million VMT	1.83	1.61	1.5	1.25	1.26	1.41	1.29	N/A	N/A	N/A	1.27
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	437	397	353	284	270	240	248	283	N/A	263	241
C-5 Alcohol-Impaired Driving Fatalities (≥0.08 BAC)	375	339	290	226	219	235	234	253	N/A	220	203
C-6 Speeding-Related Fatalities	256	252	290	239	214	211	193	204	N/A	204	206
C-7 Motorcycle Fatalities	89	81	103	74	80	78	86	83	N/A	76	72
C-8 Unhelmeted Motorcyclist Fatalities	21	32	25	10	14	4	18	10	N/A	12	4
C-9 Drivers Age 15 to 20 Involved in Fatal Crashes	175	128	132	106	93	99	87	80	N/A	92	77
C-10 Pedestrian fatalities	111	107	108	77	90	119	97	105	N/A	84	92
Bicycle fatalities	23	11	13	11	18	24	14	12	N/A	N/A	29
B-1 Occupant Protection Observed Usage	74.80%	75.50%	74.50%	75.90%	77.70%	79.30%	82.50%	84.10%	85.90%	81.3	84.5
A-1 Number of seat belt citations issued during grant-funded enforcement activities	32,512	20,690	37,088	53,471	69,432	62,348	65,462	74,979	60,174	N/A	N/A
A-2 Number of impaired driving arrests made during grant-funded enforcement activities	1,854	1,995	2,454	4,739	6,481	5,474	8,741	9,499	7,594	N/A	N/A

Performance Measures											Targets	
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2014 HSP	2015 HSP	
A-3 Number of speeding citations issued during grant-funded enforcement activities	30,567	19,983	9,584	12,811	10,638	8,696	8,926	7,961	20,300	N/A	N/A	

Source: Highway Safety Research Group at Louisiana State University. Accessed 12/30/14. NHTSA STS//FARS Accessed 12/02/2015.

Notes: 2007 to 2013 data and 2015 data provided in Table 1 are from the Fatality Analysis Reporting System (FARS), with the exception of total serious injuries; surveys; and citations/arrests, which reflect State data from the Highway Safety Research Group at Louisiana State University (LSU). Data for 2014 are from LSU.

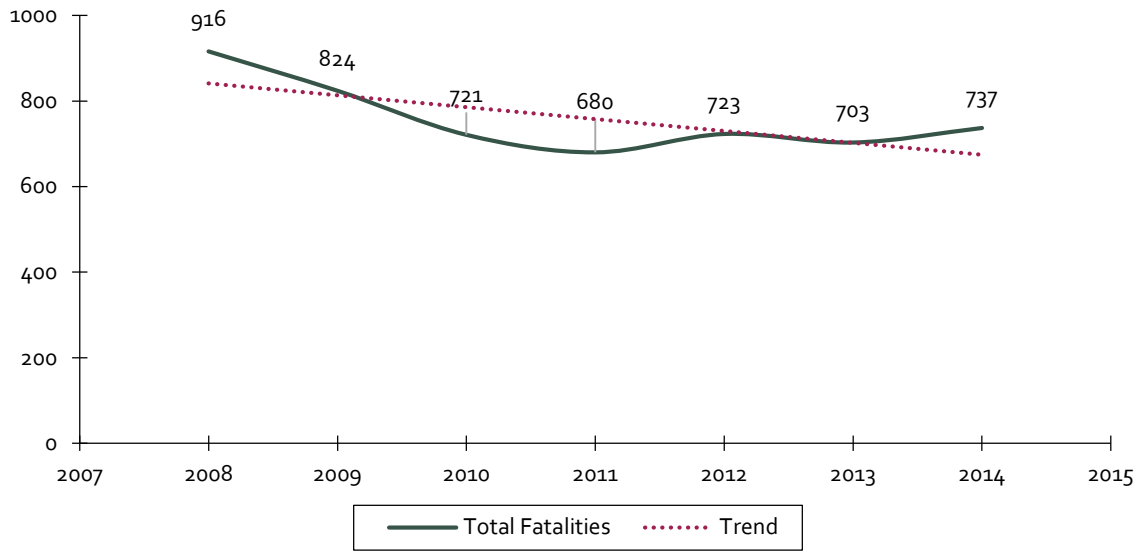
Rural and Urban fatality rates are not available for 2014.

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

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

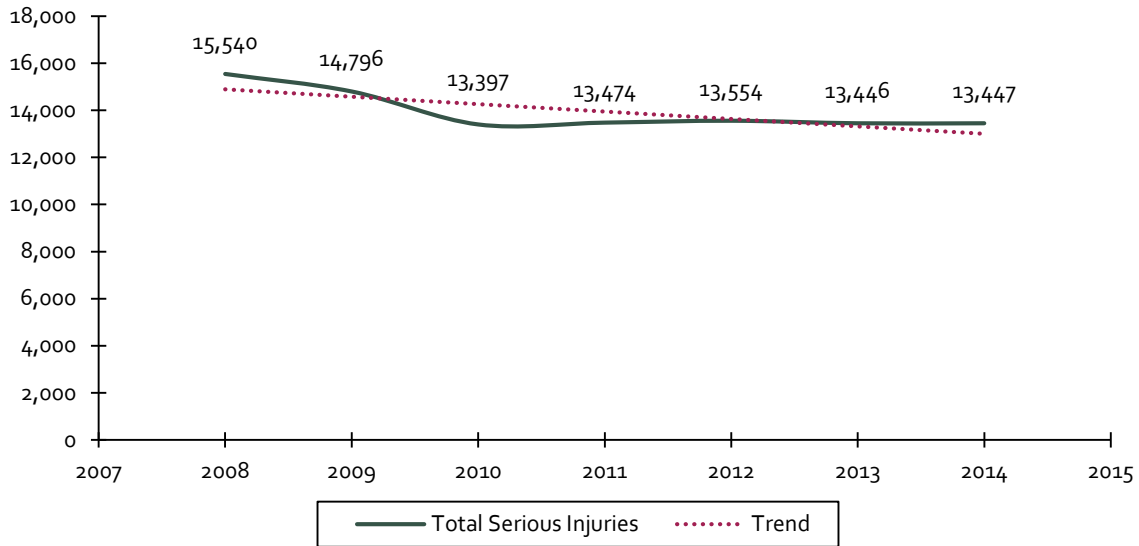
Nonincapacitating Evident Injury "Code C": Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

Figure 1. Statewide Fatalities



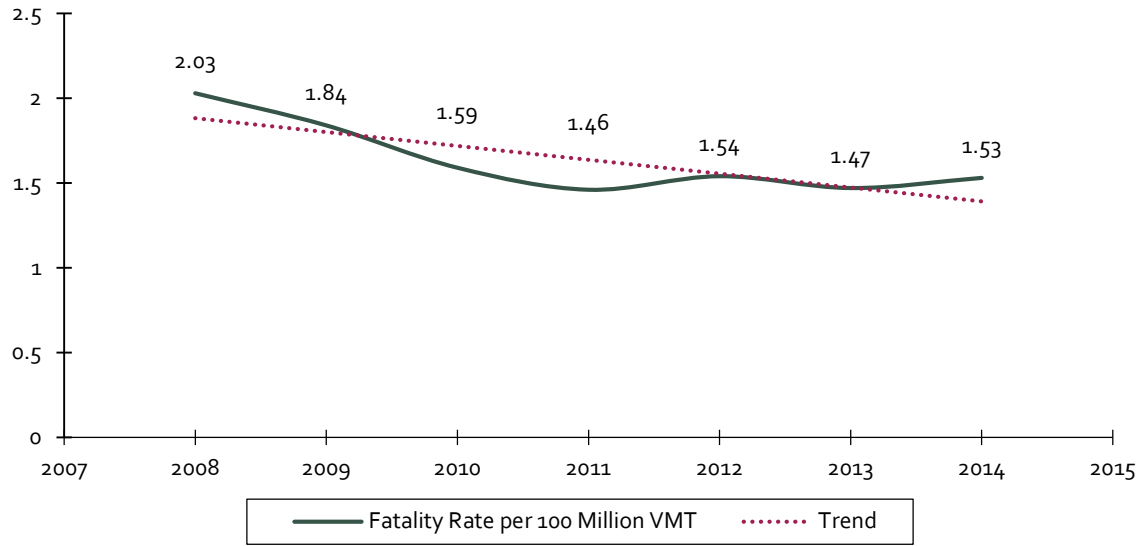
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 2. Statewide Serious Injuries



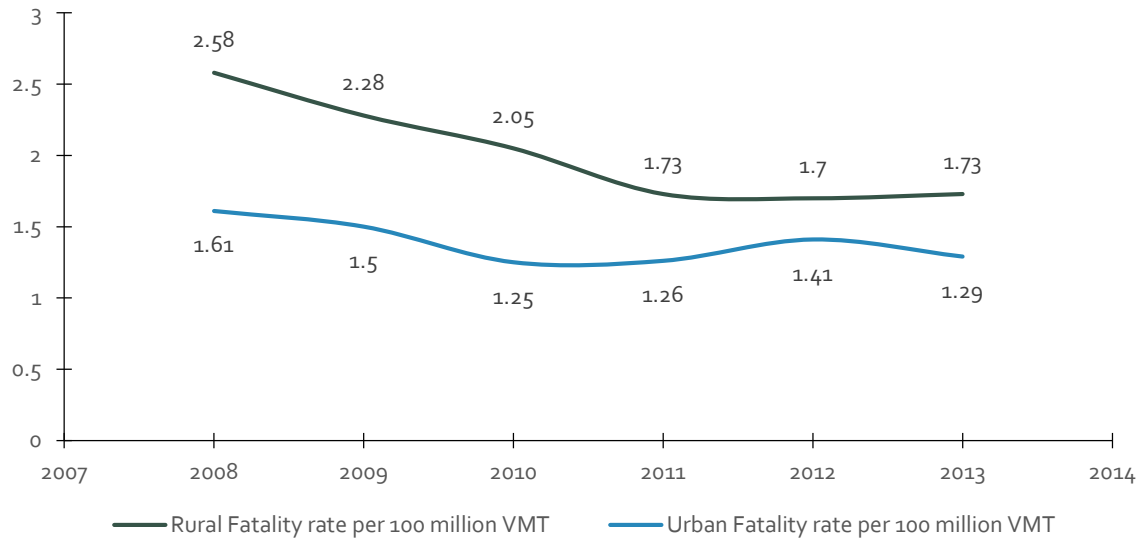
Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Figure 3. Statewide Fatality Rate



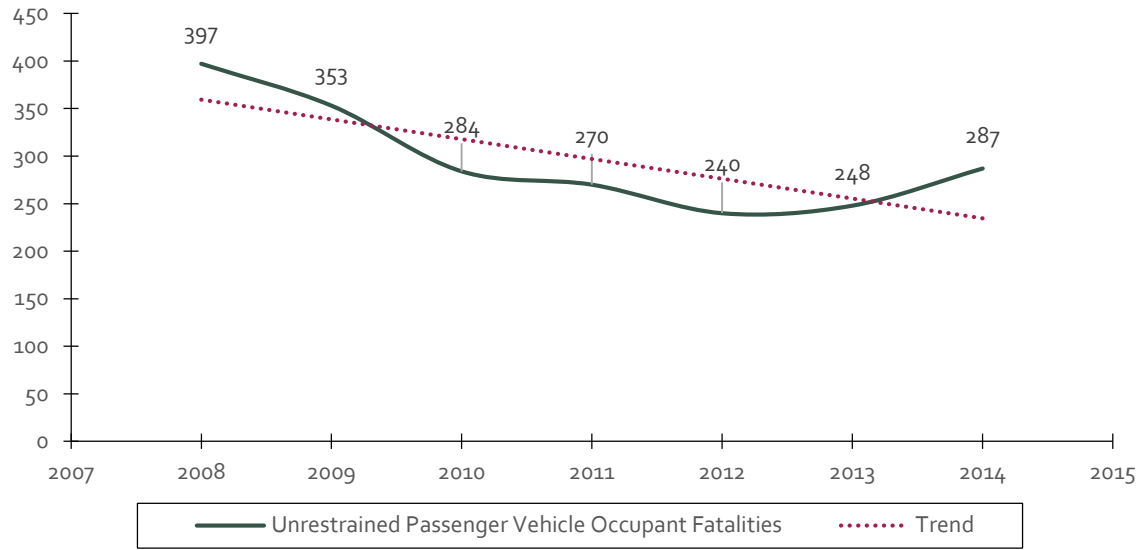
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 4. Urban and Rural Fatality Rates



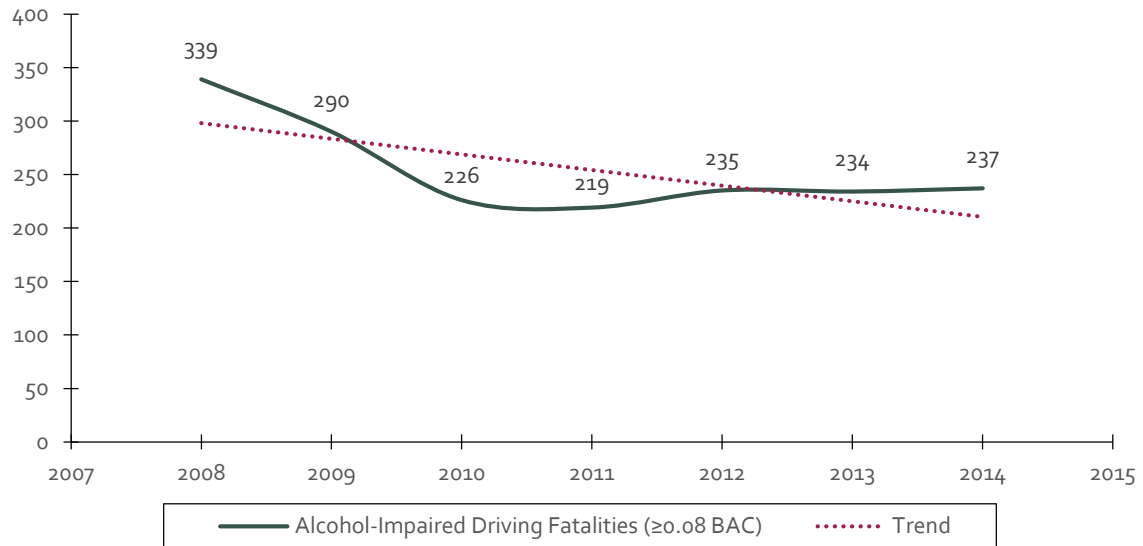
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 5. Unrestrained Passenger Vehicle Occupant Fatalities



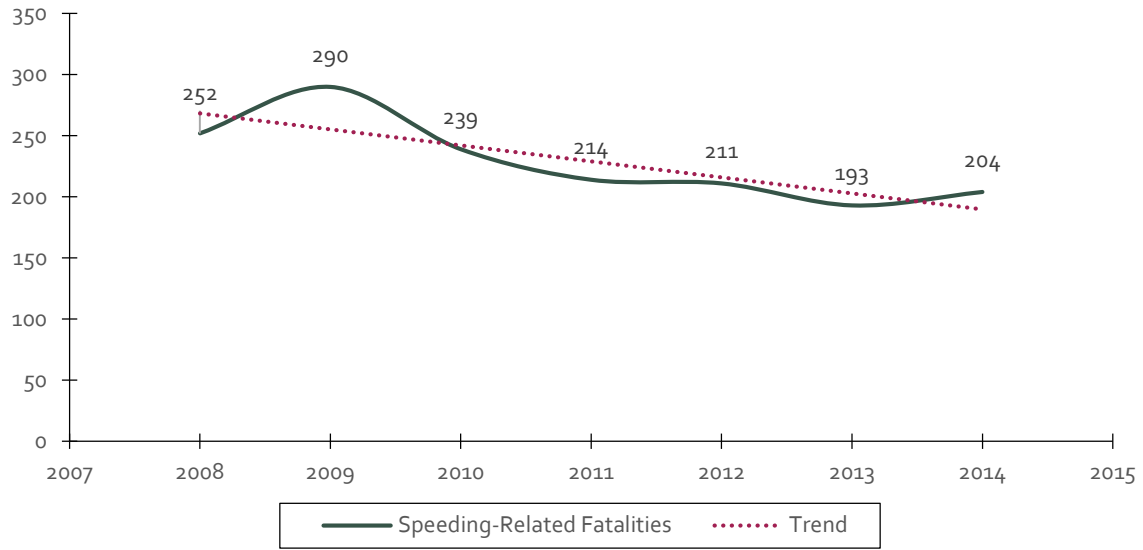
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 6. Alcohol-Impaired Driving Fatalities (≥ 0.08 BAC)



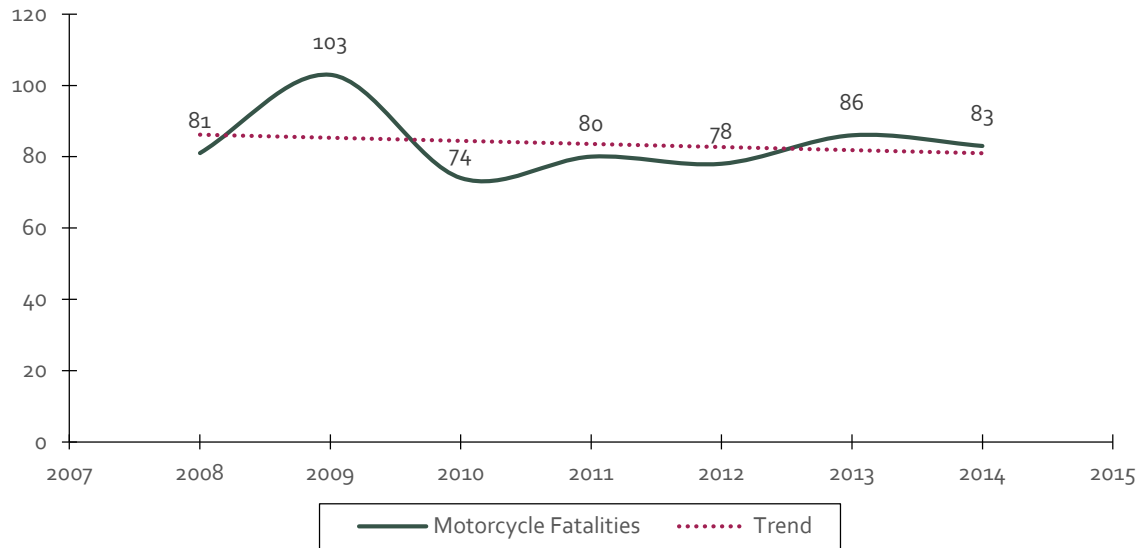
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 7. Speeding-Related Fatalities



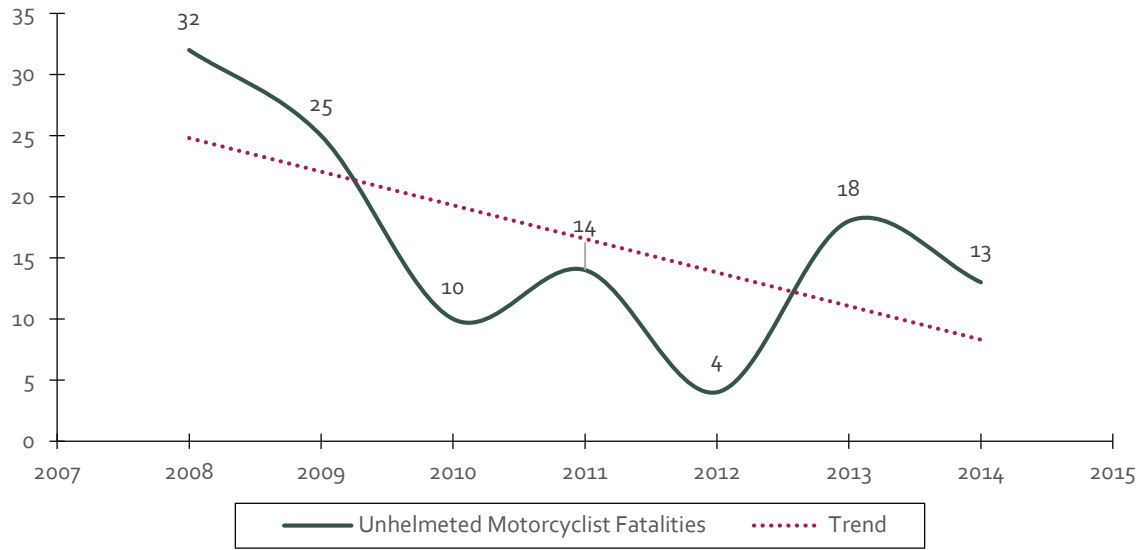
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 8. Motorcycle Fatalities



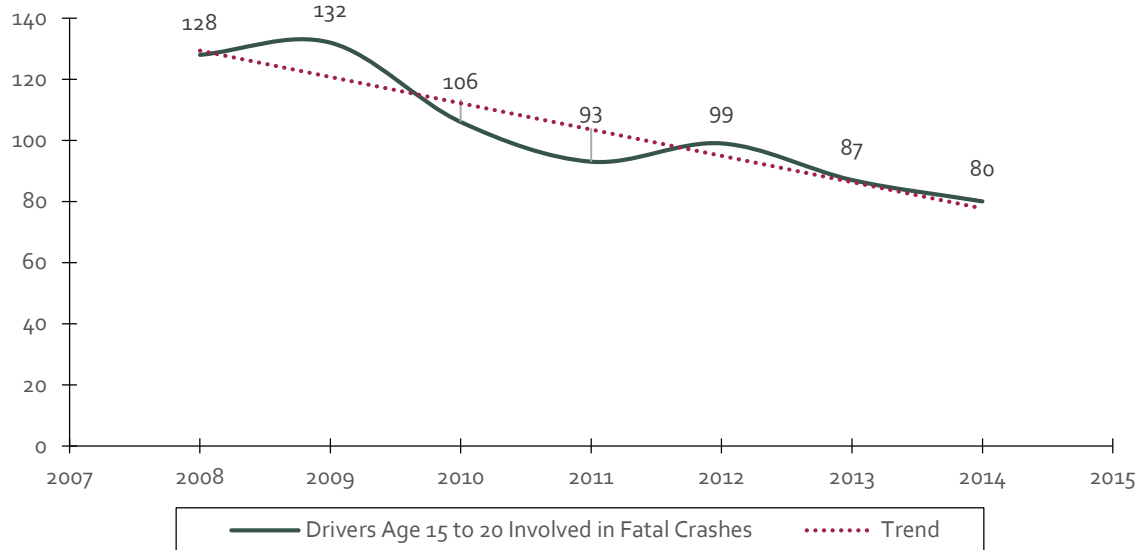
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 9. Unhelmeted Motorcyclist Fatalities



Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 10. Drivers Age 15-20 Involved in Fatal Crashes



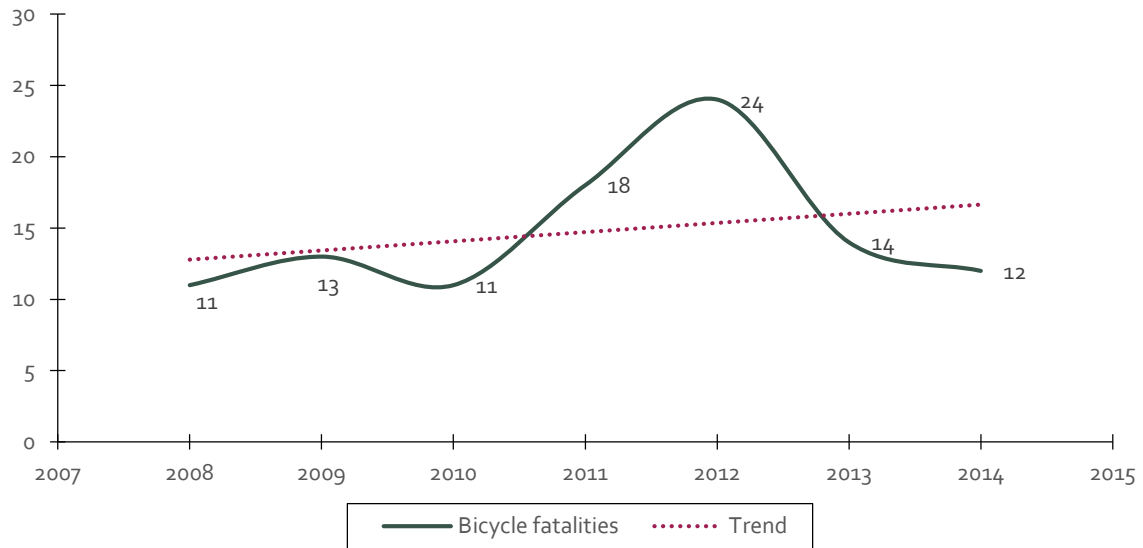
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 11. Pedestrian Fatalities



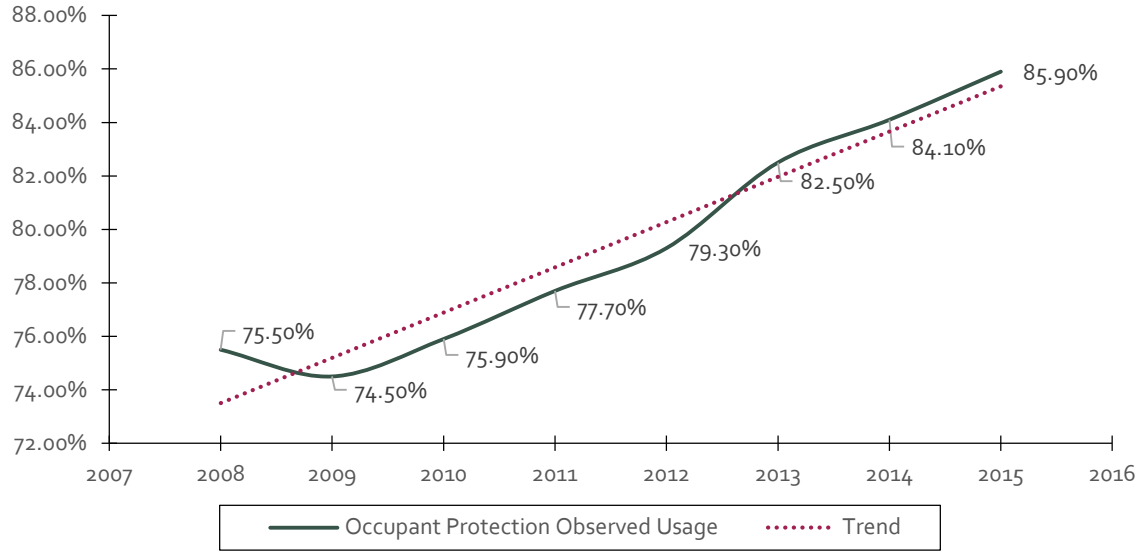
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 12. Bicycle Fatalities



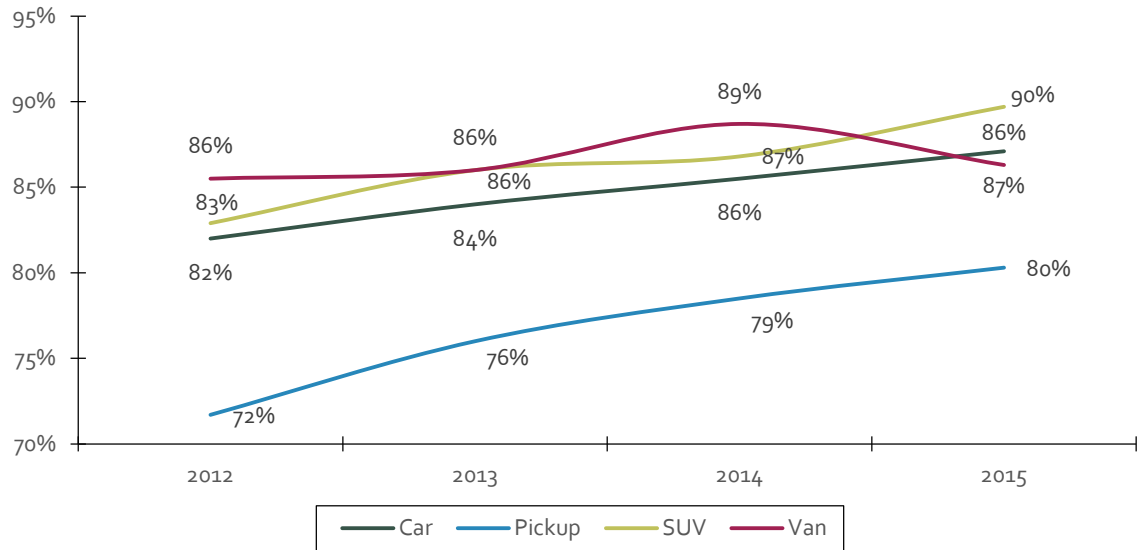
Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 13. Occupant Protection Observed Usage



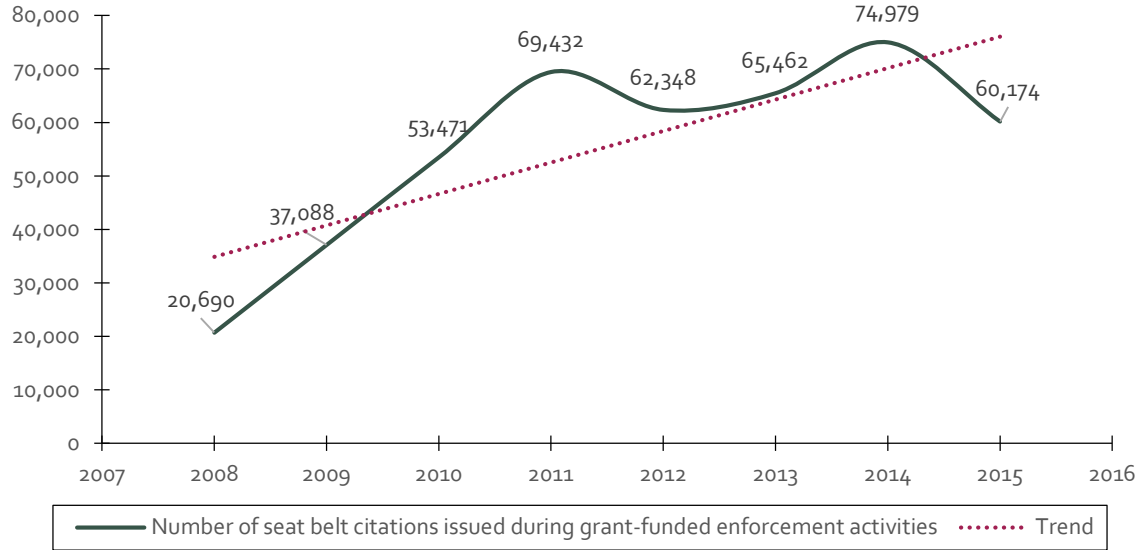
Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Figure 14. Occupant Protection by Vehicle Type



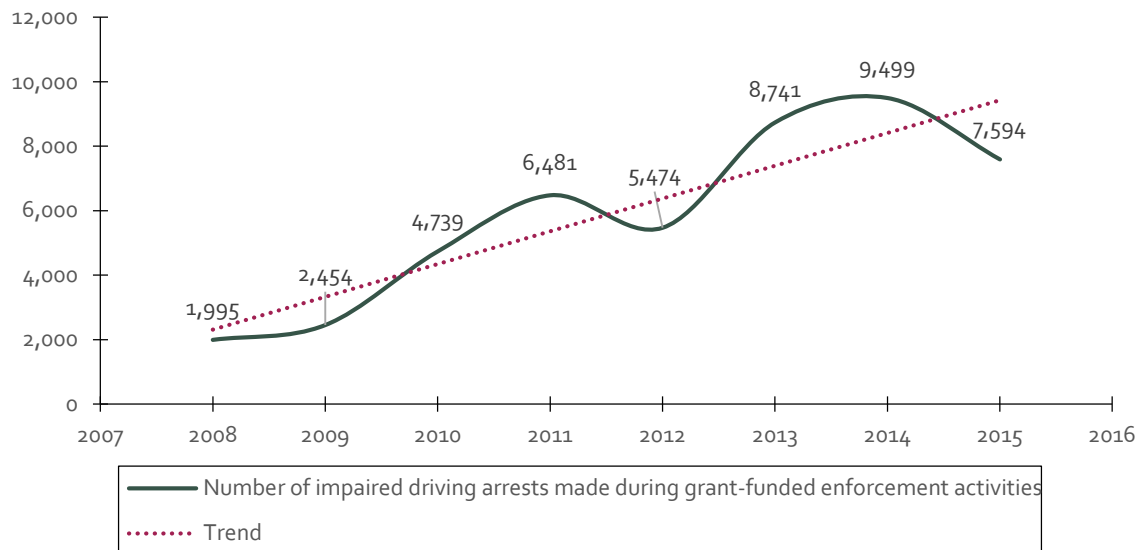
Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Figure 15. Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities



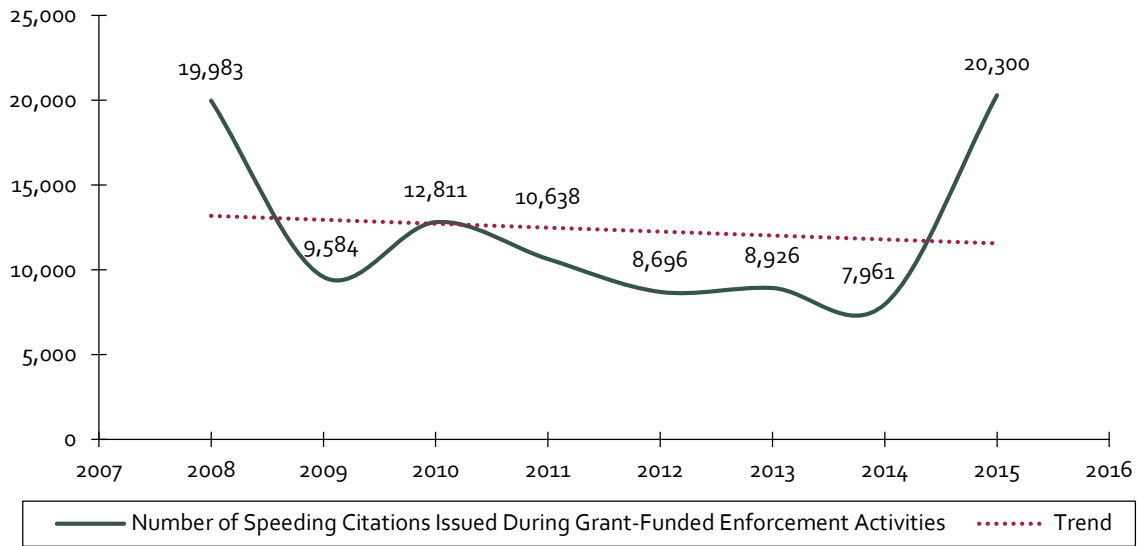
Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Figure 16. Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities



Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Figure 17. Number of Speeding Citations Issued During Grant-Funded Enforcement Activities



Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

2.1 New Legislation

Legislation passed in the 2015 legislative session makes a number of administrative changes to Louisiana's impaired driving laws. Since it was a fiscal session, the number of bills or acts of a nonfiscal nature was severely limited.

- Act 27 allows employed law enforcement officers with class "E" driver's licenses to operate emergency command post vehicles or other law enforcement vehicles that would normally require a commercial driver's license for operation, when necessary to preserve life or property in the execution of emergency governmental functions. The vehicle or equipment must be equipped with audible and visual signals as required by Federal Motor Carrier Safety Administration rules.
- Act 199 amends deferred sentencing provisions of Code of Criminal Procedure Articles 893 and 894. This allows a defendant whose case is assigned to a drug division probation program to have his probation extended with the consent of the district attorney for up to eight years. (The previous limit was five years). The new law also allows the Court to extend probation for misdemeanors for up to eight years in drug, sobriety, or DWI courts if needed to complete conditions of supervised probation. The prior limit was four years.

- Act 212 redefines the private residence exemption to the “minor in possession” laws to include a residential dwelling as one with up to 20 contiguous acres, on which the dwelling is located, which must include one owner for land and dwelling. Prior law listed “private residences” as exemptions to the places where “public possession” of any alcoholic beverage by any person under 21 years of age was forbidden. This law was intended to discourage “pasture parties” where minors in rural areas would consume alcoholic beverages on property of hundreds of acres whereon sat a residence, out of sight of the party. The new definition of residence limits the area to 20 contiguous acres.
- Act 444 was a technical correction bill to reflect the reorganization and redesignation of provisions contained in Act 385 of 2014, which rewrote the Louisiana law regarding the crime of operating a vehicle while intoxicated.

3.0 STATEWIDE TARGETS AND RESULTS

3.1 FFY 2015 Targets

Table 2. Progress in Meeting FFY 2015 Performance Targets

Core Performance Measure	Actual						Target	
	2009	2010	2011	2012	2013	2014	2014 HSP	2015 HSP
Total Fatalities	824	721	680	723	703	737	655	644
Total Serious Injuries ^a	14,796	13,397	13,474	13,554	13,446	13,447	12,844	12,975
Fatality rate per 100 million VMT	1.84	1.59	1.46	1.54	1.47	NA	1.41	1.38
Unrestrained Passenger Vehicle Occupant Fatalities	353	284	270	240	248	283	263	241
Alcohol-Impaired Driving Fatalities (≥0.08 BAC)	290	226	219	235	235	253	220	203
Speeding-Related Fatalities	290	239	214	211	193	204	204	206
Motorcycle Fatalities	103	74	80	78	86	83	76	72
Unhelmeted Motorcyclist Fatalities	25	10	14	4	18	10	12	4
Drivers Age 15 to 20 Involved in Fatal Crashes	132	106	93	99	87	80	92	77
Pedestrian fatalities	108	77	90	119	97	105	84	92

Source: NHTSA STSI/FARS. Accessed 12/2/2015.

^a Serious injuries are comprised of "Code B" and "Code C" injuries.

Table 3. Progress in Observed Seat Belt Use Rate

Behavioral Measure	2009	2010	2011	2012	2013	2014	2015
Statewide Observed Seat Belt Use 2009-2015	74.5%	75.9%	77.7%	79.3%	82.5%	84.1%	85.9%
2011-2015 Target			78.0%	77.9%	79.7%	81.3%	84.5%

Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

3.2 FFY 2015 Achievements

In 2015, Louisiana achieved many of the targets laid out in the 2014 HSP. Louisiana met or exceeded the targets set for speeding-related fatalities (204), drivers age 15-20 involved in fatal crashes (80), and observed occupant protection usage (84.1 percent). Although no targets were set for bicyclist fatalities in the 2014 HSP a target was set in the 2015 HSP of 29 fatalities that Louisiana made great strides in reducing to 12 in 2014.

Successful Strategies

The State of Louisiana implemented and/or continued a number of very successful strategies aimed at reducing deaths and injuries on highways. These include high visibility enforcement (HVE), education, outreach, and partnering with a variety of traffic safety partners to increase effectiveness and leverage resources and efforts. The following strategies were particularly effective.

Mandatory Nighttime Enforcement for Occupant Protection

In FFY 2015, LHSC mandated that at least 15 percent of grant funded seatbelt enforcement be conducted between the hours of 1800 to 0600. As a result, the seatbelt compliance rate at night increased by 5.8 percent according to nighttime survey. A copy of the nighttime survey is located at <http://www.lahighwaysafety.org/occupant.html>. Although the observed seatbelt rate has increased, the unrestrained nighttime fatality number did increase from 140 in 2012 to 176 in 2013. FFY 2015 marked the third year of a mandatory 15 percent minimum nighttime requirement for all seatbelt enforcement grants and the second year of increases in nighttime compliance. The mandatory nighttime enforcement strategy has been so successful that it is continued in FFY 2016 to further help reduce unrestrained fatalities.

Buckle Up In Your Truck Campaign

Traditionally, pickup trucks have the lowest seatbelt usage rate and highest percentage of unbelted fatalities in Louisiana. The LHSC instituted mandatory participation in a Buckle Up In Your Truck occupant protection special enforcement wave for all year-long enforcement subgrantees. The special high visibility enforcement wave targeting unbelted pickup truck drivers and occupants played a key role in increasing seatbelt compliance. Pickup truck driver compliance increased by 1.8 percent in 2015 which followed a 3.1 percent increase in 2014 from 2013.

Mandatory Participation in Click It or Ticket and Drive Sober Or Get Pulled Over National Campaigns

The LHSC mandates participation in the national mobilizations for all yearlong enforcement subgrantees. All law enforcement agencies receiving occupant protection funds must participate in

Click It or Ticket (CIOT) and state specific occupant protection HVE waves. Agencies receiving impaired driving funds must participate in Drive Sober Or Get Pulled Over (DSOGPO) and state specific impaired driving HVE waves. The LHSC also provides CIOT and DSOGPO subgrants for ANY law enforcement agency who wishes to participate in the national mobilizations. These national mobilization only grants increased participation by including agencies that did not qualify for yearlong enforcement grants.

Media Campaigns and Local Earned Media Requirements

The media campaigns supporting the Click It or Ticket/Buckle Up In Your Truck and the Drive Sober or Get Pulled Over initiatives delivered over 40,770 radio spot airings and 50,555 TV spot airings for a total of 91,325 spots airing across radio and TV combined. The online media campaign for both campaigns delivered an estimated 110,073,023 impressions. In addition, all subgrant recipients were required to issue local press releases or participate in earned media events upon receipt of their subgrant and for the CIOT and DSOGPO national mobilizations. Local participation targets specific geographical populations and can be more effective than national or state media efforts. Local officials and local media markets emphasize the importance of traffic safety efforts and elevate the perception of risk, especially in the more rural areas. This increased perception of enforcement risk is a key element in changing behavior.

Partnership with the Louisiana Department of Transportation and Development (LA DOTD)

The LHSC maintains a close working relationship with the LA DOTD and is deeply involved in the Louisiana Strategic Highway Safety Plan and the plan's occupant protection, impaired driving, and young driver emphases areas. This relationship resulted in the LHSC receiving \$2,681,790 in Highway Safety Improvement Program funds for use in occupant protection activities. This additional funding significantly increased the enforcement, education, and outreach conducted by the LHSC and played a significant role in improving seatbelt usage in Louisiana.

Traffic Records Improvements

Louisiana qualified for Section 405(c) funds based on its adoption and use of model data elements and its plan to adopt and use a number of model data elements. Crash reporting results for Louisiana are detailed in Table 4.

Table 4. LACRASH Achievements
All Crash Reports

Completeness	2013	2014	2015
Driver Information – License Number	98%	98%	98%
Driver Information – Name	100%	100%	100%
Crash Information – Location/GPS	96%	96%	95%
Driver Information – License Class	97%	97%	97%
Driver Information – License State	97%	97%	97%
Vehicle Information – License Plate	99%	99%	99%
Vehicle Information – Registered State	99%	99%	99%
Vehicle Information – VIN	99%	99%	99%
Timeliness	2013	2014	2015
All Crashes (<30 days)	85%	91%	92%
All Fatal Crashes (<30 days)	60%	68%	76%
Overall Crash Report Results	2013	2014	2015
% of Reports Submitted Electronically	91%	96%	97%
Average Days to Submit a Report	19	11	9

Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Transportation Safety Institute Data Analysis Training

The LHSC hosted a Transportation Safety Institute Managing Highway Safety Programs class that was attended by all program staff and law enforcement liaisons. This training provided regulatory and best practices updates for overseeing highway safety programs. In addition, LHSC staff attended various training classes at the local, state, and national levels to increase their knowledge of traffic safety. The staff uses their knowledge to exhibit leadership at the local, Parish, and State levels.

Challenges to Improvements

While Louisiana has made great strides in improving traffic safety, much work remains to be done.

Louisiana falls behind the national average for safety belt use. While Louisiana has seen five years of consistent seatbelt usage increases, some rural areas of the state have significantly less compliance than other areas. These rural areas also have high concentrations of pickup trucks and limited media markets. Louisiana's backseat safety belt usage is also very low. Over the last few years, the rear seat usage has hovered around 58 percent. Louisiana has a primary law for all

seating positions but compliance and public awareness remains low for rear seat usage. Louisiana's fine of \$25 is also low and probably not much of a deterrent.

While classified as a mid-range state for impaired driving, Louisiana has a strong drinking and partying culture. While Mardi Gras is best known, many local areas have festivals and other events where alcohol is widely consumed. Louisiana law also allows "drive through" daiquiri shops and for 18 year olds to enter bars. The cultural use of alcohol, combined with the lack of alternative transportation in many areas, contribute to our impaired driving problems.

In 2015, the Law Enforcement Liaisons (LEL) visited each contracted law enforcement agency a minimum of two times per month. They encouraged go grantee and nongrantee law enforcement agencies to participate in both the national Click It or Ticket and Drive Sober or Get Pulled Over mobilizations. Despite this effort, a number of smaller law enforcement agencies declined their grant or failed to work a significant portion of their grant award. The majority of these awards were for participation in the national mobilizations. The most common reasons cited by the agencies were manpower and other law enforcement commitments. While these changes in commitment are both unpredictable and understandable, the LELs will continue to communicate regularly with the law enforcement agencies to reinforce their ability to reach our high-risk populations and encourage their participation in future mobilizations when their circumstances change.

Louisiana is also facing an emerging drugged driving problem. The State Police Crime Laboratory conducted a review of toxicology cases submitted for analysis over a three year period. Of these cases, 93 percent were traffic related. Over half of the traffic related cases had drugs instead of, or in addition to, alcohol. The median number of drugs was three. These statistics indicate a serious problem with drugged driving. Unfortunately, a project with the LSP Crime Laboratory to conduct evidentiary analysis for not only alcohol and drugs but also for synthetic drugs was delayed due to Buy America compliance research on scientific equipment.

The LHSC is understaffed and could benefit from the addition of several staff members. These members would increase LHSC's ability to develop, coordinate, and implement additional traffic safety programs. Additional staff in the fiscal section would also provide long-term continuity and critical functional backup.

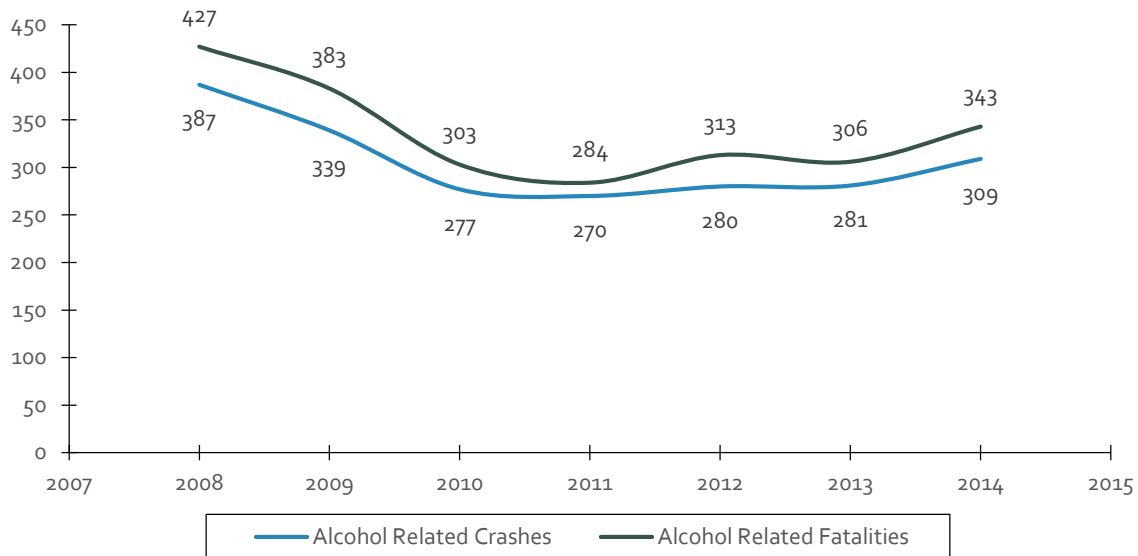
4.0 PROGRAM RESULTS

Performance target(s) and the programs and projects identified for the ten program areas addressed in the FFY 2015 Highway Safety Plan are described in Section 4.0.

4.1 Impaired Driving Program

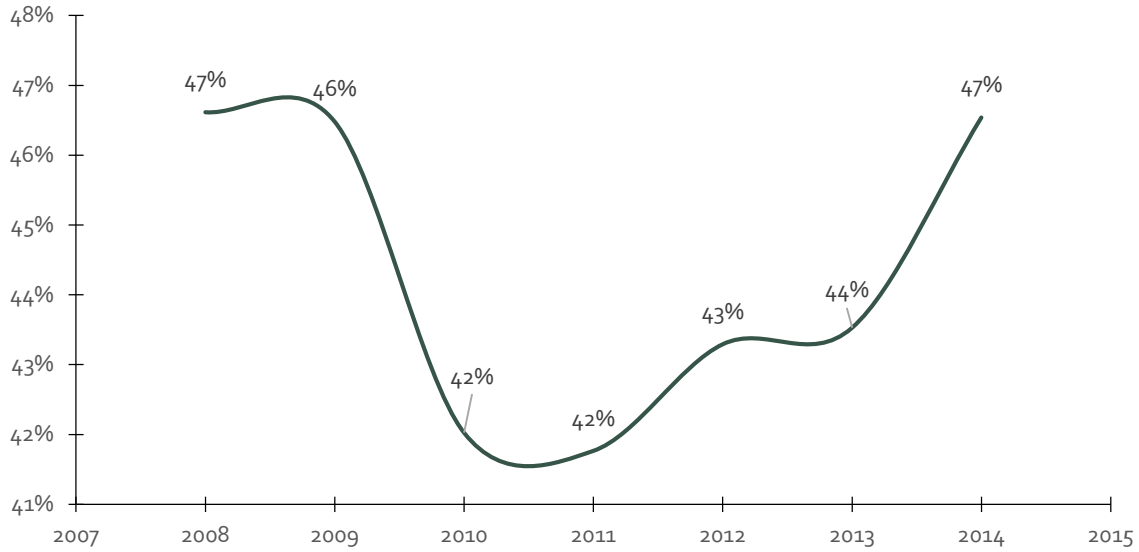
In 2014, Louisiana saw an increase in alcohol related fatalities from 306 in 2013 to 343 in 2014, as shown in Figure 18. Alcohol related fatalities as a percentage of all fatalities in 2014 were at 47 percent, a slight increase from previous years as displayed in Figure 19. The LHSC is utilizing funding resources to address impaired driving from a multipronged approach with includes – high visibility enforcement, paid media, public information and education, DWI courts, prosecutorial training and education, and juvenile underage drinking enforcement. Additionally, the LHSC serves on the Impaired Driving Emphasis Area Team of the Strategic Highway Safety Plan. The LHSC believes that a multipronged approach is the most effective way to counter impaired driving related crashes.

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



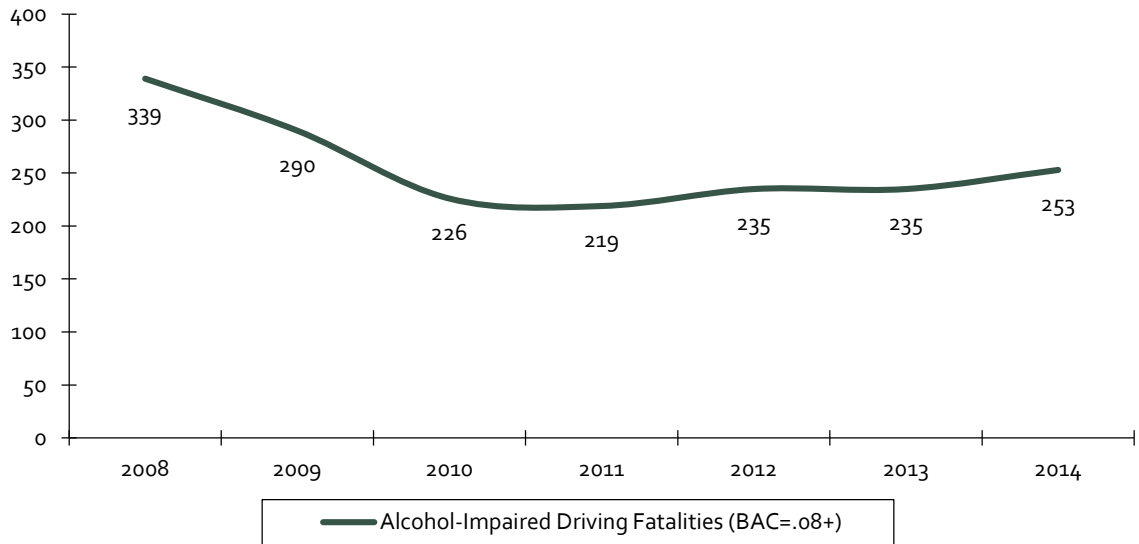
Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

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



Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 20. Alcohol-Impaired Driving Fatalities (BAC=.08+)



Performance Target

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

Programs and Projects

Tangipahoa Reshaping Attitudes for Community Change (TRACC) Coalition (2015-10-10)

This project, formerly a Safe Community model, was reconstituted to address the No Refusal Sobriety Enforcement effort in their community. The program provided certified medical technicians to collect evidence (blood draws) when warrants were issued or at sobriety checkpoints. A media component to the program called for press releases and media outreach. For the fiscal year, certified technicians were available on 122 different occasions for blood draws (averaging 10+ per month, at least every weekend). Additionally, three press releases were issued throughout the year (Christmas, Mardi Gras, and Drive Sober in August), plus twelve billboards were partially funded to display impaired driving messaging.

Impaired Driving Policy Specialist (2015-10-11)

The Impaired Driving Policy Specialist assisted LHSC with the implementation of research-based policies, programs, and practices aimed at reducing impaired driving and the number of related fatalities. The Impaired Driving Policy Specialist assisted the LHSC in the preparation of the MAP-21 Section 405(d) Impaired Driving Countermeasures grant application. The Impaired Driving Policy Specialist also assisted in the management of three of the LHSC-funded DWI courts and assisted with the proper operation of these courts. The Impaired Driving Policy Specialist ensured new and existing DWI courts received the training needed to operate successfully. This person also collaborated with the Louisiana Supreme Court in reference to the DWI courts under their management.

DWI Awards Program Coordinator (2015-10-12)

This contractor coordinated the 7th Annual DWI Awards Luncheon, where recognition was given to enforcement and court officials who are a vital part of the arrest and proper prosecution of DWI cases. Many high-level Federal, state and parish officials from throughout Louisiana attended this ceremony.

Prosecutor/Law Enforcement Training Program (2015-10-13)

Through the Louisiana District Attorneys Association (LDAA), the LHSC provided funding for a Traffic Safety Resource Prosecutor (TSRP) to help law enforcement, prosecutors, and judges align their efforts to properly handle DWI cases. Eight training courses were conducted statewide in 2015, reaching 570 prosecutors, 216 law enforcement officers, 7 judges and 111 other stakeholders in the criminal justice environment.

DPS Legal Consultant (2015-10-14)

This project provided funds for a DPS legal consultant to assist with DWI efforts and implied consent issues. Project related work comprised of 25 percent of the legal consultant's work time.

The legal consultant's primary duties included reviewing all administrative implied consent hearing recalls, and disseminating information about why a license suspension was over-turned and corrective actions to prevent future occurrences.

Louisiana Impaired Driving Assessment Coordinator (2015-10-15)

The March 2009 Impaired Driving Assessment included a recommendation to designate a lead statewide impaired driving coordinator with the responsibility of leading Louisiana's efforts to reduce and eliminate impaired driving. The LHSC contracted with an Impaired Driving Assessment Implementation Coordinator who has been working on implementing the assessments priority recommendations (as well as those priority recommendations from the 2013 Impaired Driving Assessment). This work is being done in conjunction with the many state and local agencies throughout Louisiana who share a similar mission. In addition, a committee was formed to assist with the implementation of these recommendations. Those priority recommendations worked on in 2015 included:

- Attending and supporting all meetings of the Governor's DWI Task Force;
- Supporting regional safety coalitions, such as the Southeast DWI Task Force which conducts monthly meetings and annual training for law enforcement and prosecutors;
- Supporting the Office of Motor Vehicles in strengthening the reporting of ignition interlock data (this included attending a national meeting of ignition interlock providers with Federal officials and law enforcement/judicial personnel);
- Supporting the spread of "NO REFUSAL" policies around the state; and
- Supporting the implementation of Act 288 of 2014 that requires fingerprinting of all DWI arrestees, which could lead to a tracking system for DWIs.

Mothers Against Drunk Driving – Court Monitoring (2015-10-17)

In an effort to reduce impaired driving fatalities this program monitored DWI cases throughout the prosecution process in several court jurisdictions. Courts in Baton Rouge City and the 19th Judicial District Courts in East Baton Rouge Parish were monitored on a weekly basis. In addition, courts in St. Tammany, Orleans, Jefferson, Caddo, Bossier, Ouachita and Lafayette parishes were randomly monitored. Court Monitors visited assigned court(s), observed DWI cases, collected pertinent data, entered case information into the court monitoring database, trained and supervised program volunteers, managed monitor "watchdog" calls, and compiled reports on specific data elements as requested. MADD monitored 9,415 impaired driving cases in FFY 2015.

Judicial Outreach Liaison (2015-10-18)

The Judicial Outreach Liaison position was not filled during 2015. This position will undergo the Request for Proposal (RFP) process to be filled in 2016.

North Louisiana Criminalistics Laboratory Commission (2015-10-19)

The North Louisiana Crime Lab project funds a full-time Forensic Analyst at 100 percent. The Forensic Analyst is Master of Science level toxicologist position. The toxicology position aids in increasing forensic support to law enforcement partners in communities across 29 parishes in northern Louisiana. The position is dedicated 100 percent to traffic safety and is responsible for conducting blood and urine alcohol and drug testing on traffic related crashes and DWI cases. The Forensic Analyst processed 221 blood and urine specimen collection kits in 2015.

DWI Court Management Program (2015-10-20)

The Supreme Court's Drug Court Office (SCDCO) provided oversight to Louisiana's 47 Drug Courts. The SCDCO also oversees the majority of the LHSC funded DWI Courts. All courts are required to adhere to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. This includes administrative, fiscal, and programmatic oversight, including data collection conducted through this program.

14th Judicial District DWI Court (2015-10-21)

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

4th Judicial District DWI Court (2015-10-22)

The 4th Judicial District DWI Court serves Ouachita and Morehouse Parishes and accepts 3rd offense DWI offenders into a minimum 12-month, or maximum 3-year, treatment program. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts.

Terrebone Parish DWI Court (2015-10-23)

The 32nd Judicial District DWI Court serves Terrebonne Parish and accepts second 1st offenders and 2nd offenders into a minimum 12-month treatment program. DWI offenders receiving a 1st DWI are placed into a probation program and the charge is dismissed, but if a second 1st offense is committed, the offender is then accepted into the DWI court. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts.

Northwestern State University Alcohol Education and Prevention Program (2015-10-24)

The goal of this project was to reduce alcohol-impaired traffic fatalities for Northwestern State University students through alcohol education, awareness, and prevention programming. The project trained students and staff, and equipped them with skills to identify and combat alcohol issues and prevent impaired driving. Program effectiveness measured through pre- and post-tests indicated a lack of knowledge on Louisiana laws pertaining to drinking alcohol and traffic safety. This program was implemented in mandatory freshman orientation and NSU feels strongly that the program is making a positive difference.

Social Norms and Marketing Project (SNAP) (2015-10-25)

The SNAP project combined social norming and marketing theories to reduce alcohol-impaired traffic fatalities. This project focused on five high schools in alcohol-impaired Tier I parishes in Southwest Louisiana. A unique social norming campaign was implemented within each school helping students understand that if they misperceive the norms of a desired group, they are at risk for engaging in problematic behavior. Pre- and post-tests show four out of five students do not engage in alcohol consumption and do not approve of drinking and driving. 2,548 pre-tests were turned in to determine social norm perceptions of each participating school and 4,949 students were reached through peer-to-peer campaigns in FFY 2015.

Alcohol Beverage Control J.U.D.E. Task Force (2015-10-30)

The Juvenile Underage Drinking Enforcement (J.U.D.E.) Task Force addressed the problem of underage drinking in an effort to deter impaired driving in East Baton Rouge (EBR) Parish. The Task Force worked 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. The EBR ABC Agents worked 2,228 overtime enforcement hours in 2015, performed 404 compliance checks, made 338 arrests and issued 26 citations while working overtime hours.

Louisiana Cops in Shops Program (2015-10-31)

The Louisiana Office of Alcohol Tobacco Control (ATC) Cops in Shops Project utilized ATC enforcement agents to conduct additional extensive underage alcohol enforcement efforts statewide on an overtime basis. These efforts reduce the incidence of underage alcohol procurement, thereby reducing alcohol-impaired fatalities. The ATC agents worked 3,536 overtime enforcement hours performed 2,734 compliance checks and issued 471 citations.

Automated DWI Processing System Coordinator (2015-10-41)

This contractor coordinated the implementation of the LADRIVING project (Electronic DWI Arrest Report System) on behalf of LHSC, in conjunction with the Office of Technology Services. He worked closely with the private vendor, the Office of Motor Vehicles, the DPS Legal Staff and the

judicial prosecutors and law enforcement personnel whose agencies were part of the initial rollout. He conducted introductory sessions with law enforcement at several State Police troops around the state, drawing other law enforcement agencies in attendance from each of these respective areas. In addition, he established and began to maintain a statistical database of DWI cases in LADRIVING, as well as documenting outstanding issues and problems that the rollout brought.

Louisiana DRIVING DWI Automation Project (2015-10-42)

This project involved the continued supervision and oversight by the Louisiana Office of Technology Services, on behalf of the LHSC, of a private vendor (who had been previously selected through an RFP process) in the development and implementation of the LADRIVING project. During FFY 2015, the LADRIVING project programming was completed, pilot testing was done in three areas around the state (Baton Rouge, Thibodaux and Lake Charles), and the installation of computer work stations by Technology Services was completed in over twenty Intoxilyzer locations. The system was rolled out in the southern part of the state, and by the end of September there were over 500 complete DWI cases in the LADRIVING database.

Louisiana State Police (LSP) Crash Reduction Grant (2015-30-41)

The LSP worked DWI enforcement throughout Louisiana. Enforcement was coupled with public information officers conducting education and outreach activities.

The LSP also worked 3,331 hours of overtime impaired driving enforcement, making 275 impaired driving arrests. LSP public information officers conducted 1,385 impaired driving related outreach events or press releases.

The LSP planned and conducted various training courses that were made available to local law enforcement agencies statewide. The LSP subcontracted with nationally recognized law enforcement training agencies to conduct specific training courses. These training courses included: one SFST Instructor Development Course (15 students), two DRE Certification Courses (25 students), one DRE Instructor Course (2 students) five SFST Certification/Practicum (82 students), three SFST Training Field Courses (46 students), one ARIDE Course (13 students), and three ARIDE Field Courses (68 students).

Automated DWI Processing System Training Assistants (2015-10-43 and 2015-10-44)

This project funded two separate contractors whose tenure was split during the fiscal year due to their availability. They worked closely with LADRIVING Coordinator, and handled the training of law enforcement around the state. This was done both in-house at the OTS/DPS Data Center in Baton Rouge, as well as various agency locations around South Louisiana. They also monitored the success of their training, and were available for trouble-shooting and the many questions that arose during the initial rollout.

Overtime Traffic Safety Enforcement – Local Law Enforcement (2015-30-10 through 2015-30-65 and 2015-30-80)

Research indicates that high visibility and sustained enforcement continues to be the most effective countermeasure in reducing impaired driving related crashes and fatalities. This project provided 49 grants to local police departments and sheriff's offices for DWI overtime enforcement. All law enforcement agencies that participated in this targeted DWI enforcement program were located in the 16 Tier One Alcohol Problem ID Parishes. Participating agencies conducted 305 sobriety checkpoints and worked 12,942 checkpoint hours, and 34,750 saturation patrol hours. This yearlong enforcement corresponded with both national and state mobilizations. Agencies deployed resources based on crash analysis and made adjustments throughout the year as needed. Law enforcement agencies that participated in this targeted DWI overtime enforcement program included:

-
- Abbeville Police Department;
 - Alexandria Police Department;
 - Ascension Parish Sheriff's Office;
 - Baton Rouge Police Department;
 - Bogalusa Police Department;
 - Bossier City Police Department;
 - Bossier Parish Sheriff's Office;
 - Caddo Parish Sheriff's Office;
 - Calcasieu Parish Sheriff's Office;
 - Covington Police Department;
 - Denham Springs Police Department;
 - E. Baton Rouge Parish Sheriff's Office;
 - Franklinton Police Department;
 - Gonzales Police Department;
 - Grambling Police Department;
 - Greenwood Police Department;
 - Hammond Police Department;
 - Harahan Police Department;
 - Houma Police Department;
 - Iberia Parish Sheriff's Office;
 - Jefferson Davis Parish Sheriff's Office;
 - Jefferson Parish Sheriff's Office;
 - Kenner Police Department;
 - Killian Police Department;
 - Lafayette Police Department;
 - Lafourche Parish Sheriff's Office;
 - Lake Charles Police Department;
 - Livingston Parish Sheriff's Office;
 - Mandeville Police Department;
 - Monroe Police Department;
 - New Orleans Police Department;
 - Natchitoches Police Department;
 - Opelousas Police Department;
 - Plaquemines Parish Sheriff's Office;
 - Pineville Police Department;
 - Rapides Parish Sheriff's Office;
 - Shreveport Police Department;
 - Slidell Police Department;
 - Southeastern Louisiana University;
 - St. Charles Parish Sheriff's Office;
 - St. Tammany Parish Sheriff's Office;
 - Tangipahoa Parish Sheriff's Office;
 - Terrebonne Parish Sheriff's Office;
 - Thibodaux Police Department;
 - Washington Parish Sheriff's Office;
 - West Baton Rouge Parish Sheriff's Office;
 - W. Monroe Police Department;
 - Westwego Police Department; and
 - Zachary Police Department.
-

Special Waves Enforcement (2015-30-70 through 2015-30-57, in sequential order)

This project provided grants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. Specifically, agencies conducted sobriety checkpoints and

saturation patrols in support of the two National mobilizations, Click It or Ticket and Drive Sober or Get Pulled Over. In 2015, 90 local law enforcement agencies participated in this project.

Sudden Impact Comprehensive Statewide Project (2015-55-10)

This statewide comprehensive injury prevention program targeted adolescents to decrease the number of alcohol-impaired traffic fatalities, as well as participation in high-risk behavior that often times accompanies driving while intoxicated. The program increased knowledge, created positive attitudes, and influenced healthy decision making skills to help curb impaired driving through a multidisciplinary, multi-tiered approach. The program was in partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness was measured through pre- and post-tests, which indicated a 19.26 percent difference. Sudden Impact reached 8,215 students at 228 hospital / classroom based presentations, 8,459 students at 18 Mock Crash presentations, 3,162 students at Mock Trial presentations, 1,079 students at Senior Sessions, and 1,422 participants in Parent Session presentations.

Ready, Set, DRIVE! (2015-55-11)

This program is designed to educate young drivers about the negative effects of distracted driving, underage drinking and impaired driving, and not wearing a seat belt in an effort to initiate positive behavioral change in regards to occupant protection and traffic safety. Ready, Set, DRIVE! operates on a behavior based modification approach and uses service learning / peer-to-peer opportunities to create a hands-on approach to the learning process. Participants are taught to recognize, assess, and change their risky driving behaviors in an effort to decrease the number of motor vehicle crashes on Louisiana roads, and to develop wise adult drivers. Thirty percent of the presentation material is focused on alcohol education. 161 presentations were conducted to reach over 5,000 students in four Tier I parishes (Ascension, East Baton Rouge, Livingston, and West Baton Rouge). Ready, Set, DRIVE! also participated in 23 prevention events which reached 16,378 attendees.

South Central Regional Coalition Mini Grant Program (2015-70-12)

This project successfully addressed the impaired driving and occupant protection issues in their community. The group held at a minimum quarterly meetings of their multidisciplinary membership, coordinated a traffic safety summit, and successfully developed and implemented data-driven action plans for both impaired driving and occupant protection. The group worked throughout the year to expand resources, partnerships and support other traffic safety initiatives to reduce impaired driving and increase occupant protection use in their community. Some of the accomplishments of this program were:

- Held six occupant protection workshops throughout the year, and checked almost 400 child passenger safety seats for legal compliance and/or questions from parents;
- Purchased and distributed 1,000 booklets from the Louisiana Office of Motor Vehicles dealing with the role of parents in their children's early driving years;
- Hosted a traffic safety summit, attended by over 100 people from the area either directly involved in traffic safety or wishing to become involved;
- Hosted a bike rodeo, which included a segment of traffic safety laws;
- Coordinated with State Police Troop C in developing and implementing billboards in the area dealing with both occupant protection and impaired driving (these coincided with the mobilizations); and
- Issued press releases for the national mobilizations.

Think First for Teens Program (2015-55-12)

ThinkFirst coordinated and implemented 80 program presentations on underage drinking and impaired driving for youth and young adults to reduce the overall number of alcohol-related and occupant protection fatalities in 2015. These programs were conducted through high schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc. in Northwest Louisiana. Students received first-hand testimony from a VIP speaker on how choices can lead to significant consequences. They are also taught how different areas of the brain can be affected, such as the function of the spinal cord and the basic concepts of paraplegia and quadriplegia, and how they relate the use of alcohol and the consequences of impairment. Through these programs, ThinkFirst reached 8,801 participants. Program effectiveness is measured through pre- and post-tests which indicated a 25 percent increase in knowledge of underage drinking, impaired driving, and occupant protection.

Regional Coalition Programmatic Grants (2015-70-20)

These were funds originally dedicated for use by the State's Regional Traffic Safety Coalitions. No grant applications were received from the Regional Traffic Safety Coalitions and no awards were made under this category.

Paid Media for Impaired Driving (2015-80-01)

This contract focused on impaired driving through a yearlong media buy plan with particular emphasis on the national and state mobilizations. All paid media was implemented through an assessment of current on-the-ground programs as well as demographic needs, reach and frequency goals, as assessment of appropriate messaging, and experience with markets who performed to expected gross rating points. A total of 8,763 radio spots and 9,779 television spots

were placed. On-line media placement delivered an estimated 55,835,252 impressions. Message recognition was measured through attitudinal surveys that are noted in Section 5.0.

Paid Media Support (2015-80-02)

This project provided for duplication and distribution services to support the LHSC paid media program.

LHSC Public Relations (2015-80-03)

Public relations contractor provided services for 12 occupant protection related press events, video news releases, and opinion editorials, in addition to general press events coordination and overall support for the earned and paid media and national mobilizations. Message recognition was measured through attitudinal surveys that are noted in Section 5.0. The total value of all earned media (all traffic safety issues) was estimated at \$2,321,790 (13,707 television spots and 8,729 radio spots).

4.2 Occupant Protection Program

Louisiana saw the observed seatbelt usage rate reach an all-time high of 85.9 percent in 2015, a 1.8 percent increase over the 2014 observed number. However, unrestrained fatalities moved up slightly to 290 in 2014 versus 263 in 2013. Figure 21 shows the trends for each of these measures. Table 5 breaks down the observed safety belt usage by region, showing observed belt usage trends since 2004. Additionally, Figure 22 shows individual trends for unrestrained fatalities among drivers, passengers age six and older, and children under the age of six. Pickup truck front seat occupant compliance also increased by 1.8 percent in 2015 over 2014 to reach 80.3 percent, but still lags all other vehicle types with SUVs showing the highest seat belt compliance rate of 89.7 percent, followed by cars at 87.1 percent, and vans at 86.3 percent respectively. Furthermore, for the third year the LHSC mandated that at least 15 percent of grant funded seatbelt enforcement be conducted between the hours of 1800 to 0600. As a result of this mandate, seatbelt compliance increased by 3.1 percent in 2015 over 2013 according to the nighttime survey. A copy of the survey can be found at <http://www.lahighwaysafety.org/occupant.html>.

Occupant protection (OP) remains a priority issue in the state where more than 61 percent of all drivers killed in 2014 were unbelted. Louisiana is committed to continuing its support of the national Click It or Ticket It campaign and the efforts to increase the use of child safety seats.

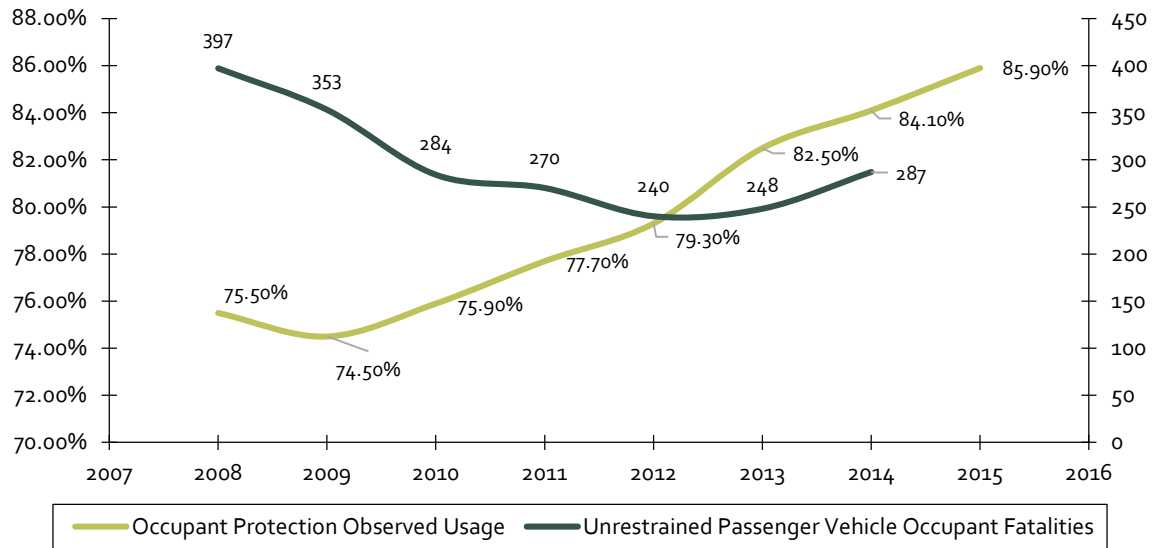
The LHSC utilized Section 402 and Highway Safety Improvement Program (HSIP) resources to address this issue on several different fronts – high visibility enforcement, nighttime enforcement, paid media, public information and education, child safety seat check-up events, training of child safety technicians, and local coalitions.

Table 5. Adult Observed Safety Belt Usage

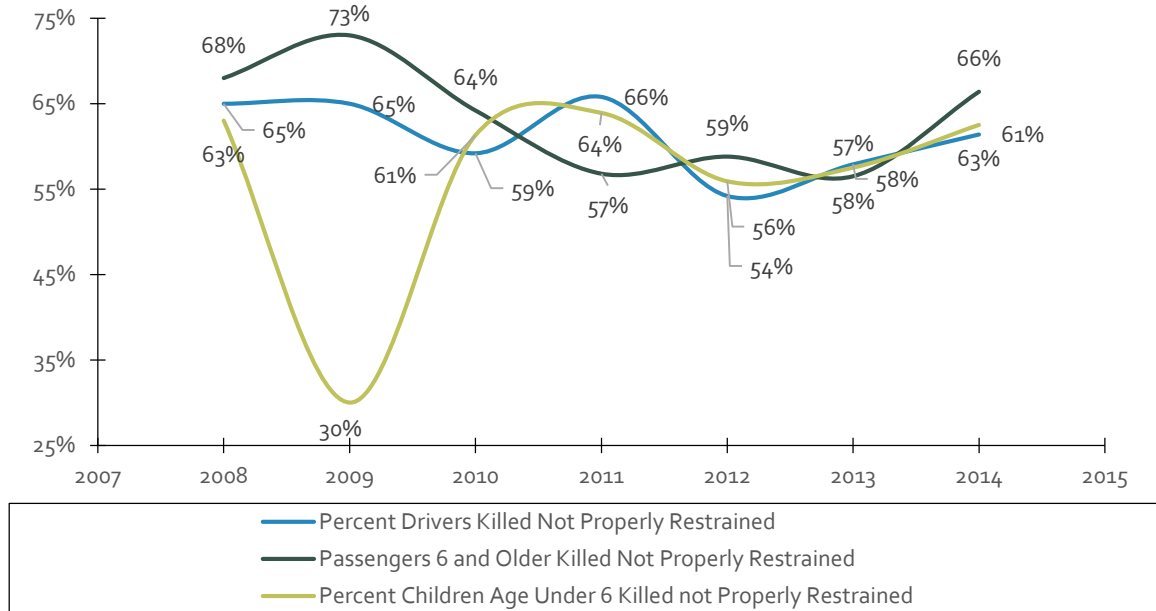
Region	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1) New Orleans	77.1%	71.2%	73.1%	68.2%	73.7%	72.6%	74.9%	81.2%	78.1%	81.0%	82.4%
2) Baton Rouge	75.6%	73.8%	76.4%	79.0%	74.6%	77.6%	78.5%	73.5%	82.7%	84.4%	83.0%
3) Houma	81.3%	79.0%	78.1%	89.1%	76.0%	76.8%	79.6%	80.4%	85.5%	87.7%	91.2%
4) Lafayette	77.7%	78.2%	78.6%	79.5%	76.1%	77.0%	80.5%	83.7%	81.7%	85.0%	82.5%
5) Lake Charles	79.4%	73.3%	71.3%	72.5%	77.3%	74.2%	74.8%	85.6%	91.0%	89.9%	85.6%
6) Alexandria	77.7%	71.5%	72.6%	71.6%	76.9%	71.8%	74.8%	72.8%	83.4%	70.9%	87.3%
7) Shreveport	78.4%	77.8%	76.0%	72.6%	71.8%	78.6%	78.2%	79.8%	83.6%	87.9%	89.4%
8) Monroe	77.1%	73.2%	72.5%	70.4%	71.3%	74.7%	77.8%	62.5%	81.0%	74.8%	84.2%
Louisiana	77.7%	74.8%	75.2%	75.5%	74.5%	75.9%	77.7%	79.3%	82.5%	84.1%	85.9%

Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Figure 21. Observed Seatbelt Use and Unrestrained Fatalities



Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 22. Percent of Fatalities Unrestrained

Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Performance Targets

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

Programs and Projects

LHSC Program Surveys (2015-15-10)

Preusser Research Group (PRG) conducted observational surveys and provided reports using the data collected as required by NHTSA to determine adult safety belt (daytime and nighttime), child passenger safety restraints, and motorcycle helmet usage in Louisiana. This allows LHSC to focus on the problematic targeted areas by increasing funding and resources.

Louisiana Passenger Safety Task Force Assistant (2015-20-10)

The Administrative Assistant for the Louisiana Passenger Safety Task Force co-coordinated, organized, and implemented all of the child passenger safety restraint related programs and events. The assistant maintained a database of all Louisiana child passenger safety (CPS) technicians, provided a centralized resource for all CPS activities and education, coordinated

statewide quarterly meetings, distributed promotional materials and supplies, and coordinated six CPS seat events in 2015.

Louisiana Passenger Safety Task Force (2015-20-11)

The Louisiana Passenger Safety Task Force (LPSTF) provided a centralized resource for all OP/CPS activities and education, maintained a database of all Louisiana CPS technicians, assured the recertification of technicians occurred every two years, conducted quarterly regional meetings, provided six Standardized Child Passenger Safety Instructor/Technician Courses in 2015 and supported certification of fitting stations in each region. One hundred and twenty seven technicians were trained or recertified and 4,578 seats were checked. Nine national seat check events were held and 407 seats were checked or installed.

Hispanic Outreach Occupant Protection (2015-20-12)

In an effort to educate the Hispanic population in the Rapides and Natchitoches parish areas about the importance of wearing a seat belt and using child passenger safety restraints, the Hispanic Committee of the South (HSC) conducted monthly occupant protection campaigns in churches, community centers and the HSC office to inform parents about child passenger safety laws. The HSC also distributed Spanish educational materials to Hispanic families, conducted child safety seat clinics every other month, promoted a Buckle Up Latino Campaign to increase seat belt usage, distributed 125 child safety seats at clinics and participated in six local events to promote and distribute occupant protection educational materials in Spanish to the Hispanic community.

YMCA Highway Safety Initiative: Hispanic Outreach Occupant Protection Program – New Orleans Area (2015-20-13)

Funds were used to educate the Hispanic population in the Greater New Orleans area to raise awareness of the importance of wearing a seat belt and using child passenger safety restraints. The YMCA accomplishments include raising awareness through community outreach, partnering with the Louisiana Passenger Safety Task Force (LPSTF) and the New Orleans Police Department (NOPD) to host two car seat events, participating in at least six community events to promote occupant protection, and distributing language appropriate materials targeting specific populations (such as young adults, pregnant moms, churches, clinics), etc. This project has built upon their existing services to reach additional clients throughout the year.

OP Minority Outreach Project (2015-20-14)

This project provided for the acquisition and distribution of public information materials, including a digital marketing color ad with LHSC's traffic safety message Click It or Ticket It during Bayou Classic football game to encourage seatbelt usage among minorities.

Louisiana State Police (LSP) Crash Reduction Grant (2015-30-41)

The LSP worked OP enforcement throughout Louisiana. Enforcement was coupled with public information officers conducting education and outreach activities. The LSP worked 8,277 hours of occupant protection overtime enforcement, conducted 12 occupant protection checkpoints, and issued 16,040 seatbelt and child passenger citations. LSP public information officers conducted 8,277 occupant protection related outreach events or press releases.

The LSP planned and conducted various training courses that were made available to local law enforcement agencies statewide. The LSP subcontracted with a nationally recognized law enforcement training agency to conduct one Radar Instructor Development Course (20 students).

Overtime Traffic Safety Enforcement – Local Law Enforcement (2015-30-10 through 2015-30-65 and 2015-30-80)

Local law enforcement agencies conducted overtime enforcement of traffic safety laws using checkpoints and saturation patrols throughout FFY 2015 and during state and national enforcement periods. All overtime enforcement programs were data driven to reduce the number of alcohol-impaired fatalities, unrestrained fatalities, and speeding fatalities in the areas most at risk. In 2015, 48 law enforcement agencies participated in this program across Louisiana.

Research shows that high visibility and sustained enforcement continues to be the most effective countermeasure in increasing seat belt usage. This project provided funding to 48 local police departments and sheriff's offices for OP overtime enforcement. All law enforcement agencies participating in this targeted OP overtime enforcement program utilized data to identify areas of critical need and focused on areas with known lower seatbelt usage. Agencies deployed resources based on crash analysis and made adjustments throughout the year as needed. Participating agencies conducted checkpoints, saturation patrols, and yearlong enforcement to correspond with both national and state mobilizations. Law enforcement agencies worked 29,770 hours of saturation patrol and 12,550 hours at seatbelt checkpoints, issuing 55,514 adult seatbelt citations and 5,716 child passenger seat citations. Agencies that participated in this targeted OP overtime enforcement program included:

- Abbeville Police Department;
- Alexandria Police Department;
- Ascension Parish Sheriff's Office;
- Baton Rouge Police Department;
- Bogalusa Police Department;
- Bossier City Police Department;
- Caddo Parish Sheriff's Office;
- Calcasieu Parish Sheriff's Office;
- Covington Police Department;
- Denham Springs Police Department;
- E. Baton Rouge Parish Sheriff's Office;
- Franklinton Police Department;
- Gonzales Police Department;
- Grambling Police Department;
- Greenwood Police Department;
- Hammond Police Department;
- Harahan Police Department;
- Houma Police Department;
- Iberia Parish Sheriff's Office;
- Jefferson Davis Parish Sheriff's Office;
- Jefferson Parish Sheriff's Office;
- Kenner Police Department;
- Killian Police Department;
- Lafayette Police Department;
- Lafourche Parish Sheriff's Office;
- Lake Charles Police Department;
- Livingston Parish Sheriff's Office;
- Mandeville Police Department;
- Monroe Police Department;
- New Orleans Police Department;
- Natchitoches Police Department;
- Opelousas Police Department;
- Plaquemines Parish Sheriff's Office;
- Pineville Police Department;
- Rapides Parish Sheriff's Office;
- Shreveport Police Department;
- Slidell Police Department;
- Southeastern Louisiana University;
- St. Charles Parish Sheriff's Office;
- St. Tammany Parish Sheriff's Office;
- Tangipahoa Parish Sheriff's Office;
- Terrebonne Parish Sheriff's Office;
- Thibodaux Police Department;
- Washington Parish Sheriff's Office;
- West Baton Rouge Parish Sheriff's Office;
- W. Monroe Police Department;
- Westwego Police Department; and
- Zachary Police Department.

Special Waves Enforcement (2015-30-70 through 2015-30-57, in sequential order)

These project provided grants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. Specifically, agencies conducted sobriety checkpoints and saturation patrols in support of the two National mobilizations, Click It or Ticket and Drive Sober or Get Pulled Over. In 2015, 90 local law enforcement agencies participated in this project.

Sheriff's Safety Town – Caddo Parish (2015-70-10)

This program continued to increase occupant protection awareness among children and adults across Northwest Louisiana. Funding was used for the purchase of educational materials to be distributed to participants at the Sheriff's Safety Town and program supplies.

Sudden Impact Comprehensive Statewide Project (2015-55-10)

This statewide comprehensive injury prevention program targeted adolescents to decrease the number of alcohol-impaired traffic fatalities, increase seat belt usage, as well as decrease participation in high-risk behavior that often times accompanies driving while impaired. The program increased knowledge, created positive attitudes, and influenced healthy decision making

skills to help increase seat belt usage and curb impaired driving through a multidisciplinary, multi-tiered approach. The program was in partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness was measured through pre- and post-tests, which indicated a 19.26 percent difference.

Ready, Set, DRIVE! (2015-55-11)

This program is designed to educate young drivers about the negative effects of distracted driving, underage drinking and impaired driving, and not wearing a seat belt in an effort to initiate positive behavioral change in regards to occupant protection and traffic safety. Ready, Set, DRIVE! operates on a behavior based modification approach and uses service learning / peer-to-peer opportunities to create a hands-on approach to the learning process. Participants are taught to recognize, assess, and change their risky driving behaviors in an effort to decrease the number of motor vehicle crashes on Louisiana roads, and to develop wise adult drivers. 30 percent of the presentation material is focused on alcohol education. 161 presentations were conducted to reach over 5,000 students in four Tier I parishes (Ascension, East Baton Rouge, Livingston, and West Baton Rouge). Ready, Set, DRIVE! also participated in 23 prevention events which reached 16,378 attendees.

South Central Regional Coalition Mini Grant Program (2015-70-12)

This project employed the former Safe Community model to address impaired driving and occupant protection in their community. The multidisciplinary group held quarterly meetings and coordinated a traffic safety summit. They also successfully developed and implemented data-driven action plans for both impaired driving and occupant protection. The group worked throughout the year to expand resources, partnerships and support other traffic safety initiatives to reduce impaired driving and increase occupant protection use in their community. Some of the accomplishments of this program were:

- Held six occupant protection workshops throughout the year, and checked almost 400 child passenger safety seats for legal compliance and/or questions from parents;
- Purchased and distributed 1,000 booklets from the Louisiana Office of Motor Vehicles dealing with the role of parents in their children's early driving years;
- Hosted a traffic safety summit, attended by over 100 people from the area either directly involved in traffic safety or wishing to become involved;
- Hosted a bike rodeo, which included a segment of traffic safety laws;

- Coordinated with State Police Troop C in developing and implementing billboards in the area dealing with both occupant protection and impaired driving (these coincided with the mobilizations); and
- Issued press releases for the national mobilizations.

Think First for Teens Program (2015-55-12)

ThinkFirst coordinated and implemented 80 program presentations on underage drinking and impaired driving for youth and young adults to reduce the overall number of alcohol-related and occupant protection fatalities in 2015. These programs were conducted through high schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc. in Northwest Louisiana. Students received first-hand testimony from a VIP speaker on how choices can lead to significant consequences. They are also taught how different areas of the brain can be affected, such as the function of the spinal cord and the basic concepts of paraplegia and quadriplegia, and how they relate the use of alcohol and the consequences of impairment. Through these programs, ThinkFirst reached 8,801 participants. Program effectiveness is measured through pre- and post-tests which indicated a 25 percent increase in knowledge of underage drinking, impaired driving, and occupant protection.

Regional Coalition Programmatic Grants (2015-70-20)

These were funds originally dedicated for use by the State's Regional Traffic Safety Coalitions. No grant applications were received from the Regional Traffic Safety Coalitions and no awards were made under this category.

Paid Media for Occupant Protection (2015-80-01)

This contractor focused on a paid occupant protection media buy plan for the year, focusing on the National NHTSA campaigns. All paid media was implemented through an assessment of current active programs as well as demographic needs, reach and frequency goals, an assessment of appropriate messaging and experience with markets who performed to expected gross rating points. Message recognition was measured through attitudinal surveys noted in Section 5.0 of the Appendix. Paid media placement for occupant protection included 11,604 radio spots and 11,625 television spots. In addition, on-line media placement delivered an estimated 54,237,252 impressions.

Paid Media Support (2015-80-02)

This project provided for duplication and distribution services to support the LHSC paid media program.

LHSC Public Relations (2015-80-03)

Public relations contractor provided services for 12 occupant protection related press events, video news releases, and opinion editorials, in addition to general press events coordination and overall support for the earned and paid media and national mobilizations. Message recognition was measured through attitudinal surveys that are noted in Section 5.0. The total value of all earned media (all traffic safety issues) was estimated at \$2,321,790 (15,444 television spots and 11,674 radio spots).

4.3 Traffic Records Improvement Program

The Traffic Records Coordinating Committee (TRCC) has sole authority to expend TRCC funding. This committee is chaired by the Director of the DOTD Highway Safety Section. The committee membership consists of stakeholders involved in collecting and using data related to highway safety. The LHSC serves as a member and as the fiscal agent for the TRCC and the traffic records related funds. The TRCC is guided by a Traffic Safety Information System Strategic Plan.

Some items in this program area are initiatives and as such are planned but may not have projects assigned or funds spent during the fiscal year, but projects are planned and expend funds during the fiscal year. The LHSC will continue to partner with the TRCC. The performance targets noted below support the State's 2015 Section 405c grant application.



Performance Targets

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

- Percentage of reports entered into the statewide database within 30 days of the crash.
- Percentage of fatal reports entered into the statewide database within 60 days of the crash.
- Percentage of unknown vehicle information.
- Number of days from the citation date and the date the citation/case is adjudicated.
- Number of cases that lack complete defendant information (i.e., date of birth, first/last Name, or a valid driver's license number).
- Percentage of EMS patient care reports entered into the state EMS discharge file within 60 days after the EMS transport.

Programs and Projects

DPS Data Processing Technical Support (2015-40-01)

This position worked to upload, maintain, and troubleshoot the State Police Crash database; worked with the State Police Troops, Traffic Records, and Radio Maintenance in solving crash reporting problems. This position also assisted LHSC in preparing and programming reports and electronic enhancements as requested; and worked with the private LADRIVING vendor in assimilation and rollout of the project.

Traffic Records Initiatives Fund (2015-40-10)

This was the primary funding mechanism for all traffic records projects throughout the year. With the exception of the DPS/OTS Data Processing Technical Support employee, this funding source was used for all projects approved by the Louisiana Traffic Records Coordinating Committee.

Improve Data Accessibility (2015-40-11, 2015-40-12, and 2015-40-13)

This project served as the overall mechanism for managing the traffic records initiatives in the state in the form of an umbrella contract with the LSU Highway Safety Research Group (HSRG). Previous years had seen this effort take the form of several different projects, each with a specific measurement goal – data accessibility, data integration, timeliness, accuracy, etc. In FFY 2015, these were all rolled into one contract. Some of the more salient accomplishments during the year were as follows:

- The hiring of a full-time Traffic Records Coordinator, whose job was the administering, directing, planning, prioritizing managing and evaluating the statewide multifaceted highway safety information programs and projects;
- The hiring of two graduate assistants and three student workers to assist in the HSRG Business Intelligence, web site, and GIS projects;

- The hosting of four quarterly TRCC meetings that were attended by 20-30 traffic records professionals and stakeholders from around the state;
- The attendance in St. Louis, Missouri of over twenty members of the HSRG, Louisiana DPS and Highway Safety and other TRCC stakeholders of the 40th ATSIP International Traffic Records Forum;
- The purchase of updated VIN data for use in the HSRG LaCrash Electronic crash reporting software; and
- The purchase of two servers and four desktops computers for use in the Business Intelligence, GIS, and web site research being conducted at the HSRG. This also included enhancing their traffic records statistical capability.

TRCC Meeting and Conference Support (2015-40-14)

This funding source was used to directly support the HSRG in hosting traffic record-related meetings (to include four quarterly TRCC meetings during the year), and traffic record related travel (most notably the ATSIP Traffic Records Forum).

Louisiana Emergency Response Network (LERN) (2015-40-31)

This project provided a contractor at LERN to travel around the state and contract with the various ambulance providers to enlist their cooperation in submitting EMS data, including prehospital crash data, to LERN for the purpose of creating a comprehensive statewide EMS Data Registry. This individual educated the EMS agencies on the use of ePCR (electronic care report), assisted in the implementation of the ePCR, and assisted in reporting once the data was imported to the state. During the first nine months of 2015, there were over 51,000 cases submitted to the LERN database by statewide ambulance providers, which represent data from over 80 percent of the providers in the state. Both these figures stood at zero just two years ago.

Louisiana State Police Crime Lab Training (2015-40-32)

This project was to fund instrumentation for the State Police Crime Lab for the purpose of performing quantitative analysis on toxicology testing in crash-related cases (which accounted for 93 percent of ALL toxicology testing at the Lab). However, due to issues with the Buy America Act, which prompted the Crime Lab to further investigate available testing equipment on the market, this project was postponed to FY 2016.

Office of Motor Vehicles Data Entry (2015-40-33)

This project involved the hiring of four temporary employees at OMV to assist in eliminating the enormous backlog of traffic ticket convictions being uploaded to drivers' files, thereby aiding in the timeliness measurement of the overall traffic records effort. Due to a late start in early spring

2015, this project nevertheless was successful in the receiving, sorting, researching, validating, scanning, and uploading of nearly 8,000 outstanding traffic ticket cases.

New Orleans Police Department (NOPD) Vehicle Data Recorder (2015-40-41)

This was a continuation of a project begun in FY 2014 with the ultimate goal of transforming the New Orleans Traffic Court to a completely electronic environment. This project funded the completion of the computer programming, and the initial electronic upload of over 31,000 traffic ticket convictions to the Louisiana Supreme Court for processing to the Office of Motor Vehicles (April to September 2015).

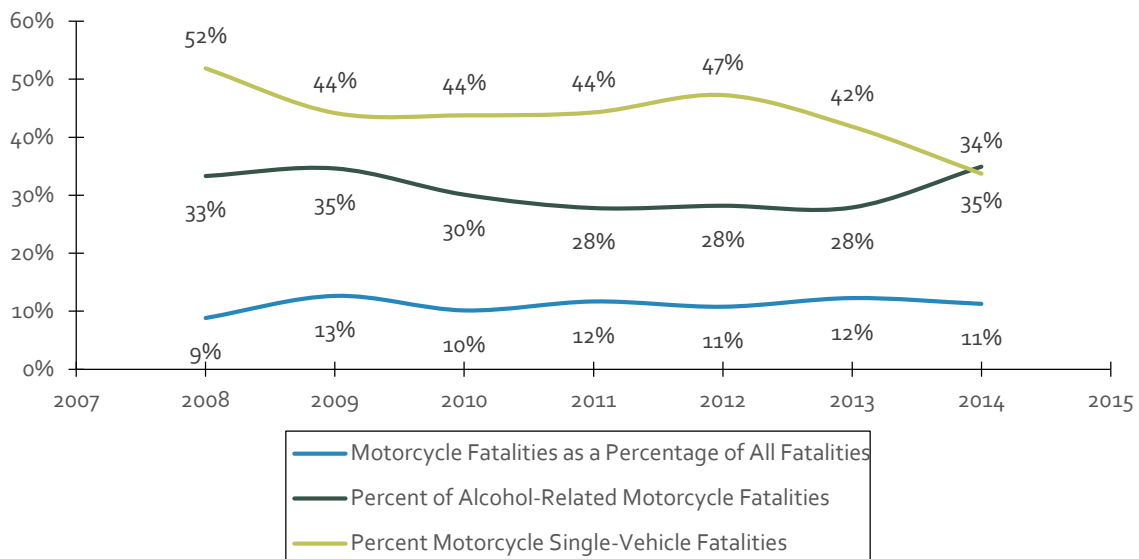
Computer Equipment for Vidalia Police Department (2015-40-42)

This project was to purchase laptop computers for use in electronic crash reporting. However, due to issues with the Buy America Act, plus a directive by Louisiana Division of Administration curtailing the direct purchase of computer equipment, this project was not implemented.

4.4 Motorcycle Safety Program

Louisiana saw a reduction in the number of motorcycle fatalities. In 2014, there were 83 motorcycle fatalities versus 86 fatalities in 2013, as shown in Figure 23. The number of unhelmeted motorcyclist fatalities also decreased in 2014 to 13 from 18 in 2013. Louisiana is committed to continuing its support of messaging and outreach for addressing motorcycle crashes and fatalities.

Figure 23. Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Fatalities, and Single Vehicle Fatalities



Source: Highway Safety Group at Louisiana State University. Accessed 12/2/2015.

Performance Targets

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

Programs and Projects

Louisiana State Police Motorcycle Safety and Operator Training (2015-50-10)

The Motorcycle Safety Foundation approved training programs in Louisiana conducted by the Department of Public Safety. Both basic and advanced rider training courses were conducted in locations throughout the state. The LHSC grant assisted the training program in conducting one Advanced Rider Training Course and 85 Basic Rider Training Courses to reach a total of 803 participants.

Motorcycle Awareness Campaign (2015-50-11)

The Motorcycle Awareness Committee (MAC) produced informational materials that promoted a "Watch for Motorcycles" message focused on raising the awareness of all motorists to be attentive of motorcyclists on the road. The organizational structure has changed in that chapters have been dissolved, however the number of distributors and participants is at an all-time high.

4.5 Police Traffic Services Program

High-visibility enforcement of traffic laws is proven to change driver behavior. LHSC awarded grants to enforcement agencies to support their participation in the national mobilizations and enforcement of occupant protection, impaired driving, speeding, and aggressive driving laws through high-visibility campaigns. Grant funding also supported promotion of pedestrian safety and community safety education campaigns.

Performance Targets

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

Programs and Projects

Law Enforcement Liaison (LEL) (2015-30-92 through 2015-30-99)

The Law Enforcement Liaisons (LEL) worked to reduce fatal and injury crashes on Louisiana roadways throughout FFY 2015. The LELs successfully promoted LHSC priority highway safety programs to law enforcement agencies in their designated LSP Troop areas. LELs visited each contracted law enforcement agency a minimum of two times per month. They encouraged go grantee and nongrantee law enforcement agencies to participate in both the national Click It or Ticket and Drive Sober or Get Pulled Over mobilizations.

Louisiana State Police (LSP) Crash Reduction Grant (2015-30-41)

The LSP worked DWI, speed, and OP enforcement throughout Louisiana. Enforcement was coupled with public information officers conducting education and outreach activities. The LSP worked 8,277 hours of occupant protection overtime enforcement, conducted 12 occupant protection checkpoints, and issued 16,040 seatbelt and child passenger citations. LSP also issued 2,573 speeding citations. LSP public information officers conducted 8,277 occupant protection related outreach events or press releases.

The LSP also worked 3,331 hours of overtime impaired driving enforcement, making 275 impaired driving arrests. LSP public information officers conducted 1,385 impaired driving related outreach events or press releases.

The LSP planned and conducted various training courses that were made available to local law enforcement agencies statewide. The LSP subcontracted with nationally recognized law enforcement training agencies to conduct specific training courses. These training courses included: one SFST Instructor Development Course (15 students), one Radar Instructor Development Course (20 students), two DRE Certification Courses (25 students), one DRE Instructor Course (2 students) five SFST Certification/Practicum (82 students), three SFST Training Field Courses (46 students), one ARIDE (13 students), and three ARIDE Field Courses (68 students).

Overtime Traffic Safety Enforcement – Local Law Enforcement (2015-30-10 through 2015-30-65 and 2015-30-80)

Local law enforcement agencies conducted overtime enforcement of traffic safety laws using checkpoints and saturation patrols throughout the 12 months of FFY 2015 and during state and national enforcement periods. All overtime enforcement programs were data driven to reduce the number of alcohol-impaired fatalities, unrestrained fatalities, and speeding fatalities in the areas most at risk. In 2015, 49 law enforcement agencies participated in this program across Louisiana.

Special Waves Overtime Enforcement – Local Law Enforcement (2015-30-70-02)

This project provided grants to local police departments and sheriff's offices for overtime enforcement of traffic safety laws. Specifically, agencies conducted sobriety checkpoints and saturation patrols in support of the two National mobilizations, Click It or Ticket and Drive Sober Or Get Pulled Over. In 2015, 90 local law enforcement agencies participated in this project.

Police Traffic Safety Contractors – Troops D, I, C and L (2015-30-90 and 2015-30-91)

These contractors provided oversight and management of Police Traffic Services grantees in their designated LSP Troop Areas.

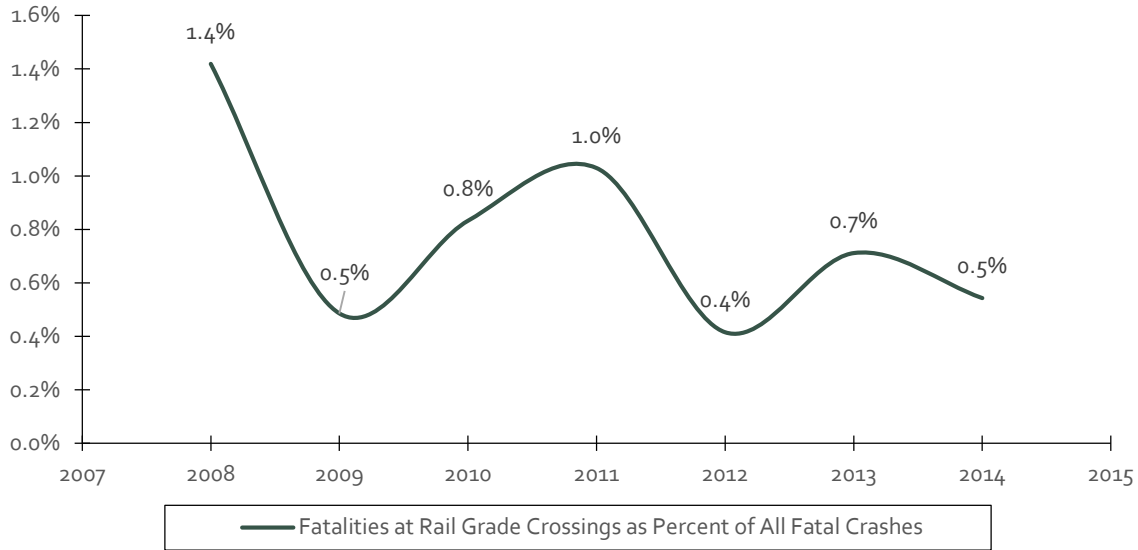
4.6 Railroad/Highway Crossings Program

According to the HSRG at LSU, the number of rail grade related fatalities decreased from five in 2013 to four in 2014, as shown in Figure 24. Compared to total fatalities, Figure 25 shows that rail grade crossing fatalities have fallen and as of 2014 represented only 0.5 percent of all Louisiana fatalities. However, the LHSC remains committed to utilize Section 402 funds to support Louisiana Operation Lifesaver through a partnership with LA DOTD.

Figure 24. Fatalities at Rail Grade Crossings



Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Figure 25. Fatalities at Rail Grade Crossings as Percent of All Crashes

Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Performance Targets

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

Programs and Projects

Operation Lifesaver Coordinator – Railroad Crossings (2015-60-10)

This project supported the Operation Lifesaver director with funds for a portion of salary, travel, and training. This project successfully completed outreach through schools, display booths, and community education programs with an emphasis on the 13 high-risk parishes. In 2015, Louisiana Operation Lifesaver conducted 18 face-to-face training classes to 53 students. The Operation Lifesaver volunteers made 82 presentations to a variety of schools, driver's education classes, firefighters, school bus drivers, professional drivers, corporations, and other organizations.

4.7 Community Traffic Safety Program

The Community Traffic Safety Program concept has been implemented in Louisiana to empower local communities to evaluate their local needs based on data and develop strategies to improve their traffic safety problems. The LHSC will continue to utilize available Section 402 and other appropriate funds to target local communities that have the potential to embrace this concept in improving traffic safety at the local level.

Performance Targets

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

Programs and Projects

Tangipahoa Reshaping Attitudes for Community Change (TRACC) Coalition (2015-10-10)

This project, formerly a Safe Community model, was reconstituted to address the No Refusal Sobriety Enforcement effort in their community. The program provided certified medical technicians to collect evidence (blood draws) when warrants were issued or at sobriety checkpoints. There was also a media component to the program which called for press releases and media outreach. For the fiscal year, certified technicians were available on 122 different occasions for blood draws (averaging 10+ per month, at least every weekend). Additionally, three press releases were issued throughout the year (Christmas, Mardi Gras, and Drive Sober in August), plus twelve billboards were partially funded to display impaired driving messaging.

Sheriff's Safety Town – Caddo Parish (2015-70-10)

This program continued to increase occupant protection awareness among children and adults across Northwest Louisiana. Funding was used for the purchase of educational materials to be distributed to participants at the Sheriff's Safety Town and program supplies.

South Central Regional Coalition Mini Grant Program (2015-70-12)

This project successfully addressed the impaired driving and occupant protection issues in their community. The group held at a minimum quarterly meetings of their multidisciplinary membership, coordinated a traffic safety summit, and successfully developed and implemented data-driven action plans for both impaired driving and occupant protection. The group worked throughout the year to expand resources, partnerships and support other traffic safety initiatives to reduce impaired driving and increase occupant protection use in their community.

Metro Bicycle Coalition (DBA Bike Easy) (2015-70-13)

The Bike Easy outreach initiative focused on young road users, including young motorists, pedestrians, and bike riders, teaching skills to keep themselves safe, as well as ensuring that young motorists are aware of their responsibilities to other road users. Twenty community bicycle workshops, 5 young motorist trainings and 14 Bike Light Bike Right interventions were conducted. At these events, educational materials were distributed such as Bicycle Map and Commuter Guides, 16 League of American Bicyclists' Quick Guide to Smart Cycling and DOTD Safety Door hangers.

Regional Coalition Programmatic Grants (2015-70-20)

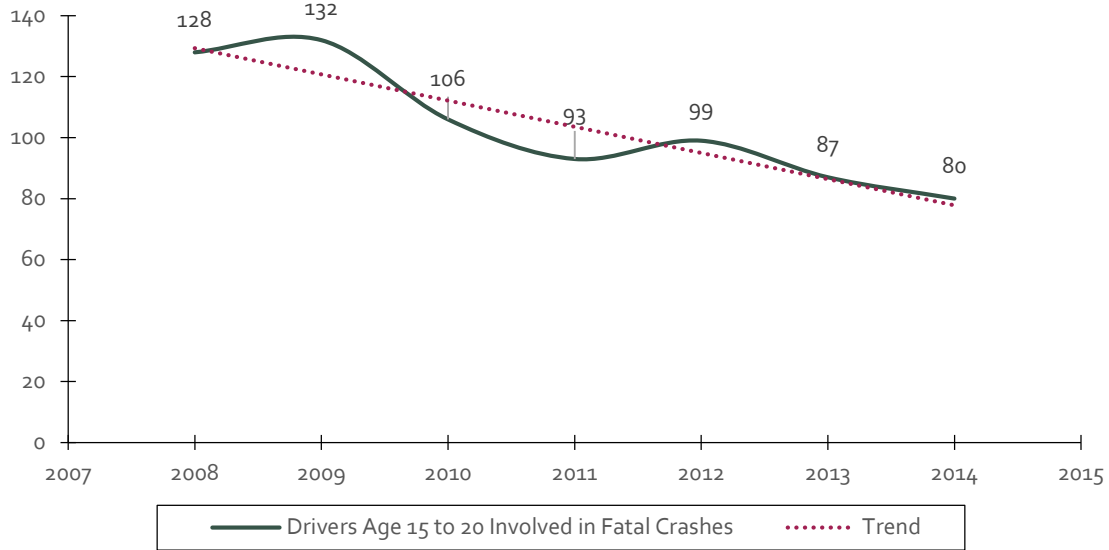
These were funds originally dedicated for use by the State's Regional Traffic Safety Coalitions. No grant applications were received from the Regional Traffic Safety Coalitions and no awards were made under this category.

Social Norms and Marketing Project (SNAP) (2015-10-25)

The SNAP project combined social norming and marketing theories to reduce alcohol-impaired traffic fatalities. The project focused on five high schools in alcohol-impaired Tier I parishes in Southwest Louisiana. A unique social norming campaign was implemented within each school helping students understand that if they misperceive the norms of a desired group, they are at risk for engaging in problematic behavior. Pre- and post-tests show that four out of five students do not engage in alcohol consumption and do not approve of drinking and driving. 2,548 pre-tests were turned in to determine social norm perceptions of each participating school and 4,949 students were reached through peer-to-peer campaigns in FFY 2015.

4.8 Young Driver Traffic Safety Program

For the first time the FFY 2015 Highway Safety Plan outlined a specific young driver program as a stand-alone programmatic area instead of being embedded within the other safety program areas. LHSC did this to strengthen the youth based programs focused on novice drivers who are the most likely to take risks on the road, including drinking and driving. With a highly effective GDL law in place in Louisiana, these evidence-based education programs were chosen to compliment and support the law. As a result of these efforts Louisiana has seen the number of fatal crashes involving drivers 15-20 fall each of the last three years, dropping from 99 in 2012 to 80 in 2014.

Figure 26. Drivers Age 15-20 Involved in Fatal Crashes

Source: NHTSA STSI/FARS. Accessed 12/2/2015.

Performance Targets

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

Programs and Projects

Sudden Impact Comprehensive Statewide Project (2015-55-10)

This statewide comprehensive injury prevention program targeted adolescents to decrease the number of alcohol-impaired traffic fatalities, as well as participation in high-risk behavior that often times accompanies driving while intoxicated. The program increased knowledge, created positive attitudes, and influenced healthy decision making skills to help curb impaired driving through a multidisciplinary, multi-tiered approach. The program was in partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness was measured through pre- and post-tests, which indicated a 19.26 percent difference. Sudden Impact reached 8,215 students at 228 hospital / classroom based presentations, 8,459 students at 18 Mock Crash presentations, 3,162 students at Mock Trial presentations, 1,079 students at Senior Sessions, and 1,422 participants in Parent Session presentations.

Ready, Set, DRIVE! (2015-55-11)

This program is designed to educate young drivers about the negative effects of distracted driving, underage drinking and impaired driving, and not wearing a seat belt in an effort to initiate positive behavioral change in regards to occupant protection and traffic safety. Ready, Set, DRIVE!

operates on a behavior based modification approach and uses service learning / peer-to-peer opportunities to create a hands-on approach to the learning process. Participants are taught to recognize, assess, and change their risky driving behaviors in an effort to decrease the number of motor vehicle crashes on Louisiana roads, and to develop wise adult drivers. 30 percent of the presentation material is focused on alcohol education. 161 presentations were conducted to reach over 5,000 students in four Tier I parishes (Ascension, East Baton Rouge, Livingston, and West Baton Rouge). Ready, Set, DRIVE! also participated in 23 prevention events which reached 16,378 attendees.

Think First for Teens Program (2015-55-12)

ThinkFirst coordinated and implemented 80 program presentations on underage drinking and impaired driving for youth and young adults to reduce the overall number of alcohol-related and occupant protection fatalities in 2015. These programs were conducted through high schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc. in Northwest Louisiana. Students received first-hand testimony from a VIP speaker on how choices can lead to significant consequences. They are also taught how different areas of the brain can be affected, such as the function of the spinal cord and the basic concepts of paraplegia and quadriplegia, and how they relate the use of alcohol and the consequences of impairment. Through these programs, ThinkFirst reached 8,801 participants. Program effectiveness is measured through pre- and post-tests which indicated a 25 percent increase in knowledge of underage drinking, impaired driving, and occupant protection.

4.9 Hazard Elimination/Highway Safety Improvement Program (HSIP)

Funds transferred to the Section 402 program pursuant to Section 154 and Section 164 were administered, by mutual agreement, by the DOTD in their Hazard Elimination program. The LHSC participates in the project selection process of the Hazard Elimination.

Performance Targets

- The LHSC also utilized a portion of these funds for impaired driving enforcement activities. For progress on these activities, see the Impaired Driving Section.

Programs and Projects

Hazard Elimination/Highway Safety Improvement Program (HSIP) FY 15 (2015-90-00)

This project funded installation or consultation on countermeasures on Louisiana's streets, roads and highways designed to eliminate hazards to the motoring public, thereby reducing the number of traffic crashes involving deaths and/or serious injuries. Projects within this program included, but were not limited to, constructing turn lanes, roundabouts; retrofitting interstates and other routes with rumble strips; bridge and guard rail installation/rehabilitation; improving roadway

alignments; intersection improvements; signal installation and upgrades; lighting; improvements in the collection, processing, and analysis of traffic crash data; and SHSP implementation activities. DOTD provided the LHSC with a 154/164 Hazard Elimination Plan outlining project numbers, project periods, names, contracting agencies, brief descriptions and budget information.

4.10 Planning and Administration

The LHSC supported a comprehensive Planning and Administrative Program that provided the management, supervision, and support services for the activities necessary to operate the State and Community Highway Safety Grant Program and other state and Federally funded highway safety programs. The administrative staff is experienced with long-term employment in the highway safety office that contributes to the successful management of highway safety programs and projects. Total costs for planning and administration were nine percent of the total Section 402 funds allocated, well under the 13 percent MAP-21 ceiling for such costs. The State of Louisiana contributed 50 percent of the total planning and administration costs in addition to providing office space, utilities, and some supplies for the highway safety office.

Performance Targets

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

Programs and Projects

Planning and Administration (2015-01-01)

These funds paid for the direct and indirect expenses attributable to overall management of the State's Highway Safety Plan. Costs include salaries and related personnel benefits for the Governors' Representative for Highway Safety and for other technical, administrative, and clerical staff for the States' Highway Safety Offices. Planning and administration costs also include other office costs, such as travel, equipment, supplies and utility expenses necessary to carry out the functions of the LHSC office.

H&M Consulting (2015-01-10)

This project contractor successfully delivered a presentation to nearly 100 traffic safety stakeholders from around the state on the 2014 crash data, and provided a statistical analysis on the 2015 seat belt observational survey data. In addition, the contractor prepared several small ad hoc reports for the LHSC staff regarding highway safety issues that arose during the year, particularly during the legislative session.

Cambridge Systematics (2015-01-11 and 2015-01-14)

These projects provided support in the coordination, design, and preparation of the FFY 2014 Annual Report, and the FFY 2016 Highway Safety Plan, Section 405 application, and Statewide Impaired Driving Plan.

LHSC Sponsored Travel and Training (2015-01-12)

Used to fund travel and training for LHSC staff and other traffic safety partners.

Traffic Safety Program Consultant (2015-01-13)

This project contractor successfully assisted LHSC staff with gathering and reporting grant funded enforcement statistics, research, and other related functions to enhance the overall mission of reducing deaths and serious injuries on Louisiana's highways.

The contractor received monthly claims submitted by the 60 year-long grantee law enforcement agencies and 72 agencies awarded grants for special wave enforcement. The data was assimilated, organized, and prepared into report form. In addition, the contractor represented the LHSC at eleven Southeast Louisiana DWI task Force meetings, and four DOTD Northshore Regional Traffic Safety Coalition meetings, one Governor's DWI Task Force meetings and participated in the Louisiana District Attorneys Association/SELA annual meetings.

Preusser Research Group (partial) (2015-15-10)

Preusser Research Group (PRG) conducted observational surveys and provided reports using the data collected as required by NHTSA to determine adult safety belt (daytime and nighttime), child passenger safety restraints, and motorcycle helmet usage in Louisiana. This allows LHSC to focus on the problematic targeted areas by increasing funding and resources.

Program Management Projects (2015-10-00 through 2015-70-00). The funds for these eight program management projects pay for the direct expenses attributable to the management of specific program areas of the State's Highway Safety Plan. Costs include salaries and related personnel benefits directly attributable to each program area and for other technical, administrative, and clerical staff expenses necessary to manage these programs.

- Program Management – Impaired (2015-10-00);
- Program Management – Occupant Protection (2015-20-00);
- Program Management – Police Traffic Services (2015-30-00);
- Program Management – Traffic Records (2015-40-00);
- Program Management – Motorcycle (2015-50-00);
- Program Management – Teen Safety (2015-55-00);
- Program Management – Railroad/Highway (2015-60-00); and
- Program Management – Community Traffic Safety (2015-70-04).

5.0 SAFETY COMMUNICATIONS

The goal for safety communications was to raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2015. In an effort to achieve this goal in 2013, the LHSC contracted with a new media vendor. This vendor, Graham Group, worked with the LHSC to place paid and earned media to raise the level of awareness among Louisiana citizens regarding traffic safety issues. The comprehensive media strategy employed by the LHSC during FFY 2015 included enforcement messaging, social norming messages, earned media, and a social media component. Safety communications played a large role in supporting the enforcement strategies and supporting the goals of the LHSC.

The LHSC prepares an annual Marketing and Communications Plan that drives the coordination of each NHTSA campaign and the collaborative enforcement activities. The plan ensured campaign messages were targeted statewide and to specific audiences when data identified the need. The Graham Group provided professional guidance in plan development and the facilitation of all media placements. Overall placements were assessed through post media buy analysis and through ongoing assessment of individual markets and vendors who were producing the expected levels of donated space.

In addition to paid media, the LHSC contracted for specific earned media efforts to supplement the paid campaign. The LHSC issued numerous news releases and editorial columns throughout the fiscal year and arranged for numerous television and radio appearances for the Governor's Highway Safety Representative. The LHSC also continued its venture in the social media arena through Twitter, Facebook, and YouTube in FFY 2015 in recognition of the increasing importance of social media as an effective media to reach not only the target audience but also the general public.

Paid media for Drive Sober or Get Pulled Over and Click it or Ticket was conducted to support national campaigns. Earned media also played an important role in educating the public on traffic safety throughout the year. Attitudinal surveys were conducted to measure the reach of the outreach and media program.

5.1 Paid Media

Paid media flights were planned based on a strategic assessment of crash statistics, driver and passenger demographics, planned enforcement periods, available messaging, and funds to determine the most effective marketing and communications plan. Table 6 summarizes paid media expenditures in FFY 2015.

Table 6. Summary of FFY 2015 Paid Media Air Time Expenditures

Campaign Name	Television Spots Paid/Donated Spots	Radio Spots Paid/Donated Spots	Impressions Radio/TV/ On-Line	TV and Radio Earned/Donated Spots	Amount Paid
CIOT – Thanksgiving	9,482	7,394	21,272,876	9,101	509,022
Drive Sober – Holiday	9,328	7,559	21,397,159	9,848	494,031
Sports	–	–	6,239,815	–	111,799
Geofencing	–	–	9,744,873	–	55,073
Drive Sober – Mardi Gras	–	–	15,443,732	–	232,839
BUIYT – April	7,973	7,933	23,292,398	8,344	511,544
CIOT May	9614	7951	24,736,978	9673	521,596
Drive Sober – Labor Day	14158	9933	23,050,192	12588	648,726
Paid Media Totals	50,555	40,770	145,178,023	49,554	3,084,631

Funding Sources: 405B LOW; CIOT/HSIP; 154AL.

5.2 Earned Media

A number of earned media initiatives were completed for the FFY 2015. The news releases, letters, and columns Heitman Communications issued were published hundreds of times by print publications in Louisiana. In addition, thousands of social media postings were made, and many of these were reposted by others. The following is a calendar listing of these items.

October 2014

- 2014 Halloween news release.
- Teen driver safety week release.
- Social media.

November 2014

- CIOT Thanksgiving news release.
- Social media.

December 2014

- Drive Sober Or Get Pulled Over Christmas news release.
- New Year's designated driver news release.
- Social media.

January 2015

- Crash data report release.
- Super Bowl news release.
- New Year's DWI Op-Ed.
- Rail grade release.
- Social media.

February 2015

- Mardi Gras news release.
- Mardi Gras Op-Ed.
- Mardi Gras video news release.
- Social media.

March 2015

- DWI enforcement awards news release and Advisory.
- National Lifesaver award release.
- St. Patrick's Day news release.
- Teen safety Op-Ed.
- DWI Awards comments for Col. LeBlanc.
- DWI enforcement awards video news release.
- DWI Awards release.
- Social media.

April 2015

- Graduation letter to the editor.
- Motorcycle safety news release and media advisory.
- Distracted driving news release.
- Cinco de Mayo news release.
- Easter news release.
- Buckle Up in Your Truck release.
- Buckle Up in Your Truck event: planning, fact sheets, talking points, media advisory, etc.
- Social media.

May 2015

- CIOT news release.
- CIOT news conference: planning, fact sheets, talking points, media advisory, etc.
- Motorcycle safety news release and media advisory.
- Distracted driving news release.
- Cinco de Mayo news release.
- Easter news release.
- Bicycle/Pedestrian safety release.
- Kids out of school release.
- Social media.

June 2015

- Fourth of July news release.
- Speed kills news release.
- Social media.

July 2015

- Summer travel release.
- Hot cars (heatstroke prevention) release
- Social media.

August 2015

- Drive Sober Or Get Pulled Over news conference in Baton Rouge (media advisory, news release, talking points, fact sheet, etc.)
- Drive Sober video news release.
- Back to school release.
- Stop on Red letter to the editor.
- Social media.

September 2015

- Football tailgating release.
- Seat belt survey 2015 news release.
- Child Safety Week release.

Video News Releases

Heitman Communications partnered with Hometown Productions to script, video record, produce, and distribute three video news releases (VNR). Each VNR was offered via satellite to 23 television stations that broadcast local news in the seven Louisiana television markets. In addition, each VNR was broadcast repeatedly for four weeks on the Louisiana Hometown Network, which includes stations in most Louisiana markets. The VNRs were also posted on YouTube.

1. Mardi Gras Impaired Driving prevention February 2015;
2. DWI enforcement awards March 2015; and
3. Labor Day Drive Sober wave August 2015.

LHSC contracted with media monitoring service to monitor articles relating to alcohol, occupant protection, distracted driving, teens, and a number of other topics of interest to LHSC that had an estimated value. According to the service, the estimated value of:

- All traffic safety related earned print media was \$553,494.60;
- Print media involving occupant protection was \$64,655.80; and
- Print media involving alcohol was \$230,011.79.

The above estimates include all print found by the monitoring service. Television and radio publicity or publicity from broadcast of the video news releases produced under the contractor was not included in the earned media value estimates. Nor do the estimates include digital media, such as articles published online. These estimates were submitted to the LHSC by the media monitoring service.

5.3 Attitudinal/Awareness Survey Results

Through this strategic use of media the LHSC were able to raise the citizens' level of awareness of traffic safety issues. The LHSC has implemented telephone attitudinal surveys to assess how the target audience's knowledge, attitude, and actions were affected by the impaired driving and occupant protection messages. The FFY 2015 telephone surveys were of 700 licensed motorists statewide. The survey results are detailed in Tables 7 and 8.

Table 7. Attitudinal Survey of Louisiana Drivers

	2014	2015
How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle, or pick up? "Always" and "Nearly Always"	95.4%	95.3%
What do you think the chances are of getting a ticket if you do not wear your safety belt? "Very likely" and "Somewhat likely"	77.0%	75.5%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? "Yes"	43.3%	37.9%
Do you recall having heard or read any ads or announcements recently with the slogan: "click it or ticket"? Yes or no.	85.7% Yes	86.3%
Would you favor or oppose increasing the fine for not wearing a seat belt from \$25 to \$100?	52.4% Favor	52.7% Favor
What do you think the chances are of getting a ticket if you drive over the speed limit? "Very Likely" and "Somewhat Likely"	87.6%	86.8%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? "Yes"	35.5%	38.2%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? "Always" and "Nearly Always"	18.4%	15.9%
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph? "Always" and "Nearly Always"	9.7%	11.3%
What do you think the chances are of someone getting arrested if they drive after drinking? "Very Likely" and "Somewhat Likely"	84%	83.1%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? "Yes"	63.7%	69.2%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? "None"	57%	57.6%
Do you recall having heard or read any ads or announcements recently with the slogan: "drive sober or get pulled over"? Yes or no.	66.8%	78.9%
Would you favor or oppose a new state law which prohibits using a hand-held cell phone while driving? "Favor"	59.9%	62.7%
In your opinion, should Louisiana's motorcycle helmet law be repealed? "No"	69.8%	70.4%

Source: Highway Safety Issues Attitudinal Survey Drivers 2014 and 2015.

Table 8. Selection of Distracted Driving Questions from Telephone Survey

Year	Always, nearly always, or sometimes text while driving	Know there is a texting ban while driving	Know there is a ban on accessing social media while driving	Favor a new state law prohibiting hand-held phone while driving	Favor a new state law prohibiting using hands-free phone while driving
2013	N/A	87.50%	69.60%	61.60%	48.00%
2014	10.40%	92.30%	69.60%	59.90%	31.00%
2015	11.60%	91.40%	67.40%	62.70%	32.70%

Source: Highway Safety Issues Attitudinal Survey Drivers 2013, 2014, and 2015.

6.0 PROGRAM FUNDING

This section presents various aspects of the funding that supports the highway safety office and its various programs and initiatives. Section 6.1 is a replication of the Final Voucher for FFY 2015 that shows obligated and expended funds by funding source. Section 6.2 details the final HS-217. The report in Section 6.3 shows the state match and aid to local for each of the funding sources which were planned and expended in FFY 2015. The final table in Section 6.4 is a list of all projects funded for the FFY 2015 period. The projects are listed by the funding source from which they were paid. Some agencies and projects are repeated as they are funded from several eligible sources.

Table 9. 2015 Final Voucher

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-00-01-00	Planning and Administration	\$392,874.02	\$0.00	\$713,153.06	\$326,731.35	\$272,468.91	\$54,262.44
Planning and Administration Total			\$392,874.02	\$0.00	\$713,153.06	\$326,731.35	\$272,468.91	\$54,262.44
Alcohol								
	AL-2015-10-00-00	Program Management-AL	\$173,553.30	\$0.00	\$173,553.30	\$173,553.30	\$171,653.50	\$1,899.80
Alcohol Total			\$173,553.30	\$0.00	\$173,553.30	\$173,553.30	\$171,653.50	\$1,899.80
Motorcycle Safety								
	MC-2015-00-00-00	Motorcycle Safety Training Program	\$33,419.00	\$0.00	\$0.00	\$0.00	\$33,342.61	-\$33,342.61
	MC-2015-50-00-00	Program Management-MC	\$9,558.83	\$0.00	\$9,155.46	\$9,155.46	\$8,598.78	\$556.68
Motorcycle Safety Total			\$42,977.83	\$0.00	\$9,155.46	\$9,155.46	\$41,941.39	-\$32,785.93
Occupant Protection								
	OP-2015-20-00-00	Program Management – OP	\$83,160.59	\$0.00	\$82,586.87	\$82,586.87	\$78,665.42	\$3,921.45
Occupant Protection Total			\$83,160.59	\$0.00	\$82,586.87	\$82,586.87	\$78,665.42	\$3,921.45
Police Traffic Services								
	PT-2015-30-00-00	Program Management – PTS	\$216,819.83	\$0.00	\$215,954.93	\$215,954.93	\$198,910.69	\$17,044.24
	PT-2015-30-01-00	PTS Projects	\$2,102,197.39	\$1,506,143.98	\$2,634,319.14	\$2,102,197.39	\$2,040,309.11	\$61,888.28
Police Traffic Services Total			\$2,319,017.22	\$1,506,143.98	\$2,850,274.07	\$2,318,152.32	\$2,239,219.80	\$78,932.52
Traffic Records								
	TR-2015-40-00-00	Program Management – TR	\$199,419.84	\$0.00	\$199,419.84	\$199,419.84	\$192,417.42	\$7,002.42
	TR-2015-40-01-00	Traffic Records Projects	\$127,851.20	\$0.00	\$127,775.82	\$127,775.82	\$127,775.82	\$0.00
Traffic Records Total			\$327,271.04	\$0.00	\$327,195.66	\$327,195.66	\$320,193.24	\$7,002.42

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
Community Traffic Safety Project								
	CP-2015-70-00-00	Program Management – CP	\$14,365.36	\$0.00	\$13,055.86	\$13,055.86	\$12,032.33	\$1,023.53
	CP-2015-70-01-00	Community Traffic Safety Projects	\$8,950.00	\$0.00	\$47,913.86	\$47,913.86	\$58,794.53	-\$10,880.67
	Community Traffic Safety Project Total		\$73,315.36	\$0.00	\$60,969.72	\$60,969.72	\$70,826.86	-\$9,857.14
Railroad/Highway Crossings								
	RH-2015-60-00-00	Program Management – RH	\$4,819.28	\$0.00	\$4,389.59	\$4,389.59	\$3,959.30	\$430.29
	RH-2015-60-01-00	Railroad/Highway Crossings Projects	\$36,726.00	\$0.00	\$36,726.00	\$36,726.00	\$36,726.00	\$0.00
	Railroad/Highway Crossings Total		\$41,545.28	\$0.00	\$41,115.59	\$41,115.59	\$40,685.30	\$430.29
Teen Safety Program								
	TSP-2015-55-00-00	Program Management – TSP	\$42,503.98	\$0.00	\$42,503.98	\$42,503.98	\$41,334.61	\$1,169.37
	TSP-2015-55-01-00	Teen Safety Program Projects	\$195,120.04	\$0.00	\$195,120.04	\$195,120.04	\$180,135.04	\$14,985.00
	Teen Safety Program Total		\$237,624.02	\$0.00	\$237,624.02	\$237,624.02	\$221,469.65	\$16,154.37
NHTSA 402 Total			\$3,691,338.66	\$1,506,143.98	\$4,495,627.75	\$3,577,084.29	\$3,457,124.07	\$119,960.22
408 Data Program SAFETEA-LU								
	K9-2015-00-00-00	TRCC Projects	\$448,272.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	408 Data Program Incentive Total		\$448,272.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	408 Data Program SAFETEA-LU Total		\$448,272.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
410 High Visibility								
	K8HV-2015-00-00-00	High Visibility Enforcement Projects	\$68,699.01	\$0.00	\$274,796.04	\$68,699.01	\$68,699.01	\$0.00
	410 High Visibility Total		\$68,699.01	\$0.00	\$274,796.04	\$68,699.01	\$68,699.01	\$0.00
2010 Motorcycle Safety								
	K6-2015-00-00-00	Motorcycle Grant	\$19,826.37	\$0.00	\$19,826.37	\$19,826.37	\$14,870.22	\$4,956.15
	2010 Motorcycle Safety Incentive Total		\$19,826.37	\$0.00	\$19,826.37	\$19,826.37	\$14,870.22	\$4,956.15
	2010 Motorcycle Safety Total		\$19,826.37	\$0.00	\$19,826.37	\$19,826.37	\$14,870.22	\$4,956.15

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
154 Transfer Funds								
	154AL-2015-00-00-00	Special Waves and Other Projects Alcohol	\$1,766,661.97	\$1,100,338.62	\$1,205,763.23	\$1,205,763.23	\$1,097,909.02	\$107,854.21
154 Alcohol Total			\$1,766,661.97	\$1,100,338.62	\$1,205,763.23	\$1,205,763.23	\$1,097,909.02	\$107,854.21
154 Paid Media								
	154PM-2015-00-00-00	Paid Media	\$1,545,000.00	\$0.00	\$1,542,468.17	\$1,542,468.17	\$1,542,468.17	\$0.00
154 Paid Media Total			\$1,545,000.00	\$0.00	\$1,542,468.17	\$1,542,468.17	\$1,542,468.17	\$0.00
154 Hazard Elimination								
	154HE-2015-00-00-00	Transfer funds Projects	\$20,313,298.06	\$0.00	\$5,169,146.56	\$5,169,146.56	\$4,774,414.95	\$394,731.61
154 Hazard Elimination Total			\$20,313,298.06	\$0.00	\$5,169,146.56	\$5,169,146.56	\$4,774,414.95	\$394,731.61
154 Transfer Funds Total			\$23,624,960.03	\$1,100,338.62	\$7,917,377.96	\$7,917,377.96	\$7,414,792.14	\$502,585.82
164 Transfer Funds								
	164AL-2015-00-00-00	DWI Automation and Other Alcohol Project	\$4,676,375.92	\$871,572.33	\$972,270.39	\$972,270.39	\$950,544.83	\$21,725.56
164 Alcohol Total			\$4,676,375.92	\$871,572.33	\$972,270.39	\$972,270.39	\$950,544.83	\$21,725.56
164 Hazard Elimination								
	164HE-2015-00-00-00	Transfer Funds Projects	\$20,313,645.15	\$0.00	\$5,169,146.53	\$5,169,146.53	\$4,774,414.92	\$394,731.61
164 Hazard Elimination Total			\$20,313,645.15	\$0.00	\$5,169,146.53	\$5,169,146.53	\$4,774,414.92	\$394,731.61
164 Transfer Funds Total			\$24,990,021.07	\$871,572.33	\$6,141,416.92	\$6,141,416.92	\$5,724,959.75	\$416,457.17
MAP 21.405b OP Low								
	M2HVE-2015-00-00-00	OP HVE Enforcement Projects	\$565,982.48	\$0.00	\$784,128.88	\$421,426.37	\$508,391.91	-\$86,965.54
405b Low HVE Total			\$565,982.48	\$0.00	\$784,128.88	\$421,426.37	\$508,391.91	-\$86,965.54

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
405b OP Low								
	M2X-2015-00-00-00	Occupant Protection – Other Projects	\$961,700.00	\$.00	\$942,418.12	\$942,418.12	\$942,418.12	\$.00
405b OP Low Total			\$961,700.00	\$.00	\$942,418.12	\$942,418.12	\$942,418.12	\$.00
MAP 21 405b OP Low Total			\$1,527,682.48	\$.00	\$1,726,547.00	\$1,363,844.49	\$1,450,810.03	-\$86,965.54
MAP 21 405c Data Program								
	M3DA-2015-00-00-00	TRCC Projects	\$2,067,017.63	\$.00	\$429,436.99	\$343,549.59	\$343,549.59	\$.00
405c Data Program Total			\$2,067,017.63	\$.00	\$429,436.99	\$343,549.59	\$343,549.59	\$.00
MAP 21 405c Data Program Total			\$2,067,017.63	\$.00	\$429,436.99	\$343,549.59	\$343,549.59	\$.00
MAP 21 405d Impaired Driving High								
	M4HVE-2015-00-00-00	Impaired Driving Projects	\$394,977.15	\$.00	\$488,655.81	\$390,924.65	\$390,924.65	\$.00
405d High HVE Total			\$394,977.15	\$.00	\$488,655.81	\$390,924.65	\$390,924.65	\$.00
MAP 21 405d Impaired Driving High Total			\$394,977.15	\$.00	\$488,655.81	\$390,924.65	\$390,924.65	\$.00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2015-00-00-00	Impaired Driving HVE Projects	\$2,154,285.88	\$.00	\$1,942,247.50	\$1,317,660.90	\$1,353,746.80	-\$36,085.90
405d Mid HVE Total			\$2,154,285.88	\$.00	\$1,942,247.50	\$1,317,660.90	\$1,353,746.80	-\$36,085.90
405d Mid Court Support								
	M5CS-2015-00-00-00	Impaired Driving Court Support	\$495,675.00	\$.00	\$264,901.90	\$264,901.90	\$264,901.90	\$.00
405d Mid Court Support Total			\$495,675.00	\$.00	\$264,901.90	\$264,901.90	\$264,901.90	\$.00
405d Mid BAC Testing/Reporting								
	M5BAC-2015-00-00-00	Impaired Driving BAC Projects	\$68,100.00	\$.00	\$58,767.36	\$58,767.36	\$58,767.36	\$.00
405d Mid BAC Testing/Reporting Total			\$68,100.00	\$.00	\$58,767.36	\$58,767.36	\$58,767.36	\$.00
405d Mid Paid/Earned Media								
	M5PEM-2015-00-00-00	Impaired Driving Paid Media Projects	\$16,000.00	\$.00	\$6,351.50	\$6,351.50	\$12,785.00	-\$6,433.50

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
405d Mid Paid/Earned Media Total			\$16,000.00	\$0.00	\$6,351.50	\$6,351.50	\$12,785.00	-\$6,433.50
405d Mid Other Based on Problem ID								
	M5OT-2015-00-00-00	Impaired Driving – Other Projects	\$831,408.00	\$0.00	\$821,368.06	\$821,368.06	\$808,145.35	\$13,222.71
405d Mid Other Based on Problem ID Total			\$831,408.00	\$0.00	\$821,368.06	\$821,368.06	\$808,145.35	\$13,222.71
MAP 21 405d Impaired Driving Mid Total			\$3,555,468.88	\$0.00	\$3,093,636.32	\$2,469,049.72	\$2,498,346.41	-\$29,296.69
MAP 21 405f Motorcycle Programs								
	M9MT-2015-00-00-00	Motorcyclists Training Projects	\$49,487.32	\$0.00	\$66,780.69	\$45,742.14	\$35,521.71	\$10,220.43
405f Motorcyclist Training Total			\$49,487.32	\$0.00	\$66,780.69	\$45,742.14	\$35,521.71	\$10,220.43
405f Motorcyclist Awareness								
	M9MA-2015-00-00-00	Motorcyclists Awareness Projects	\$39,992.00	\$0.00	\$38,412.03	\$38,412.03	\$38,412.03	\$0.00
405f Motorcyclist Awareness Total			\$39,992.00	\$0.00	\$38,412.03	\$38,412.03	\$38,412.03	\$0.00
MAP 21 405f Motorcycle Programs Total			\$89,479.32	\$0.00	\$105,192.72	\$84,154.17	\$73,933.74	\$10,220.43
NHTSA Total			\$60,487,743.59	\$3,478,054.93	\$24,692,513.88	\$22,375,927.17	\$21,438,009.61	\$937,917.56
Total			\$60,487,743.59	\$3,478,054.93	\$24,692,513.88	\$22,375,927.17	\$21,438,009.61	\$937,917.56

Table 10. 2015 Financial Summary (HS 217)

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-00-01-00	Planning and Administration	\$503,993.00	\$.00	\$503,993.00	\$.00	\$503,993.00	\$.00
	PA-2015-70-01-00	Planning and Administration	\$.00	\$503,993.00	\$.00	\$.00	\$.00	\$.00
Planning and Administration Total			\$503,993.00	\$503,993.00	\$503,993.00	\$.00	\$503,993.00	\$.00
Alcohol								
	AL-2015-10-00-00	Program Management-AL	\$232,597.00	\$.00	\$232,597.00	\$.00	\$232,597.00	\$.00
Alcohol Total			\$232,597.00	\$.00	\$232,597.00	\$.00	\$232,597.00	\$.00
Motorcycle Safety								
	MC-2015-00-00-00	Motorcycle Safety Training Program	\$81,219.93	\$.00	\$81,219.93	\$.00	\$81,219.93	\$.00
	MC-2015-50-00-00	Program Management-MC	\$32,013.00	\$.00	\$32,013.00	\$.00	\$32,013.00	\$.00
Motorcycle Safety Total			\$113,232.93	\$.00	\$113,232.93	\$.00	\$113,232.93	\$.00
Occupant Protection								
	OP-2015-20-00-00	Program Management – OP	\$149,811.00	\$.00	\$149,811.00	\$.00	\$149,811.00	\$.00
Occupant Protection Total			\$149,811.00	\$.00	\$149,811.00	\$.00	\$149,811.00	\$.00
Police Traffic Services								
	PT-2015-30-00-00	Program Management – PTS	\$243,743.00	\$.00	\$243,743.00	\$.00	\$243,743.00	\$.00
	PT-2015-30-01-00	PTS Projects	\$2,291,871.00	\$509,062.00	\$2,291,871.00	\$.00	\$2,291,871.00	\$1,595,087.00
Police Traffic Services Total			\$2,535,614.00	\$509,062.00	\$2,535,614.00	\$.00	\$2,535,614.00	\$1,595,087.00

Program Area	Project	Description	Prior Approved Program			State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
			Program Funds	Funds	Funds					
Traffic Records										
	TR-2015-40-00-00	Program Management – TR	\$136,251.00	\$0.00	\$136,251.00	\$0.00	\$136,251.00	\$0.00	\$0.00	
	TR-2015-40-01-00	Traffic Records Projects	\$110,000.00	\$0.00	\$110,000.00	\$0.00	\$110,000.00	\$0.00	\$0.00	
	Traffic Records Total		\$246,251.00	\$0.00	\$246,251.00	\$0.00	\$246,251.00	\$0.00	\$0.00	
Community Traffic Safety Project										
	CP-2015-70-00-00	Program Management – CP	\$40,581.00	\$0.00	\$40,581.00	\$0.00	\$40,581.00	\$0.00	\$0.00	
	CP-2015-70-01-00	Community Traffic Safety Projects	\$65,950.00	\$0.00	\$65,950.00	\$0.00	\$65,950.00	\$0.00	\$65,950.00	
	Community Traffic Safety Project Total		\$106,531.00	\$0.00	\$106,531.00	\$0.00	\$106,531.00	\$0.00	\$65,950.00	
Railroad/Highway Crossings										
	RH-2015-60-00-00	Program Management – RH	\$2,205.00	\$0.00	\$2,205.00	\$0.00	\$2,205.00	\$0.00	\$0.00	
	RH-2015-60-01-00	Railroad/Highway Crossings Projects	\$36,726.00	\$0.00	\$36,726.00	\$0.00	\$36,726.00	\$0.00	\$0.00	
	Railroad/Highway Crossings Total		\$38,931.00	\$0.00	\$38,931.00	\$0.00	\$38,931.00	\$0.00	\$0.00	
Teen Safety Program										
	TSP-2015-55-00-00	Program Management – TSP	\$12,488.00	\$0.00	\$12,488.00	\$0.00	\$12,488.00	\$0.00	\$0.00	
	TSP-2015-55-01-00	Teen Safety Program Projects	\$143,991.00	\$0.00	\$143,991.00	\$0.00	\$143,991.00	\$0.00	\$0.00	
	Teen Safety Program Total		\$156,479.00	\$0.00	\$156,479.00	\$0.00	\$156,479.00	\$0.00	\$0.00	
	NHTSA 402 Total		\$4,083,439.93	\$1,013,055.00	\$4,083,439.93	\$0.00	\$4,083,439.93	\$1,661,037.00	\$0.00	
408 Data Program SAFETEA-LU										
	K9-2015-00-00-00	TRCC Projects	\$448,272.99	\$151,181.25	\$448,272.99	\$0.00	\$448,272.99	\$0.00	\$0.00	
	408 Data Program Incentive Total		\$448,272.99	\$151,181.25	\$448,272.99	\$0.00	\$448,272.99	\$0.00	\$0.00	
	408 Data Program SAFETEA-LU Total		\$448,272.99	\$151,181.25	\$448,272.99	\$0.00	\$448,272.99	\$0.00	\$0.00	
410 Alcohol SAFETEA-LU										
	K8-2015-00-00-00	DWI Court Projects	\$0.00	\$1,652,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	410 Alcohol SAFETEA-LU Total		\$0.00	\$1,652,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
	410 Alcohol SAFETEA-LU Total		\$0.00	\$1,652,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

Program Area	Project	Description	Prior Approved		State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
			Program Funds	Funds					
410 High Fatality Rate									
	K8FR-2015-00-00-00	DWI Court Projects	\$.00	\$417,900.00	\$.00	\$.00	\$.00	\$.00	\$.00
410 High Fatality Rate Total			\$.00	\$417,900.00	\$.00	\$.00	\$.00	\$.00	\$.00
410 High Visibility									
	K8HV-2015-00-00-00	High Visibility Enforcement Projects	\$83,600.00	\$808,800.00	\$83,600.00	\$.00	\$83,600.00	\$.00	\$.00
410 High Visibility Total			\$83,600.00	\$808,800.00	\$83,600.00	\$.00	\$83,600.00	\$.00	\$.00
2010 Motorcycle Safety									
	K6-2015-00-00-00	Motorcycle Grant	\$19,826.37	\$.00	\$19,826.37	\$.00	\$19,826.37	\$.00	\$.00
2010 Motorcycle Safety Incentive Total			\$19,826.37	\$.00	\$19,826.37	\$.00	\$19,826.37	\$.00	\$.00
2010 Motorcycle Safety Total			\$19,826.37	\$.00	\$19,826.37	\$.00	\$19,826.37	\$.00	\$.00
154 Transfer Funds									
	154AL-2015-00-00-00	Special Waves and Other Projects Alcohol	\$3,318,441.06	\$.00	\$3,318,441.06	\$.00	\$3,318,441.06	\$1,945,576.23	\$1,945,576.23
154 Alcohol Total			\$3,318,441.06	\$.00	\$3,318,441.06	\$.00	\$3,318,441.06	\$1,945,576.23	\$1,945,576.23
154 Paid Media									
	154PM-2015-00-00-00	Paid Media	\$1,545,000.00	\$.00	\$1,545,000.00	\$.00	\$1,545,000.00	\$.00	\$.00
154 Paid Media Total			\$1,545,000.00	\$.00	\$1,545,000.00	\$.00	\$1,545,000.00	\$.00	\$.00
154 Hazard Elimination									
	154HE-2015-00-00-00	Transfer Funds Projects	\$20,313,298.06	\$.00	\$20,313,298.06	\$.00	\$20,313,298.06	\$.00	\$.00
154 Hazard Elimination Total			\$20,313,298.06	\$.00	\$20,313,298.06	\$.00	\$20,313,298.06	\$.00	\$.00
154 Transfer Funds Total			\$25,176,739.12	\$.00	\$25,176,739.12	\$.00	\$25,176,739.12	\$1,945,576.23	\$1,945,576.23
164 Transfer Funds									
	164AL-2015-00-00-00	DWI Automation and Other Alcohol Project	\$4,567,865.95	\$.00	\$4,567,865.95	\$.00	\$4,567,865.95	\$4,517,965.95	\$4,517,965.95
164 Alcohol Total			\$4,567,865.95	\$.00	\$4,567,865.95	\$.00	\$4,567,865.95	\$4,517,965.95	\$4,517,965.95

Program Area	Project	Description	Prior Approved			Increase/ (Decrease)	Current Balance	Share to Local
			Program Funds	State Funds	Previous Balance			
164 Hazard Elimination								
	164HE-2015-00-00-00	Transfer Funds Projects	\$20,313,645.15	\$0.00	\$20,313,645.15	\$0.00	\$20,313,645.15	\$0.00
164 Hazard Elimination Total			\$20,313,645.15	\$0.00	\$20,313,645.15	\$0.00	\$20,313,645.15	\$0.00
164 Transfer Funds Total			\$24,881,511.10	\$0.00	\$24,881,511.10	\$0.00	\$24,881,511.10	\$4,517,965.95
MAP 21 405b OP Low								
	M2HVE-2015-00-00-00	OP HVE Enforcement Projects	\$1,024,989.00	\$256,247.25	\$1,024,989.00	\$0.00	\$1,024,989.00	\$0.00
405b Low HVE Total			\$1,024,989.00	\$256,247.25	\$1,024,989.00	\$0.00	\$1,024,989.00	\$0.00
405b OP Low								
	M2X-2015-00-00-00	Occupant Protection – Other Projects	\$761,700.00	\$190,425.00	\$761,700.00	\$0.00	\$761,700.00	\$0.00
405b OP Low Total			\$761,700.00	\$190,425.00	\$761,700.00	\$0.00	\$761,700.00	\$0.00
MAP 21 405b OP Low Total			\$1,786,689.00	\$446,672.25	\$1,786,689.00	\$0.00	\$1,786,689.00	\$0.00
MAP 21 405c Data Program								
	M3DA-2015-00-00-00	TRCC Projects	\$2,066,990.21	\$473,421.75	\$2,066,990.21	\$0.00	\$2,066,990.21	\$0.00
405c Data Program Total			\$2,066,990.21	\$473,421.75	\$2,066,990.21	\$0.00	\$2,066,990.21	\$0.00
MAP 21 405c Data Program Total			\$2,066,990.21	\$473,421.75	\$2,066,990.21	\$0.00	\$2,066,990.21	\$0.00
MAP 21 405d Impaired Driving High								
	M4HVE-2015-00-00-00	Impaired Driving Projects	\$394,977.15	\$247,875.25	\$394,977.15	\$0.00	\$394,977.15	\$0.00
405d High HVE Total			\$394,977.15	\$247,875.25	\$394,977.15	\$0.00	\$394,977.15	\$0.00
MAP 21 405d Impaired Driving High Total			\$394,977.15	\$247,875.25	\$394,977.15	\$0.00	\$394,977.15	\$0.00
MAP 21 405d Impaired Driving Mid								
	M5HVE-2015-00-00-00	Impaired Driving HVE Projects	\$2,154,183.55	\$375,079.25	\$2,154,183.55	\$0.00	\$2,154,183.55	\$0.00
405d Mid HVE Total			\$2,154,183.55	\$375,079.25	\$2,154,183.55	\$0.00	\$2,154,183.55	\$0.00
405d Mid Court Support								
	M5CS-2015-00-00-00	Impaired Driving Court Support	\$495,675.00	\$123,918.75	\$495,675.00	\$0.00	\$495,675.00	\$0.00
405d Mid Court Support Total			\$495,675.00	\$123,918.75	\$495,675.00	\$0.00	\$495,675.00	\$0.00

Program Area	Project	Description	Prior Approved			Increase/ (Decrease)	Current Balance	Share to Local
			Prior Approved Program Funds	State Funds	Previous Balance			
405d Mid BAC Testing/Reporting								
	M5BAC-2015-00-00-00	Impaired Driving BAC Projects	\$68,100.00	\$17,025.00	\$68,100.00	\$0.00	\$68,100.00	\$0.00
405d Mid BAC Testing/Reporting Total			\$68,100.00	\$17,025.00	\$68,100.00	\$0.00	\$68,100.00	\$0.00
405d Mid Paid/Earned Media								
	M5PEM-2015-00-00-00	Impaired Driving Paid Media Projects	\$16,000.00	\$4,000.00	\$16,000.00	\$0.00	\$16,000.00	\$0.00
405d Mid Paid/Earned Media Total			\$16,000.00	\$4,000.00	\$16,000.00	\$0.00	\$16,000.00	\$0.00
405d Mid Other Based on Problem ID								
	M5OT-2015-00-00-00	Impaired Driving – Other Projects	\$831,408.00	\$207,852.00	\$831,408.00	\$0.00	\$831,408.00	\$0.00
405d Mid Other Based on Problem ID Total			\$831,408.00	\$207,852.00	\$831,408.00	\$0.00	\$831,408.00	\$0.00
MAP 21 405d Impaired Driving Mid Total			\$3,565,366.55	\$727,875.00	\$3,565,366.55	\$0.00	\$3,565,366.55	\$0.00
MAP 21 405f Motorcycle Programs								
	M9MT-2015-00-00-00	Motorcyclists Training Projects	\$49,476.19	\$34,890.25	\$49,476.19	\$0.00	\$49,476.19	\$0.00
405f Motorcyclist Training Total			\$49,476.19	\$34,890.25	\$49,476.19	\$0.00	\$49,476.19	\$0.00
405f Motorcyclist Awareness								
	M9MA-2015-00-00-00	Motorcyclists Awareness Projects	\$40,000.00	\$10,000.00	\$40,000.00	\$0.00	\$40,000.00	\$0.00
405f Motorcyclist Awareness Total			\$40,000.00	\$10,000.00	\$40,000.00	\$0.00	\$40,000.00	\$0.00
MAP 21 405f Motorcycle Programs Total			\$89,476.19	\$44,890.25	\$89,476.19	\$0.00	\$89,476.19	\$0.00
NHTSA Total			\$62,596,888.61	\$5,984,070.75	\$62,596,888.61	\$0.00	\$62,596,888.61	\$8,124,579.18
Total			\$62,596,888.61	\$5,984,070.75	\$62,596,888.61	\$0.00	\$62,596,888.61	\$8,124,579.18

Table 11. State-Local Match Summary

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-00-01-00		\$386,421.71 54%	\$326,731.35		\$0.00 0%	\$386,421.71 54%	\$326,731.35 100%
Planning and Administration Total								
			\$386,421.71 54%	\$326,731.35		\$0.00 0%	\$386,421.71 54%	\$326,731.35 100%
Alcohol								
	AL-2015-10-00-00		\$0.00 0%	\$173,553.30		\$0.00 0%		
Alcohol Total								
			\$0.00 0%	\$173,553.30		\$0.00 0%		
Motorcycle Safety								
	MC-2015-00-00-00		\$0.00 0%	\$0.00		\$0.00 0%		
	MC-2015-50-00-00		\$0.00 0%	\$9,155.46		\$0.00 0%		
Motorcycle Safety Total								
			\$0.00 0%	\$9,155.46		\$0.00 0%		
Occupant Protection								
	OP-2015-20-00-00		\$0.00 0%	\$82,586.87		\$0.00 0%		
Occupant Protection Total								
			\$0.00 0%	\$82,586.87		\$0.00 0%		
Police Traffic Services								
	PT-2015-30-00-00		\$0.00 0%	\$215,954.93		\$0.00 0%		
	PT-2015-30-01-00		\$532,121.75 20%	\$2,102,197.39		\$1,506,143.98 72%		

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Police Traffic Services Total			\$532,121.75 19%	\$2,318,152.32		\$1,506,143.98 65%		
Traffic Records								
	TR-2015-40-00-00		\$0.00 0%	\$199,419.84		\$0.00 0%		
	TR-2015-40-01-00		\$0.00 0%	\$127,775.82		\$0.00 0%		
Traffic Records Total			\$0.00 0%	\$327,195.66		\$0.00 0%		
Community Traffic Safety Project								
	CP-2015-70-01-00		\$0.00 0%	\$47,913.86		\$0.00 0%		
	CP-2015-70-00-00		\$0.00 0%	\$13,055.86		\$0.00 0%		
Community Traffic Safety Project Total			\$0.00 0%	\$60,969.72		\$0.00 0%		
Railroad/Highway Crossings								
	RH-2015-60-00-00		\$0.00 0%	\$4,389.59		\$0.00 0%		
	RH-2015-60-01-00		\$0.00 0%	\$36,726.00		\$0.00 0%		
Railroad/Highway Crossings Total			\$0.00 0%	\$41,115.59		\$0.00 0%		
Safe Communities								
	SA-2015-00-00-00		\$0.00 0%	\$0.00		\$0.00 0%		
Safe Communities Total			\$0.00 0%	\$0.00		\$0.00 0%		
Teen Safety Program								
	TSP-2015-55-00-00		\$0.00 0%	\$42,503.98		\$0.00 0%		

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	TSP-2015-55-01-00		\$0.00 0%	\$195,120.04		\$0.00 0%		
Teen Safety Program Total			\$0.00 0%	\$237,624.02		\$0.00 0%		
NHTSA 402 Total		\$3,367,708.88	\$918,543.46 20%	\$3,153,454.51	\$423,629.78	\$1,506,143.98 42%	\$386,421.71 54%	\$326,731.35 9%
410 High Visibility								
	K8HV-2015-00-00-00		\$206,097.03 75%	\$68,699.01		\$0.00 0%		
410 High Visibility Total			\$206,097.03 75%	\$0.00	\$68,699.01	\$0.00 0%		
2010 Motorcycle Safety								
	K6-2015-00-00-00		\$0.00 0%	\$19,826.37		\$0.00 0%		
2010 Motorcycle Safety Incentive Total			\$0.00 0%	\$19,826.37		\$0.00 0%		
2010 Motorcycle Safety Total			\$0.00 0%	\$0.00	\$19,826.37	\$0.00 0%		
154 Transfer Funds								
	154AL-2015-00-00-00		\$0.00 0%	\$1,205,763.23		\$1,100,338.62 91%		
154 Alcohol Total			\$0.00 0%	\$1,205,763.23		\$1,100,338.62 91%		
154 Paid Media								
	154PM-2015-00-00-00		\$0.00 0%	\$1,542,468.17		\$0.00 0%		
154 Paid Media Total			\$0.00 0%	\$1,542,468.17		\$0.00 0%		
154 Transfer Funds Total		\$870,327.00	\$0.00 0%	\$306,896.43	\$2,441,334.97	\$1,100,338.62 40%		
154 Transfer Funds								

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	154HE-2015-00-00-00		\$0.00 0%	\$5,169,146.56		\$0.00 0%		
154 Hazard Elimination Total			\$0.00 0%	\$5,169,146.56		\$0.00 0%		
154 Transfer Funds Total			\$0.00 0%	\$0.00	\$5,169,146.56	\$0.00 0%		
164 Transfer Funds								
	164AL-2015-00-00-00		\$0.00 0%	\$972,270.39		\$871,572.33 90%		
164 Alcohol Total			\$0.00 0%	\$972,270.39		\$871,572.33 90%		
164 Transfer Funds Total		\$870,327.00	\$0.00 0%	\$0.00	\$972,270.39	\$871,572.33 90%		
164 Transfer Funds								
	164HE-2015-00-00-00		\$0.00 0%	\$5,169,146.53		\$0.00 0%		
164 Hazard Elimination Total			\$0.00 0%	\$5,169,146.53		\$0.00 0%		
164 Transfer Funds Total			\$0.00 0%	\$0.00	\$5,169,146.53	\$0.00 0%		
MAP 21 405b OP Low								
	M2HVE-2015-00-00-00		\$362,702.51 46%	\$421,426.37		\$0.00 0%		
405b Low HVE Total			\$362,702.51 46%	\$421,426.37		\$0.00 0%		
405b OP Low								
	M2X-2015-00-00-00		\$0.00 0%	\$942,418.12		\$0.00 0%		
405b OP Low Total			\$0.00 0%	\$942,418.12		\$0.00 0%		
MAP 21 405b OP Low Total		\$846,837.97	\$362,702.51 21%	\$682,999.98	\$680,844.51	\$0.00 0%		

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
MAP 21.405c Data Program								
	M3DA-2015-00-00-00		\$85,887.40 20%	\$343,549.59		\$.00 0%		
405c Data Program Total								
			\$85,887.40 20%	\$343,549.59		\$.00 0%		
MAP 21.405c Data Program Total								
		\$580,283.45	\$85,887.40 20%	\$.00	\$343,549.59	\$.00 0%		
MAP 21.405d Impaired Driving High								
	M4HVE-2015-00-00-00		\$97,731.16 20%	\$390,924.65		\$.00 0%		
405d High HVE Total								
			\$97,731.16 20%	\$390,924.65		\$.00 0%		
MAP 21.405d Impaired Driving High Total								
			\$97,731.16 20%	\$.00	\$390,924.65	\$.00 0%		
MAP 21.405d Impaired Driving Mid								
	M5HVE-2015-00-00-00		\$624,586.60 32%	\$1,317,660.90		\$.00 0%		
405d Mid HVE Total								
			\$624,586.60 32%	\$1,317,660.90		\$.00 0%		
405d Mid Court Support								
	M5CS-2015-00-00-00		\$.00 0%	\$264,901.90		\$.00 0%		
405d Mid Court Support Total								
			\$.00 0%	\$264,901.90		\$.00 0%		
405d Mid BAC Testing/Reporting								
	M5BAC-2015-00-00-00		\$.00 0%	\$58,767.36		\$.00 0%		
405d Mid BAC Testing/Reporting Total								
			\$.00 0%	\$58,767.36		\$.00 0%		
405d Mid Paid/Earned Media								
	M5PEM-2015-00-00-00		\$.00 0%	\$6,351.50		\$.00 0%		

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
405d Mid Paid/Earned Media Total			\$0.00 0%	\$6,351.50		\$0.00 0%		
405d Mid Other Based on Problem ID								
	M5OT-2015-00-00-00		\$0.00 0%	\$821,368.06		\$0.00 0%		
405d Mid Other Based on Problem ID Total			\$0.00 0%	\$821,368.06		\$0.00 0%		
MAP 21.405d Impaired Driving Mid Total		\$2,082,122.95	\$624,586.60 20%	\$985,703.79	\$1,483,345.93	\$0.00 0%		
MAP 21.405f Motorcycle Programs								
	M9MT-2015-00-00-00		\$21,038.55 32%	\$45,742.14		\$0.00 0%		
405f Motorcyclist Training Total			\$21,038.55 32%	\$45,742.14		\$0.00 0%		
405f Motorcyclist Awareness								
	M9MA-2015-00-00-00		\$0.00 0%	\$38,412.03		\$0.00 0%		
405f Motorcyclist Awareness Total			\$0.00 0%	\$38,412.03		\$0.00 0%		
MAP 21.405f Motorcycle Programs Total		\$65,608.00	\$21,038.55 20%	\$60,282.85	\$23,871.32	\$0.00 0%		
NHTSA Total			\$2,316,586.71 9%	\$5,189,337.56	\$17,186,589.61	\$3,478,054.93 16%	\$386,421.71 54%	\$326,731.35 1%
Total		\$8,683,215.25	\$2,316,586.71 9%	\$5,189,337.56	\$17,186,589.61	\$3,478,054.93 16%	\$386,421.71 54%	\$326,731.35 1%

Table 12. 2015 Program Expenditures

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-00-01-00	Planning and Administration	\$326,731.35	\$0.00	\$713,153.06	\$326,731.35	\$326,731.35	\$0.00
Planning and Administration Total			\$326,731.35	\$0.00	\$713,153.06	\$326,731.35	\$326,731.35	\$0.00
Alcohol								
	AL-2015-10-00-00	Program Management – AL	\$173,553.30	\$0.00	\$173,553.30	\$173,553.30	\$173,553.30	\$0.00
Alcohol Total			\$173,553.30	\$0.00	\$173,553.30	\$173,553.30	\$173,553.30	\$0.00
Motorcycle Safety								
	MC-2015-50-00-00	Program Management – MC	\$9,155.46	\$0.00	\$9,155.46	\$9,155.46	\$9,155.46	\$0.00
Motorcycle Safety Total			\$9,155.46	\$0.00	\$9,155.46	\$9,155.46	\$9,155.46	\$0.00
Occupant Protection								
	OP-2015-20-00-00	Program Management – OP	\$82,586.87	\$0.00	\$82,586.87	\$82,586.87	\$82,586.87	\$0.00
Occupant Protection Total			\$82,586.87	\$0.00	\$82,586.87	\$82,586.87	\$82,586.87	\$0.00
Police Traffic Services								
	PT-2015-30-00-00	Program Management – PTS	\$215,954.93	\$0.00	\$215,954.93	\$215,954.93	\$215,954.93	\$0.00
	PT-2015-30-01-00	PTS Projects	\$2,102,197.39	\$1,506,143.98	\$2,634,319.14	\$2,102,197.39	\$2,102,197.39	\$0.00
Police Traffic Services Total			\$2,318,152.32	\$1,506,143.98	\$2,850,274.07	\$2,318,152.32	\$2,318,152.32	\$0.00
Traffic Records								
	TR-2015-40-00-00	Program Management – TR	\$199,419.84	\$0.00	\$199,419.84	\$199,419.84	\$199,419.84	\$0.00
	TR-2015-40-01-00	Traffic Records Projects	\$127,775.82	\$0.00	\$127,775.82	\$127,775.82	\$127,775.82	\$0.00
Traffic Records Total			\$327,195.66	\$0.00	\$327,195.66	\$327,195.66	\$327,195.66	\$0.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
Community Traffic Safety Project								
	CP-2015-70-00-00	Program Management – CP	\$13,055.86	\$.00	\$13,055.86	\$13,055.86	\$13,055.86	\$.00
	CP-2015-70-01-00	Community Traffic Safety Projects	\$47,913.86	\$.00	\$47,913.86	\$47,913.86	\$47,913.86	\$.00
Community Traffic Safety Project Total			\$60,969.72	\$.00	\$60,969.72	\$60,969.72	\$60,969.72	\$.00
Railroad/Highway Crossings								
	RH-2015-60-00-00	Program Management – RH	\$4,389.59	\$.00	\$4,389.59	\$4,389.59	\$4,389.59	\$.00
	RH-2015-60-01-00	Railroad/Highway Crossings Projects	\$36,726.00	\$.00	\$36,726.00	\$36,726.00	\$36,726.00	\$.00
Railroad/Highway Crossings Total			\$41,115.59	\$.00	\$41,115.59	\$41,115.59	\$41,115.59	\$.00
Teen Safety Program								
	TSP-2015-55-00-00	Program Management – TSP	\$42,503.98	\$.00	\$42,503.98	\$42,503.98	\$42,503.98	\$.00
	TSP-2015-55-01-00	Teen Safety Program Projects	\$195,120.04	\$.00	\$195,120.04	\$195,120.04	\$195,120.04	\$.00
Teen Safety Program Total			\$237,624.02	\$.00	\$237,624.02	\$237,624.02	\$237,624.02	\$.00
NHTSA 4.02 Total			\$3,577,084.29	\$1,506,143.98	\$4,495,627.75	\$3,577,084.29	\$3,577,084.29	\$.00
410 High Visibility								
	K8HV-2015-00-00-00	High Visibility Enforcement Projects	\$68,699.01	\$.00	\$274,796.04	\$68,699.01	\$68,699.01	\$.00
410 High Visibility Total			\$68,699.01	\$.00	\$274,796.04	\$68,699.01	\$68,699.01	\$.00
2010 Motorcycle Safety								
	K6-2015-00-00-00	Motorcycle Grant	\$19,826.37	\$.00	\$19,826.37	\$19,826.37	\$19,826.37	\$.00
2010 Motorcycle Safety Incentive Total			\$19,826.37	\$.00	\$19,826.37	\$19,826.37	\$19,826.37	\$.00
2010 Motorcycle Safety Total			\$19,826.37	\$.00	\$19,826.37	\$19,826.37	\$19,826.37	\$.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
154 Transfer Funds								
	154AL-2015-00-00-00	Special Waves and Other Projects Alcohol	\$1,205,763.23	\$1,100,338.62	\$1,205,763.23	\$1,205,763.23	\$1,205,763.23	\$.00
154 Alcohol Total			\$1,205,763.23	\$1,100,338.62	\$1,205,763.23	\$1,205,763.23	\$1,205,763.23	\$.00
154 Paid Media								
	154PM-2015-00-00-00	Paid Media	\$1,542,468.17	\$.00	\$1,542,468.17	\$1,542,468.17	\$1,542,468.17	\$.00
154 Paid Media Total			\$1,542,468.17	\$.00	\$1,542,468.17	\$1,542,468.17	\$1,542,468.17	\$.00
154 Hazard Elimination								
	154HE-2015-00-00-00	Transfer Funds Projects	\$5,169,146.56	\$.00	\$5,169,146.56	\$5,169,146.56	\$5,169,146.56	\$.00
154 Hazard Elimination Total			\$5,169,146.56	\$.00	\$5,169,146.56	\$5,169,146.56	\$5,169,146.56	\$.00
154 Transfer Funds Total			\$7,917,377.96	\$1,100,338.62	\$7,917,377.96	\$7,917,377.96	\$7,917,377.96	\$.00
164 Transfer Funds								
	164AL-2015-00-00-00	DWI Automation and Other Alcohol Project	\$972,270.39	\$871,572.33	\$972,270.39	\$972,270.39	\$972,270.39	\$.00
164 Alcohol Total			\$972,270.39	\$871,572.33	\$972,270.39	\$972,270.39	\$972,270.39	\$.00
164 Hazard Elimination								
	164HE-2015-00-00-00	Transfer Funds Projects	\$5,169,146.53	\$.00	\$5,169,146.53	\$5,169,146.53	\$5,169,146.53	\$.00
164 Hazard Elimination Total			\$5,169,146.53	\$.00	\$5,169,146.53	\$5,169,146.53	\$5,169,146.53	\$.00
164 Transfer Funds Total			\$6,141,416.92	\$871,572.33	\$6,141,416.92	\$6,141,416.92	\$6,141,416.92	\$.00
MAP 21.405b OP Low								
	M2HVE-2015-00-00-00	OP HVE Enforcement Projects	\$420,690.07	\$.00	\$783,392.58	\$420,690.07	\$420,690.07	\$.00
405b Low HVE Total			\$420,690.07	\$.00	\$783,392.58	\$420,690.07	\$420,690.07	\$.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
405b OP Low								
	M2X-2015-00-00-00	Occupant Protection – Other Projects	\$942,418.12	\$0.00	\$942,418.12	\$942,418.12	\$942,418.12	\$0.00
405b OP Low Total			\$942,418.12	\$0.00	\$942,418.12	\$942,418.12	\$942,418.12	\$0.00
MAP 21.405b OP Low Total			\$1,363,108.19	\$0.00	\$1,725,810.70	\$1,363,108.19	\$1,363,108.19	\$0.00
MAP 21.405c Data Program								
	M3DA-2015-00-00-00	TRCC Projects	\$343,549.59	\$0.00	\$429,436.99	\$343,549.59	\$343,549.59	\$0.00
405c Data Program Total			\$343,549.59	\$0.00	\$429,436.99	\$343,549.59	\$343,549.59	\$0.00
MAP 21.405c Data Program Total			\$343,549.59	\$0.00	\$429,436.99	\$343,549.59	\$343,549.59	\$0.00
MAP 21.405d Impaired Driving High								
	M4HVE-2015-00-00-00	Impaired Driving Projects	\$390,924.65	\$0.00	\$488,655.81	\$390,924.65	\$390,924.65	\$0.00
405d High HVE Total			\$390,924.65	\$0.00	\$488,655.81	\$390,924.65	\$390,924.65	\$0.00
MAP 21.405d Impaired Driving High Total			\$390,924.65	\$0.00	\$488,655.81	\$390,924.65	\$390,924.65	\$0.00
MAP 21.405d Impaired Driving Mid								
	M5HVE-2015-00-00-00	Impaired Driving HVE Projects	\$1,317,660.90	\$0.00	\$1,942,247.50	\$1,317,660.90	\$1,317,660.90	\$0.00
405d Mid HVE Total			\$1,317,660.90	\$0.00	\$1,942,247.50	\$1,317,660.90	\$1,317,660.90	\$0.00
405d Mid Court Support								
	M5CS-2015-00-00-00	Impaired Driving Court Support	\$264,901.90	\$0.00	\$264,901.90	\$264,901.90	\$264,901.90	\$0.00
405d Mid Court Support Total			\$264,901.90	\$0.00	\$264,901.90	\$264,901.90	\$264,901.90	\$0.00
405d Mid BAC Testing/Reporting								
	M5BAC-2015-00-00-00	Impaired Driving BAC Projects	\$58,767.36	\$0.00	\$58,767.36	\$58,767.36	\$58,767.36	\$0.00
405d Mid BAC Testing/Reporting Total			\$58,767.36	\$0.00	\$58,767.36	\$58,767.36	\$58,767.36	\$0.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
405d Mid Paid/Earned Media								
	M5PEM-2015-00-00-00	Impaired Driving Paid Media Projects	\$6,351.50	\$0.00	\$6,351.50	\$6,351.50	\$6,351.50	\$0.00
405d Mid Paid/Earned Media Total			\$6,351.50	\$0.00	\$6,351.50	\$6,351.50	\$6,351.50	\$0.00
405d Mid Other Based on Problem ID								
	M5OT-2015-00-00-00	Impaired Driving – Other Projects	\$821,368.06	\$0.00	\$821,368.06	\$821,368.06	\$821,368.06	\$0.00
405d Mid Other Based on Problem ID Total			\$821,368.06	\$0.00	\$821,368.06	\$821,368.06	\$821,368.06	\$0.00
MAP 21 405d Impaired Driving Mid Total			\$2,469,049.72	\$0.00	\$3,093,636.32	\$2,469,049.72	\$2,469,049.72	\$0.00
MAP 21 405f Motorcycle Programs								
	M9MT-2015-00-00-00	Motorcyclists Training Projects	\$45,742.14	\$0.00	\$66,780.69	\$45,742.14	\$45,742.14	\$0.00
405f Motorcyclist Training Total			\$45,742.14	\$0.00	\$66,780.69	\$45,742.14	\$45,742.14	\$0.00
405f Motorcyclist Awareness								
	M9MA-2015-00-00-00	Motorcyclists Awareness Projects	\$38,412.03	\$0.00	\$38,412.03	\$38,412.03	\$38,412.03	\$0.00
405f Motorcyclist Awareness Total			\$38,412.03	\$0.00	\$38,412.03	\$38,412.03	\$38,412.03	\$0.00
MAP 21 405f Motorcycle Programs Total			\$84,154.17	\$0.00	\$105,192.72	\$84,154.17	\$84,154.17	\$0.00
NHTSA Total			\$22,375,190.87	\$3,478,054.93	\$24,691,777.58	\$22,375,190.87	\$22,375,190.87	\$0.00
Total			\$22,375,190.87	\$3,478,054.93	\$24,691,777.58	\$22,375,190.87	\$22,375,190.87	\$0.00