

2006 HIGHWAY SAFETY AND PERFORMANCE PLAN

Louisiana Highway Safety Commission

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THE HIGHWAY SAFETY PLANNING PROCESS

The highway safety planning process is circular and continuous; i.e., at any one point in time, the LHSC may be working on previous, current and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates.

BACKGROUND:

Each year Highway Safety Offices throughout the United States are responsible for the apportionment of congressionally allocated federal highway safety grant funds (Section 402) for state and local programs which improve highway safety. The mission of the LHSC is a commitment to developing and implementing a comprehensive strategy aimed at saving lives and preventing injuries on our highways. Programs and projects are administered in accordance with the Highway Safety Act of 1966 (Public Law 89-564) and guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

NHTSA has identified nine National Priority Program Areas (NPPA). The nine NPPA's are: Impaired Driving, Occupant Protection, Speed, Traffic Records, Emergency Medical Services, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicycle Safety, and Roadway Safety. The SHSO has developed a problem identification method to recognize state, parish, and municipality needs. The current issues that the LHSC will address, in addition to the nine priority program areas, are Safe Communities and Rail Road Safety.

The State of Louisiana operates under the provisions of the Highway Safety Act of 1966, (23 U.S.C. 402). TITLE 23--HIGHWAYS

(a) Each State shall have a highway safety program approved by the Secretary, designed to reduce traffic crashes and deaths, injuries, and property damage resulting from motor vehicle crashes. Such programs shall be in accordance with uniform guidelines promulgated by the Secretary. Such uniform guidelines shall be expressed in terms of performance criteria. In addition, such uniform guidelines shall include programs (1) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits, (2) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles and to increase public awareness of the benefit of motor vehicles equipped with airbags, (3) to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance, (4) to prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles, (5) to reduce injuries and deaths resulting from crashes involving school buses, and (6) to improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures. The Secretary shall establish a highway safety program for the collection and reporting of data on traffic-related deaths and injuries by the States. Under such program, the States shall collect and report such data as the Secretary may require. The purposes of the program are to ensure national uniform data on such deaths and injuries and to allow the Secretary to make determinations for use in developing programs to reduce such deaths and injuries and making recommendations to Congress concerning legislation necessary to implement such programs. The program shall provide for annual reports to the Secretary on the efforts being made by the States in reducing deaths and injuries occurring at highway construction sites and the effectiveness and results of such efforts. The Secretary shall establish minimum reporting criteria for the program. Such criteria shall include, but not be limited to, criteria on deaths and injuries resulting from police pursuits, school bus crashes, and speeding, on traffic-related deaths and injuries at highway construction sites and on the configuration of commercial motor vehicles involved in motor vehicle crashes. Such uniform guidelines shall be promulgated by the Secretary so as to improve driver performance (including, but not limited to, driver education, driver testing to

determine proficiency to operate motor vehicles, driver examinations (both physical and mental) and driver licensing) and to improve pedestrian performance and bicycle safety. In addition such uniform guidelines shall include, but not be limited to, provisions for an effective record system of crashes (including injuries and deaths resulting from motor vehicle crashes), crash investigations to determine the probable causes of crashes, injuries, and deaths, vehicle registration, operation, and inspection, highway design and maintenance (including lighting, markings, and surface treatment), traffic control, vehicle codes and laws, surveillance of traffic for detection and correction of high or potentially high crash locations, enforcement of light transmission standards of window glazing for passenger motor vehicles and light trucks as necessary to improve highway safety, and emergency services. Such guidelines as are applicable to State highway safety programs shall, to the extent determined appropriate by the Secretary, be applicable to federally administered areas where a Federal department or agency controls the highways or supervises traffic operations.

The State of Louisiana provided for the creation of the Louisiana Highway Safety Commission to administer and carry out all programs of highway safety vested in the Governor Acts 1968, No. 275, § 1.

RS 48§1351. Responsibility for Administration Vested in the Governor

A. The governor, in addition to the other duties and responsibilities vested in him by the constitution and laws of this state, shall be responsible for the administration of highway safety programs in this state in conformity with the Highway Safety Act of 1966, enacted by the Congress of the United States of America as Public Law 89-564. He may contract and do all other things necessary to secure the full benefits available to this state under the provisions of the Highway Safety Act of 1966. In furtherance of such purpose the governor also may cooperate with state, local and federal agencies, with private and public organizations and with individuals to the extent necessary to effectuate the purposes of that law and any amendments thereto.

- B. The governor may administer and carry out all programs of highway safety vested in him and all matters pertaining thereto through the Louisiana Highway Safety Commission; provided that all such programs for the state and its political subdivisions shall be administered in accordance with the provisions of the Highway Safety Act of 1966 and amendments thereto and such federal rules and regulations as may be adopted in implementation thereof.

RS 48§1352. Louisiana Highway Safety Commission; Created; Appointment of Members; Terms; Vacancies

- A. The Louisiana Highway Safety Commission is hereby created as a division of the Department of Public Safety. The commission shall be composed of twenty-one members who shall be appointed by the governor. At least one member shall be a resident and qualified elector of each of the congressional districts into which the state is divided. Each member shall serve at the pleasure of the governor. Each appointment by the governor shall be submitted to the Senate for confirmation.
- B. Vacancies in the membership of the commission shall be filled by the governor, who may receive recommendations therefore from the executive committee of the commission.

RS 48§1353. Domicile of Commission; Meetings; Quorum and Vote

- A. The domicile of the commission shall be in Baton Rouge; however, the commission may hold meetings at other places in the state. Meetings shall be held on the call of the chairman or of the governor or as otherwise fixed by the commission with approval of the governor.
- B. One-third of the current membership of the commission shall constitute a quorum for the transaction of business of the commission, and the vote of a majority of the members present and voting shall be necessary to take any official action.

However, any member who finds it impossible to attend a meeting may be represented by a person selected by him and such representative shall have the right to vote for or in the stead of the absent member.

RS 48§1354. Expenses of Members

The members of the commission shall receive no compensation but shall be paid their necessary and actual expenses incurred in connection with attendance at meetings of the commission or on business for the commission assigned by it.

RS 48§1355. Officers; Executive Director

- A. The officers of the commission shall be a chairman and a vice chairman. The governor shall designate the chairman, and the commission shall elect a vice chairman to serve a two-year term. The chairman shall be the chief executive officer of the commission and shall exercise supervision over all its affairs.
- B. The governor shall appoint an executive director, who shall not be a member of the commission, to serve at his pleasure and at a salary approved by him. The executive director shall serve as secretary of the commission and shall perform such duties as are delegated by the commission or its chairman, the executive committee or the governor.

RS 48§1356. Executive Committee; Other Committees

- A. There shall be an executive committee and such other committees as the commission deems necessary or desirable to fully accomplish the purposes for which it is created.
- B. The executive committee shall be composed of the chairman of the commission, ex-officio, and not less than five nor more than nine members of the commission. The chairman of the commission shall serve as chairman of the executive committee. The executive committee, upon a majority vote of the members present and voting, may act for the commission and in its name in the

interim between meetings of the commission, however, it shall have no authority to change any action taken by the commission.

- C. Minutes of meetings of the executive committee shall be kept by the executive director of the commission, who shall serve as secretary of the committee, and copies thereof shall be distributed to the members of the commission.

RS 48§1357. Powers and Duties

The commission shall serve as the public support group of the Highway Safety Act of 1966 and, through the governor, shall cooperate with the federal government or any agency thereof for the purpose of increasing highway safety. In furtherance of such purpose it shall be responsible for the preparation of comprehensive, long-range highway safety programs for Louisiana, and in connection therewith it shall exercise the following powers, duties and functions:

- (1) It shall study and evaluate, gather information and prepare and distribute statistical compilations and make recommendations with respect to highway crashes and injuries and deaths and the problems in connection therewith and steps being taken through research, enforcement and otherwise to improve highway safety and reduce highway crashes.
- (2) It may cooperate with agencies of the federal government, other states, this state and its political subdivisions to the full extent essential to the carrying out and coordinating of programs of highway safety, and may, with approval of the governor, take such steps and do such things as are necessary and proper to secure for the state and its political subdivisions the full benefits available under the provisions of the Highway Safety Act of 1966 and any amendments thereto, including but not restricted to such steps as are necessary to obtain federal funds for use within this state for highway safety purposes.
- (3) It shall serve as a central clearing house for information and as a coordinating agency for all boards, commissions, departments and agencies of the state and of its political subdivisions as to activities relating to highway safety, its

problems, measures being taken to improve highway safety and matters related thereto.

- (4) It shall prepare such legislation as it deems necessary or desirable to carry out a comprehensive, long-range highway safety program for the state.
- (5) It may adopt, promulgate and amend rules and regulations to govern its actions and also for the carrying out of highway safety programs within the state, including the adoption of highway safety standards.
- (6) The executive head of each agency shall employ, appoint, remove, assign, and promote such personnel as is necessary for the efficient administration of such powers, duties, functions, and responsibilities and for the administration and implementation of such programs, in accordance with applicable civil service laws, rules, and regulations, and with policies and rules of the department to which the agency is transferred.
- (7) It shall make such reports to the governor, the legislature and to the proper agencies of the federal government as are required by law or are directed by any of them or are deemed by the commission to be in the best interests of highway safety programs for Louisiana.
- (8) It may do and perform all other things necessary or incidental to the purposes for which it is created, all subject to the ultimate authority and responsibility of the governor for the administration of highway safety programs within Louisiana.

PLANNING PROCESS:

Each year Highway Safety Offices throughout the United States are responsible for the apportionment of congressionally allocated federal highway safety grant funds (Section 402) for state and local programs which improve highway safety. The mission of the Louisiana Highway Safety Commission (LHSC) is a commitment to developing and

implementing a comprehensive strategy aimed at saving lives and preventing injuries on our highways. Programs and projects are administered in accordance with the Highway Safety Act of 1966 (Public Law 89-564) and guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

There are eighteen highway safety program guidelines; however, NHTSA has identified nine National Priority Program Areas (NPPA). The nine NPPA=s are: Impaired Driving, Occupant Protection, Speed, Traffic Records, Emergency Medical Services, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicycle Safety, and Roadway Safety. The LHSC has developed a problem identification method to recognize state, parish, and municipality needs. The current issues that the LHSC will address, in addition to the nine priority program areas, are Safe Communities and Rail Road Safety.

METHODOLOGY USED FOR FISCAL YEAR 2006 SUB-GRANTS:

The problem identification methodology relies on an analysis of parishes by licensed driver population data and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services. Regression analysis was conducted to determine the correlation between the number of crashes and the number of vehicle miles traveled (VMT) and the number of licensed drivers in each parish. Based on this analysis there is a stronger correlation between the number of licensed drivers and the number of crashes than between the VMT and the number of crashes. In normalizing the data for comparison purposes, the number of crashes per licensed drivers is a better rate to use than the number of crashes per VMT.

The planning process for the Louisiana Highway Safety Commission is a cyclical process that is in constant review, assessment, and modification. A multitude of Stakeholder meetings, data analysis workshops, and processes for partner feedback occur throughout the year. In preparation for Fiscal Year 2006, the LHSC began its

planning process through a series of Community Briefings. These briefings were designed to provide current information on traffic safety issues in Louisiana and solicit local level leaders, citizens, law enforcement, and other traffic safety partners input on future needs and potential programs. Concurrently, a self assessment was mailed to all FY 2005 contractors requesting their opinion and ideas on current programming, other community activities, responsiveness of LHSC staff, and future programming needs.

The following time line provides a plan of action that the LHSC utilizes in allocating funds for the upcoming fiscal year.

PLANNING CALENDAR

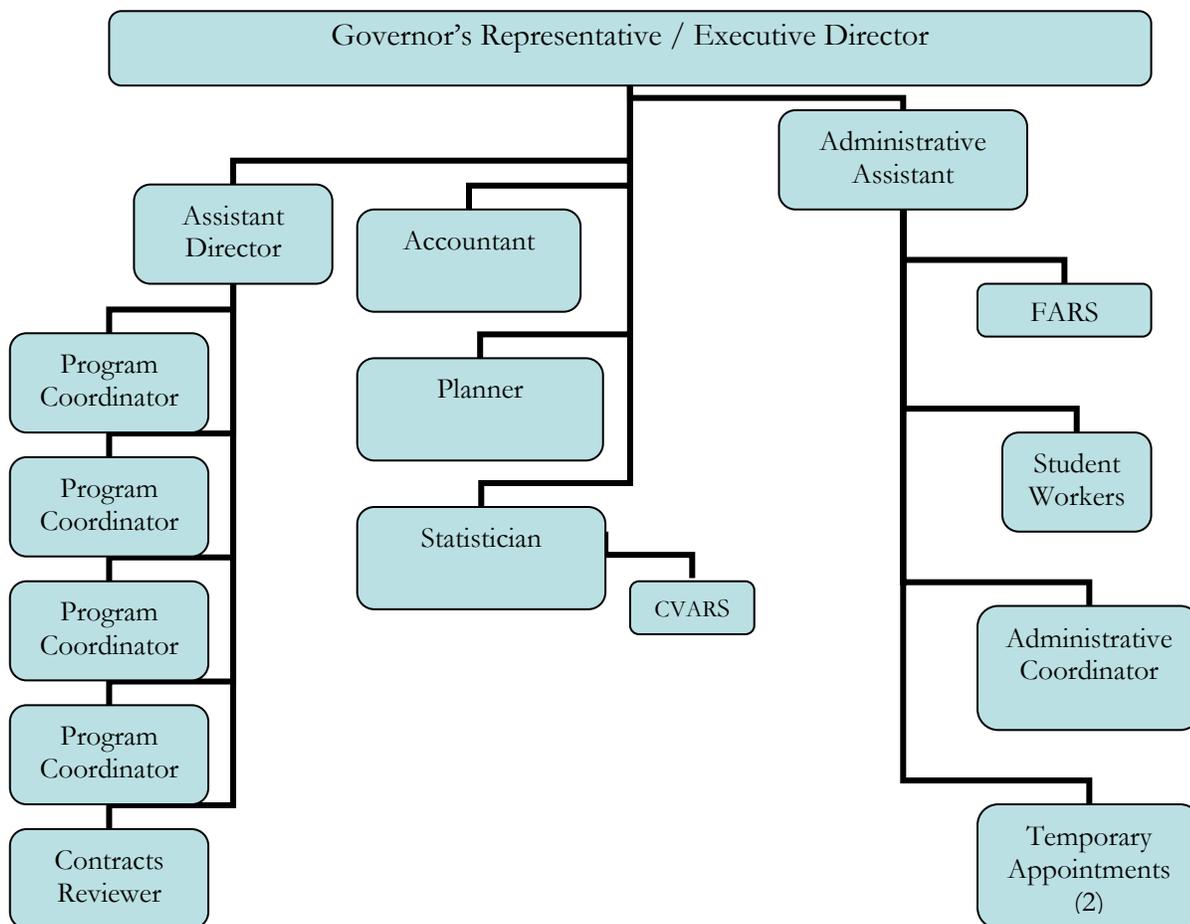
October/ November	Community Briefings and Diversity Forum held to gather public input on traffic safety issues around the state.
February	Consider the NHTSA regional response to the Annual Report, the prior year HSP letter, and any applicable management or special management review comments. Assess potential funding eligibilities.
March	Determine revenue estimates and gain input partner agencies and stakeholders on program direction to create specific plans and projects within each program area.
March/ April	LHSC staff meet to discuss current successes and potential improvements to the next feiscal year HSP. Make project recommendations to Executive Director for next fiscal year funding.
May/June	Meet with LHSC Commission for approval of recommended grant awards.
June/ July	Draft the Performance Plan and Highway Safety Plan.
August/ September	Gain approval for grants and contracts from the appropriate officials.
August	Submit the final Performance Plan to NHTSA and FHWA.
October	Implement grants and contracts. Begin work on the Annual Report.
continuous	Meet with Stakeholders regularly and particpate in local projects as possible.
continuous	Process claims as stipulated by contract, conduct desk audits at time of claim processing. Conduct additional project reviews throughout grant period based upon the policy and procedure of the LHSC.

MISSION STATEMENT

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

ORGANIZATIONAL CHART

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



LEGISLATIVE ISSUES

The LHSC pays particular attention to traffic safety legislation and is well aware of the impact that Louisiana laws has on the fatality and injuries in Louisiana. Current legislation in Louisiana has improved over the past 8 years and has resulted in multiple revisions to existing occupant protection laws, impaired driving laws, and helmet laws.

· **Graduated Licensing (R.S. 32:407) (R.S.17:270 specifies 30 in class hours and 6 on road hours)**

- minors must participate in Drivers Ed. Class
- may possess a learners license at age 15-17
- must complete a on-road test, age 16 may receive a Class E intermediate restricted 11p-5a
- after one year of Class E full license , if there have been no violations
- 17 years of age the individual obtaining a license for the first time is not required to meet these standards

· **Zero Tolerance for under 21(R.S. 14:98.1)** .02 BAC** for persons under 21 years of age

· **Alcohol under 21 (R.S. 14:93.10 R.S. 14:93.11 R.S. 14:93.12)** It is illegal for persons under the age of 21 to buy, consume, or have an alcoholic beverage in their possession

· **Provider (R.S. 14:93.13)** It is illegal for any person, other than a parent, spouse, or legal guardian, to purchase alcohol beverages on behalf of a person under 21 years of age.

· **Contributing (R.S. 14:92)** Intentional, enticing, aiding , soliciting, or permitting, by anyone over the age of 17, of any child under the age of 17, with no exception for emancipation, marriage, or otherwise, to visit any place where alcohol is the principle commodity sold or given away.

· **Child Endangerment (R.S. 14:98.J)** If a child 12 years or younger is a passenger in a vehicle where the driver is charged with DWI the minimum mandatory sentence for 1st - 3rd DWI conviction shall not be suspended and for 4th DWI conviction at least two years of the sentence shall be imposed without benefit of suspension.

· **Improper Supervision (R.S. 14:92.2)** A parent or legal custodian of a minor, through criminal negligence, the permitting of a minor to violate a local or municipal curfew ordinance or enter the premises known by the parent or custodian as a place of underage drinking.

· **Open Container (R.S. 32:300)** It is illegal for any occupant of a vehicle to possess an alcoholic beverage that is open to consumption, passengers may consume

- **BAC .08 (R.S. 14:98)** DWI for all drivers over the age of 21 is .08 BAC; under 21 the BAC limit is .02
- **Driver's License Seizure (R.S. 32:414-415.1)** A DWI conviction will result in a 90 day suspended driver's license; if individual is under 21 years of age it will result in a 180 day suspended driver's license.
- **Refusal of chemical test and consequences (R.S. 32:666)** A driver involved in a fatality does not have the right to refuse a chemical test to determine alcohol impairment. As a result of any other violation that prohibits operating a vehicle while intoxicated the suspect may refuse after being told the consequences. **Result of consequences:** Driver's license will be seized , issuance of license or permit denied for 6 months, refusal is admissible in a criminal action and a civil action to suspend, revoke, or cancel his driving privileges.
- **Primary seatbelt (R.S. 32:295.1)** vehicle 10,000 lbs. or less, each driver or front seat passenger must have seat belt when vehicle is in motion
- **Child Occupant Seatbelt (32:295)** Children under the age of 6 years or less than 60 lbs. must be in a child restraint system or booster seat that is age and size appropriate, in accordance with manufacturers recommendations. Children 6 to 12 years of age must be restrained by a lap belt, shoulder harness, or an age / size appropriate child safety or booster seat.
- **Motorcycle Helmet (R.S. 32:190)** all motorcycle operators and passengers must wear a motorcycle helmet.
- **Driving with headsets on (R.S. 32:295.2)** prohibits the wearing of headphones by any operator of a motor vehicle. "Headphones" are defined as a headset, headphone, or listening device other than a hearing aid ,which covers or is inserted in both ears. Law enforcement and certain motorcycle helmets are exempted from enforcement. The penalty is a \$25 fine plus court costs.
- **Pickup Trucks (R.S. 32:284)** under 12 years of age may not ride in an open truck bed or trailer
- **Incompetence (R.S. 32:424)** The Department of Public Safety and Corrections may, with good cause, request any driver to submit to an examination to insure his competency to possess a Louisiana driver's license. Refusal to submit is grounds for suspension of license.

Additional information on these and other Louisiana laws can be found at the Louisiana Legislature website. www.legis.state.la.us .

Improvements to various laws in Louisiana could further have a positive affect on the reduction of fatalities and injuries on Louisiana roadways. The GHSA has identified a number of model legislation efforts, all of which would have a potential to reduce Louisiana fatalities and injuries.

- Aggressive driving The following excerpt is from the GHSA website.

<http://www.ghsa.org/html/issues/aggressivedriviing.html>

The term "aggressive driving" is a relatively new one, and covers a broad range of unsafe driver behavior. Speeding, tailgating, passing on the right, weaving in and out of traffic, failure to yield right of way, running red lights, cutting drivers off, or any combination of these types of behaviors are generally considered aggressive driving. Hand gestures, yelling, flashing high beams and honking horns also fall within the definition.

Most states have enacted laws aimed at "reckless driving" which include a broad range of behaviors. However, some states are now beginning to recognize that certain of those driver behaviors are better defined as "aggressive."

States are addressing this risky driver behavior in various ways. One way is through increased enforcement efforts, through programs such as the "Smooth Operator" law enforcement program developed by the National Highway Traffic Safety Administration, which specifically targets aggressive driving. Another method of addressing the problem utilizes locally-based citizens' initiatives and coalitions to implement public information/education campaigns aimed at improving driver courtesy. Other methods of addressing the problem use technological advances such as photo radar (visit GHSA's site on [Automated Enforcement](#) for more information.)

Some states have enacted laws specifically aimed at aggressive drivers. Typically, the laws establish an aggressive driving offense with related fines and penalties.

The Louisiana legislature passed a Resolution in 2005 to develop an "Aggressive Driving Task Force" to identify and define aggressive driving behaviors and report to the Louisiana Legislature during the regular 2006 session.

- Cell Phones and Distracted Driving

In general, few states regulate the use of wireless phones, except in specific situations. However, because there are few studies and little crash data available,

states are beginning to take a more active role in improving data collection. Through data, states will be better able to identify and guide policy makers on this issue.

Policy makers continue to struggle with the best solution to the distracted driving problem. From GHSA's perspective, educating drivers about how to manage all distractions, including cell phone use, continues to be the most prudent course of action at this time. Drivers need to be reminded that driving is a very complex task requiring full attention. GHSA urges state legislatures to refrain from enacting hand-held cell phone bans because such bans send an incorrect message to drivers that as long as they are hands-free, they are safe.

To better understand the extent of the problem, GHSA recommends states include an element for driver distraction on motor vehicle crash report forms. Currently, 19 states and the District of Columbia include driver distractions on their crash forms, which are completed by a police officer at a crash scene. The cumulative data from police crash forms are used to help develop policy and traffic safety countermeasures. GHSA and the U.S. Department of Transportation have developed model elements which include driver distraction guidelines. States are encouraged to consider implementing driver distraction data elements as crash forms are updated. The guidelines, known as the Model Minimum Uniform Crash Criteria, are available at www.mmucc.us.

- Impaired driving. These suggestions to state legislation, along with other model legislation recommendations from MADD, are referenced during testimony provided to the Louisiana legislature when requested.
<http://www.ghsa.org/html/issues/impaireddriving.html>

E.1 PROMPT SUSPENSION

GHSA supports prompt license suspension or revocation for persons arrested for driving under the influence, refusing to take sobriety tests, or failing such tests. GHSA urges all states to enact such provisions to reduce the instances of impaired driving.

E.2 SOBRIETY CHECKPOINTS AND SATURATION PATROLS

GHSA supports the use of sobriety checkpoints and saturation patrols in a comprehensive traffic safety program to detect and apprehend alcohol and other drug impaired drivers.

E.3 .08 LAWS

GHSA encourages states to enact provisions setting the under the influence driving per se level at .08 or lower.

E.4 DESIGNATED DRIVER PROGRAMS

GHSA supports community-based designated driver programs and urges states and localities to implement them for persons aged 21 and above.

E.5 SERVER TRAINING PROGRAMS

GHSA recommends NHTSA, state highway safety agencies, industry representatives, liquor control agencies, and grassroots organizations with an interest in the issue of server training meet and develop standards and establish strategies for implementing such server training standards.

E.6 ZERO TOLERANCE LAWS FOR YOUTH

GHSA strongly encourages states and territories to enact provisions that specify zero alcohol use by drivers under age 21.

E.6.1 MINIMUM DRINKING AGE

GHSA supports the uniform minimum drinking age of 21 for all states, territories and jurisdictions of the United States.

E.7 OPEN CONTAINER LAWS

GHSA encourages all state and local governments to pass laws which prohibit the consumption of alcoholic beverages and the possession of open alcoholic beverage containers in the passenger compartments of motor vehicles.

E.8 REGISTRATION FORFEITURE AND VEHICLE IMPOUNDMENT

GHSA encourages states to enact provisions that will deter convicted DUI offenders from driving by denying them the use of their vehicle.

E.9 INTERLOCK DEVICES

Ignition interlock devices have been found to reduce impaired driving recidivism. GHSA supports the use of ignition interlock devices by states to supplement existing license revocation and other penalties. GHSA also urges the federal government to fund further research on the use of interlock devices by convicted drunk drivers.

E.10 DRUG IMPAIRED DRIVING

GHSA supports the use of the Drug Recognition Expert (DRE) training program to detect and apprehend drug impaired drivers. This comprehensive program trains members of the law enforcement community in techniques proven to be invaluable in spotting, detecting, and prosecuting drivers who use drugs and through impaired driving threaten the motoring public on our nation's streets and highways.

E.11 FEDERAL IMPAIRED DRIVING TRAINING PROGRAMS

GHSA supports and encourages the certification and adoption of the NHTSA DWI Detection and SFST curriculum or its equivalent by the states' Peace Officer Standards and Training commissions and the inclusion of the curriculum or its equivalent in the required recruit and in-service police officer training levels.

E.12 ALCOHOL PROBLEM EVALUATION AND TREATMENT

GHSA strongly advocates the integration and coordination of administrative, criminal justice, and treatment systems affecting drunk drivers. GHSA encourages states to develop DUI programs which provide for professional evaluation of offenders and effectively motivate offenders to comply with treatment as needed, thereby increasing the likelihood of successful rehabilitation.

E.13 ALCOHOL ADVERTISING

GHSA strongly encourages the alcohol and spirits industry to address the drinking and driving advertising issue by restructuring advertising messages to discourage any combination of drinking and driving; in addition, GHSA opposes any advertising aimed at the under-age youth market.

E.14 VICTIMS' RIGHTS

GHSA recognizes the importance of programs which assist victims and educate the public about the impact of impaired driving on victims. The Association recommends that states coordinate with such programs as part of their comprehensive effort to address the impaired driving problem in their state.

E.15 THE REPEAT OFFENDER

GHSA supports increased penalties for repeat DUI offenders, including additional fines, license revocation, mandatory incarceration, and license plate and/or vehicle impoundment.

E.16 ALCOHOL EQUIVALENCY

Federal agencies such as the National Institute of Alcoholism and Alcohol Abuse of the U.S. Department of Health and Human Services and NHTSA have adopted the definition of an alcoholic drink as: 12 oz. of beer = 5 oz. of wine = 1.5 oz. of whiskey, gin or vodka (distilled spirits). GHSA supports public education messages designed to increase awareness of alcohol equivalency as defined by the federal government and urges state motor vehicle administrations to include alcohol equivalency information in their drivers' manuals.

E.17 UNDERAGE ACCESS TO ALCOHOL

GHSA is very concerned about the use of the Internet by those under 21 to purchase alcoholic beverages and the potential implications for underage drinking and driving. GHSA strongly opposes the Internet sale and direct shipment of alcoholic beverages to

youth under 21 and urges that steps should be taken to penalize sellers who engage in such practices.

E.18 FEDERAL LEGISLATION TO REDUCE THE COST OF ANY ALCOHOLIC BEVERAGE

GHSA is in strong opposition to any federal legislative initiative to reduce the cost of any regulated alcoholic beverage. Any legislative action that reduces the cost to the consumer is highly likely to result in a significant increase in consumption by those under the age of 21 which, in turn, would most likely result in a significant increase in motor vehicle-related deaths and fatalities.

GHSA strongly supports all efforts to reduce underage drinking and driving and, hence, the Association finds that lowering the cost of any alcoholic beverages is extremely poor policy and should not be enacted.

Should states enact legislation that affects alcohol taxation, as a direct or indirect result of federal alcohol legislation, the resultant funds should be used for impaired driving education and enforcement purposes. States should also be encouraged to enact legislation that would make illegal the purchase of alcohol for minors or sale to minors.

- Red Light Running has been a major cause of crashes in urban areas.
Highlights of the model law that the GHSA supports include:
 - *Cameras should be used at high crash sites or in situations where traffic law enforcement personnel cannot be deployed safely. There should be a traffic engineering analysis of each site before traffic cameras are installed and citations issued.*
 - *Cameras are not to replace traditional law enforcement personnel nor to mitigate safety problems caused by deficient road design, construction or maintenance.*
 - *Use of red light cameras should be preceded by a public information campaign. The campaign should continue throughout the life of the automated enforcement program.*
 - *Cameras should not be used as a revenue generator. Compensation paid for an automated traffic law system should be based on its value and not on the amount of revenue it generates or the number of tickets issued. Revenues derived from the automated enforcement program should be used solely to fund highway safety functions.*
 - *The implementing jurisdiction should undertake an evaluation of the red light enforcement program within three years of the program's initiation. If reductions in red light running do not occur, then the program should be terminated.*

- NHTSA identifies speeding as the third leading cause to fatalities and injuries and has, historically, concentrated its fiscal efforts of occupant protection and impaired driving. <http://www.ghsa.org/html/issues/speeding.html>

Speed limit laws were first enacted in 1901 and have traditionally been the responsibility of states. The federal government controlled speed limits on the interstate highway system from 1973 until 1995, in an effort to decrease the nation's reliance on petroleum. In addition to complying with federal mandates, many states responded by reducing speeds on local roadways also. In 1995, the maximum speed limit law was repealed, allowing states to set their own limits on all roadways within each state's jurisdiction. (see www.ghsa.org for current information on speed limits in each state.)

Once federal controls were removed on the interstate system, many states also increased speed limits on local roadways, particularly on rural freeways. Not surprisingly, crash data since 1995 is showing continuing increases in the number of deaths attributed to speeding.

The effects of repealing national maximum speed limit law was the subject of a focus group convened in June 2005. The National Forum on Speeding, sponsored by three federal agencies and several non-profit organizations, had three inter-related purposes: 1) identify effective strategies for reducing speeding-related fatalities and injuries; 2) coordinate federal, state, local and private sector speeding-related policies and programs; and 3) identify additional research, data and programs to be undertaken. An action agenda resulting from the Speeding Forum is expected later this summer.

Today, more than a decade after the repeal of the National Maximum Speed Limit law and despite the substantial social and technological changes, speeding remains an important public policy and traffic safety issue.

Occupant Protection Laws for the South Central Region					
State	Effective(1)	Enforcement	Fine	Seats	Vehicles Exempted(2)
AR	7/15/1991	Secondary	\$25(3)	Front	School bus, church bus, public bus; model year <1968
LA	7/1/1986	Primary	\$25(5)	Front	Designed for > 10 people; model year < 1981.
NM	1/1/1986	Primary	\$25(9)	All	> 10,000 lbs.
OK	2/1/1987	Primary	\$20	Front	Farm vehicle, truck, truck tractor, RV.
TX	9/1/1985	Primary	\$25 - \$200	Front	Designed for > 10 people, truck > 15,000 lbs; farm vehicle.

Child Occupant Protection Laws for the South Central Region

State	Effective Date	Restraint Requirement Age(1,2)	Safety Seat Required	May Use Safety Seat or Seat Belt	Penalty
AR	Aug-83	Under 15	Under 6 and under 60 pounds	Age 6 or over 60 pounds	\$100
LA	Sep-84	Under 13	Under 6 or under 60 pounds	Age 3 through 13	\$100
NM	Jun-83	16 or Under	Under 5(10)	Age 5 through 12	\$25
OK	Nov-83	13 or Under	Under 4 and 60 pounds or under	Age 4 or over through 12	\$25
TX	Oct-84	17 or under	Under 4 or under 36 inches	Age 4 through 16	\$200

Motorcycle Helmet Laws for the South Central Region

State	Original Law	Subsequent Action, Date(s) and Current Status
AR	7/10/1967	Helmet use required for all riders. Repealed effective 8/1/97 except for certain riders.
LA	7/31/1968	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82. Repealed effective 8-15-99 except for riders under age 18 and those without \$10,000 medical insurance; proof of insurance policy must be shown to law enforcement office upon request.
NM	5/1/1967	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
OK	4/27/1967	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
TX	1/1/1968	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders. Effective 9-1-97 helmets required for riders under 21, those who have not completed a rider training course, and those without \$10,000 medical insurance.

Impaired Driving Laws for the South Central Region

State	Administrative Per Se	Illegal Per Se	Lower BAC for Youthful DWI Offenders	License Sanction	
	(BAC Level)	(BAC Level)	(BAC Level and Age)	(Mandatory Minimum for a DWI Conviction)	
AR	Y-0.10	0.1	Y-0.02 (<21)	—	—
LA	Y-0.10	0.1	Y-0.02 (<21)	—	—
NM	Y-0.08	0.08	Y-0.02 (<21)	R-30 days	R-30 days
OK	Y-0.10	0.1	Y-0.00 (<21)	—	—
TX	Y-0.08	0.08	Y-0.00 (<21)	—	—

<http://www-fars.nhtsa.dot.gov/finalreport.cfm?title=States&stateid=0&year=2003&title2=Laws>

PERFORMANCE PLAN

PROBLEM IDENTIFICATION PROCESS DESCRIPTION:

Data analysis is initially completed by the Louisiana State University Information Sciences Department and is provided to the LHSC in an annual publication. The “2003 Louisiana Traffic Records Data Report” provided the basis for additional data analysis for LHSC program staff. The published data report is available online and is readily accessed by a variety of users. Data used by the LHSC staff is subsequently provided to contractors during the contract negotiating process.

The planning process for the Louisiana Highway Safety Commission is a cyclical process that is in constant review, assessment, and modification. A multitude of Stakeholder meetings, data analysis workshops, and processes for partner feedback occur throughout the year. In preparation for Fiscal Year 2006, the LHSC began its planning process through a series of Community Briefings. These briefings were designed to provide current information on traffic safety issues in Louisiana and solicit local level leaders, citizens, law enforcement, and other traffic safety partners input on future needs and potential programs. Concurrently, a self assessment was mailed to all FY 2005 contractors requesting their opinion and ideas on current programming, other community activities, responsiveness of LHSC staff, and future programming needs.

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

Step 1 - Parishes are compared using total population, total fatal and injury crash, number of fatalities, urban and rural crash distinction, alcohol related crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad

fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.

Step 2 - Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs in regards to injury crashes, fatal crashes, and total fatalities. Data from the Louisiana Traffic Records Data Report is used to evaluate each parish within population groupings and evaluate a three year trend in each identified category.

Step 3 - A three year trend analysis, with emphasis on population outreach , will assist in determining the selected parishes. The LHSC goal is to consistently reach 85% of the state's population and 70% of the state problem in each category. A five year trend may be used for an additional analysis of "hot topic" issues, i.e. motorcycle helmet usage.

Step 4 – The LHSC program staff will discuss each of the expected NHTSA grant awards for the next fiscal year distribution and determine current contracts feasibility and discuss potential new resources that will further assist the LHSC in attaining set goals.

Step 5 – The LHSC program staff will make recommendations to the Executive Director for consideration and further discussion.

Step 6 – The LHSC Executive Director presents the recommended projects to the LHSC Commission for approval.

Step 7 – Upon Commission approval the LHSC staff creates contracts based on Commission approval and solicits participation from the agency identified in the plan.

Step 8 - All approved agencies and individuals are then contacted to begin the subgrant development phase with a starting date of October 1st, or immediately upon receipt if after the Federal Fiscal Year date of October 1, 2002 subject to the availability of Federal funds.

DATA SOURCES:

The Louisiana State University Department of Information Systems and Decision Sciences conducts an analysis of data, hosts a web accessible database, and publishes an Annual Louisiana Traffic Records Data Report. The performance plan and subsequent highway safety plan are based upon the most recent published data. The LHSC planner utilizes the published Traffic Records Data Report to analyze parish level data on licensed driver populations and compares crash attributes to determine if specific program areas within identified parishes are in need of traffic safety services.

The following summary defines explanations of the Louisiana Traffic Records Data Report. Excerpts are taken from the 2004 Louisiana Traffic Records Data Report available online at

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004 . The summary also includes potential weaknesses and necessary clarifications.

Section A deals with trends indicated by the 2004 crash data. Charts based on tables have corresponding table names with an additional designation letter. Vehicle miles traveled, population, registered vehicles, and licensed drivers represent the methods for normalization of the actual number of crashes, injuries and fatalities. All normalization methods present shortcomings. At this time, the number of licensed drivers provides the most reliable normalization of crash data in Louisiana.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#A

Section B provides an overview of traffic fatalities in 2004. The charts show fatal crashes and traffic fatalities by Parish, by month, by day of the week, and by the time of day. This section also presents fatalities by gender and role; i.e., driver, passenger or pedestrian.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#B

Section C provides an overview of traffic injuries in 2004. The charts also show crashes involving injuries and traffic injuries by Parish, by month, by day of the week, and by the time of day. In addition, Section C provides information regarding traffic injuries by gender and role; i.e., driver, passenger or pedestrian. Note that injuries in crashes also include injuries in fatal crashes.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#C

Section D deals with the location where the crashes occur categorized by parish, city, rural, and urban. We present the crashes by highway type and report the number of crashes on interstates. Grouping of parish data is by the size of the parish based on the number of licensed drivers. This section provides extensive information about fatalities and injuries and indicates whether they were alcohol-related or speed-related for each city that has a city code. The rural grouping for each parish includes areas per parish not having a city code. This “rural” grouping becomes less meaningful as suburbs continue to grow without city incorporation.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#D

Crashes do not occur uniformly over time. **Section E** deals with the analysis of the traffic crashes with respect to the month of the year, the day of the week, and the time of the day.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#E

Section F focuses on the types of crashes. Roadway and weather factors may affect the number and severity of crashes. This section analyzes the type of crashes with respect to weather conditions, road conditions, and the type of collision.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#F

Three main elements affecting the number of crashes per year are driver, roadway, and vehicle type. **Section G** presents driver information and data and Sections F and H present roadway conditions and vehicle statistics respectively. No matter what the roadway condition, weather condition, or vehicle condition, the driver can greatly influence traffic safety by driving not only without impairment at the appropriate speed but also defensively. This means that we understand that other drivers will make errors and that we adjust our driving behavior appropriately.

The drivers may be divided into three different groups: youths (15-24), middle-aged drivers (25-54), and seniors (55 and above). The young drivers and the senior drivers stand out among all drivers with respect to crash rates. Young drivers represent the least experienced drivers and show an inclination for audacious driving behaviors. Due to the application of different laws and observed driving behaviors across the age range of 15-24, the youth group is subdivided into three age categories: 15-17, 18-20, and 21-24. The "beginners" age group, 15-17, has a high injury crash rate with few alcohol-related crashes. The age group 18-20 consistently has one of the highest fatal crash rates and one of the highest alcohol-related crash rates over the years.

We further divide the middle-aged drivers, 25-54, into 10-year age groups. This allows for a comparison to national statistics. The age group 25-34 represents a special concern due to high alcohol-related crash rates. Senior drivers (55 and above) experience driving difficulties related to deteriorating physical abilities and also are more likely to die in a crash than younger drivers.

This section presents the number of drivers involved in fatal and injury crashes by age and gender as well as the number of drivers killed or injured in crashes by age and gender. Due to missing information, such as gender or age of drivers, the tables may differ in the number of drivers. Note the difference between "fatal crash rate" and "fatality rate" of drivers. We base the fatal crash rate on all drivers in fatal crashes and the fatality rate only on the drivers killed.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#G

Section H describes the vehicle type and the roadway type where crashes occur. The number of vehicles involved in crashes forms the basis of analysis. A crash may involve one or more vehicles. Note that the large truck involvement in crashes mentioned in this section includes all single unit trucks and trucks with trailers as indicated on the crash report. This number is larger than the number of truck crashes reported on the Uniform Truck/Bus Crash Form (UTB). The Federal government receives a report of the latter number of crashes.

Rural areas tend to have a higher percentage of vehicles involved in fatal crashes, while urban areas have a higher percentage of vehicles involved in injury and property damage crashes.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#H

Interstate crash data is summarized in **Section I**. One of the most prevalent factors contributing to crashes involving fatalities is exceeding the stated speed or safe speed limit. However, the determination of speed after a crash is very difficult. Thus, we can expect the speed related crashes to be under reported. Therefore this section describes the speed-related issues by focusing on speed limits and on the effect of changing speed limits. Specifically, this section includes an analysis of interstate crashes influenced by speed limits.

Effective August 15th, 1997, Louisiana raised the speed limit on rural interstates to 70 MPH. An evaluation of this speed limit increase on the number and severity of crashes is the purpose of this study. Specifically, the three categories examined are: the increase in fatalities, injuries, and property-damage crashes by road type and speed limit. An analysis of speed limit effect using dependent variables, such as fatality count and injury severity,

Based on the data from over half a million crashes between 1994 and 2003, we analyzed the effect of changing speed limits on dependent variables such as fatality count and injury severity. We also studied the effect of other exogenous variables

included the following variables/factors: the road type, vehicle type, time of day, weather conditions, age of driver, gender of driver and the VMT by type of roadway.

The analysis involved two approaches to study the effect of the increased speed limit. The first approach involved comparing 2003 data with a baseline year, such as 1996. Since the speed limit was raised mid-year in 1997, a comparison of the 1996 crashes with the 2003 crashes appeared to be the most appropriate. The second approach analyzed the crashes by months to detect changes in the number of crashes over time.

An analysis of the crashes shows that raising the speed limits on interstates in 1997 had a significant effect on the number of fatal crashes on rural interstates. The elevated parts of the interstates, in particular, showed a dramatic percentage increase in fatal crashes. Although there are other studies (Transportation Research Board, 1984) suggesting that a speed limit increase affects fuel consumption and costs associated with injuries, the Louisiana crash data analysis is inconclusive in these two areas. In Louisiana, the miles per gallon decreased by 0.2% from 1996 to 2003 which could be due to other factors such as an increase in the number of SUV's and light trucks. The number of injuries declined from 87 thousand in 1996 to 78 thousand in 2003, which is a decline of over 10%. (see the Analysis of the Impact of Increased Speed Limits on Interstates in Louisiana)

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#l

Section J details alcohol related crashes and provides an extensive look at multiple areas of concern for impaired driving. In Louisiana, driving under the influence of alcohol remains a top safety issue. Of particular concern is the involvement of drivers under the age of 21. Until 1995, the law did not address the illegal sale of alcohol to persons under age 21, but only the illegal purchase and possession of alcohol by persons under 21 years of age. In 1995, modifications of the law made it illegal to sell alcohol to persons under the age of 21. This 1995 modification also made it illegal to purchase and possess alcohol for persons less than 21 years of age. Although challenged, courts upheld the law. In 1997, legislation passed making it illegal for

persons below 21 years of age to drive with a BAC of 0.02 or above (zero tolerance law). In 2004, a challenge of this 1997 legislation claimed that it capriciously discriminates against the youth (18-20-year-olds). The Louisiana Supreme Court ruled in May 2004 that the zero tolerance law is constitutional, thus upholding the 0.02 BAC law.

The analysis of fatal alcohol-related crashes in this section is based on an estimate obtained via a classification model developed at LSU. The model was tested for past years and shows very reliable results with a standard error less than 1%. The reported BAC results in the crash report may be either based on a breathalyzer test or on a blood-alcohol test. The crash report does not distinguish between the two types of tests. However, in many cases, the BAC test results are still pending. For this reason, the classification model is applied to generate missing BAC results to estimate the percent of alcohol-involved fatalities.

Drunk drivers are at least 13 times more likely to cause a fatal crash than sober drivers, according to a new study by Steven Levitt, Professor of Economics at the University of Chicago and Jack Porter, Professor of Economics at Harvard University.

Age is an important factor in alcohol-related crashes. There are several ways of presenting alcohol-related crashes by age. Note that the alcohol-related fatal crashes are estimated while the alcohol-related injury crashes include cases of known BAC levels and cases of pending BAC levels provided by the investigating officer indicating "alcohol involvement" on the crash report.

- (1) The first method is to compare crash rates (crashes per 100,000 licensed drivers) in an age group. Even though it is illegal for youths under 21 to consume alcohol, the alcohol-related crash rate for 18 to 20-year-old drivers was about twice the average (22 versus 14 per 100,000 drivers) of drivers of all groups in 2004. The same is true for drivers killed in alcohol-related crashes (16 versus 10 per 100,000 drivers).
- (2) A second method of understanding how alcohol-related crashes are affected by age is comparing what percentage of the total of alcohol-

related involvement each age group has. While only 5.4% of the licensed drivers in 2004 were between 18 and 20 years old, 8% of the drivers in fatal crashes using alcohol were of age 18-20 and 9% of the drivers killed using alcohol were of ages 18-20.

- (3) A third method is the percentage of alcohol use of drivers in each age group. This percentage is based on the number of crashes each age group is involved in. For instance, in the age group 18-20, 27% of drivers in fatal crashes of this age group used alcohol.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#J

Section K deals with the use of safety belts and other safety devices. Louisiana's safety belt law requires drivers and front seat passengers to be buckled up when riding in a passenger car. NHTSA research "has found that lap/shoulder safety belts, when used correctly, reduce the risk of fatal injuries to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injuries by 50 percent." For light truck occupants, safety belts reduce the risk of fatal injuries by 60 percent and of moderate-to-critical injuries by 65 percent. Research on the effectiveness of child safety seats finds these seats to reduce fatal injuries by 69 percent for infants (less than 1 year old) and 47 percent for toddlers between 1 and 4 years old (DOTD HS 808 768). Occupants in this section are all drivers and passengers.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#K

Section L focuses on Pedestrian issues which continue to be as much of an adult male problem as children. Alcohol also tends to be an area of concern.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#L

Of particular concern is the involvement of drivers in traffic crashes under the age of 20, **Section M** provides data on this age group. These young drivers stand out among all drivers with respect to crash rates. They are the least experienced drivers and are also prone to audacious driving behavior. They have a much higher percentage of fatalities and injuries than expected by the makeup of the population and the licensed drivers. Young persons are more affected by alcohol than older people. In 1997, more 20-year-olds died in lower BAC (between 0.01 and 0.09) alcohol-related crashes than any other ages. For this reason, all states and the District of Columbia have set a BAC limit of 0.02 or lower for drivers under the age of 21 (Zero Tolerance Laws). Until 1995, the Louisiana laws did not address the illegal sale of alcohol to persons under age 21, but only the illegal purchase and possession of alcohol by persons under 21 years of age. In 1995, the law was changed to make it illegal to sell alcohol to persons under the age of 21 as well as the purchase and possession of alcohol by persons under 21 years of age. Although challenged, the courts upheld the law. In 1997, a law was passed to make it illegal for persons below 21 years of age to drive with a BAC of 0.02 or above (zero tolerance law). In 2004 this law was challenged by claiming that it "capriciously" discriminates against youth, those 18-20 years of age. In May 2004, the Louisiana Supreme Court ruled that the zero tolerance law was constitutional, thus upholding the 0.02 BAC law. The following are highlights of the 2004 crash data report.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#M

Section N deals with Senior drivers. Drivers may be divided into three different groups: youths, middle-aged drivers, and seniors (55 and above). The senior drivers stand out among all drivers with respect to crash rates. Senior drivers experience driving difficulties related to deteriorating physical abilities and also are more likely to die in a crash than younger drivers.

http://lhsc.lsu.edu/trafficreports/dynamic_summary/summary.asp?year=2004#N

The following websites are additional resources utilized by the LHSC throughout the year to identify needs and develop programs.

<http://www.dps.state.la.us/tiger/>

<http://lhsc.lsu.edu/trafficreports/>

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/>

<http://safetydata.fra.dot.gov/OfficeofSafety/Query/default.asp?page=incabbr.asp>

<http://www-fars.nhtsa.dot.gov/>

<http://www.nhtsa.dot.gov/>

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

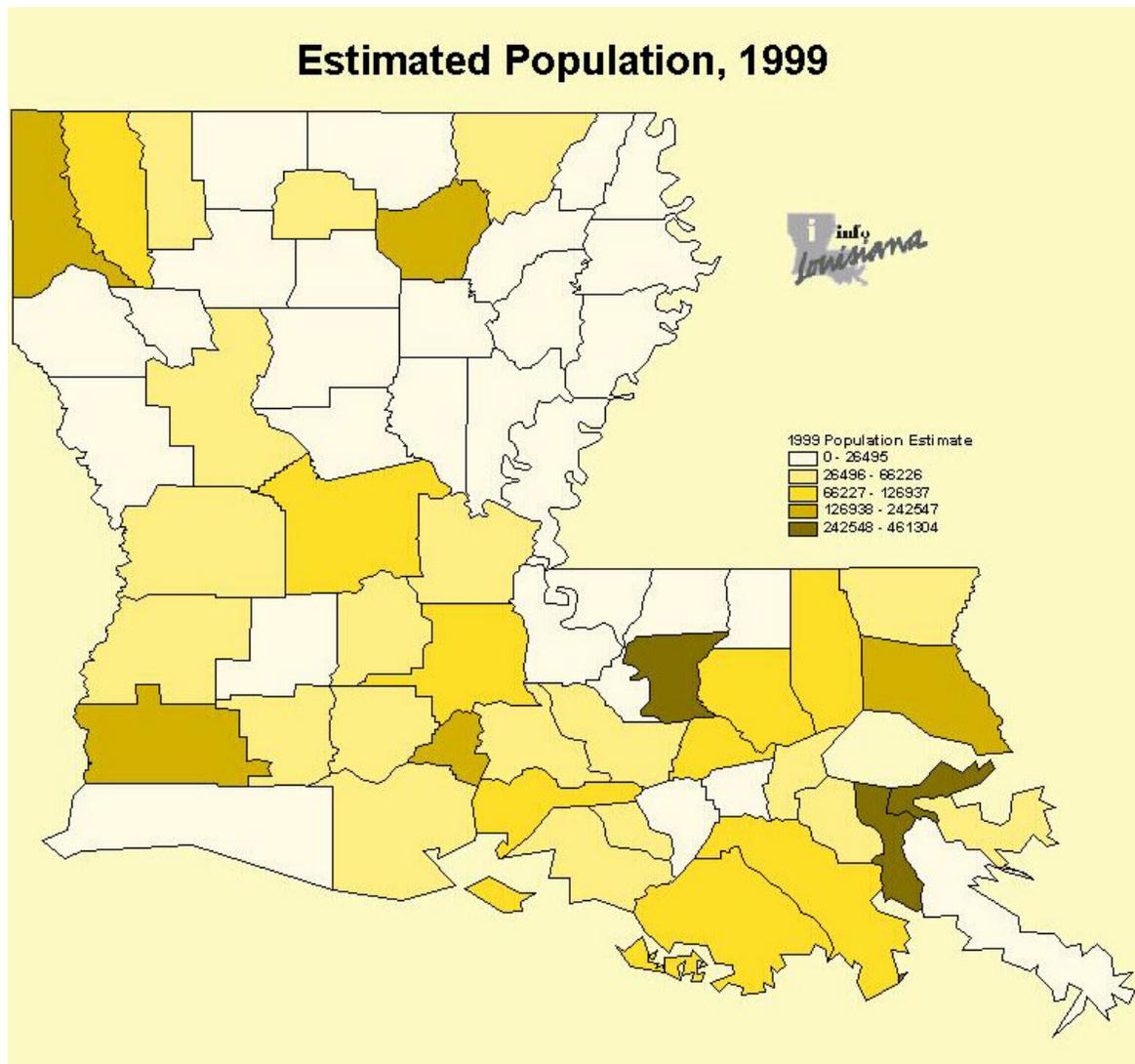
setting future objectives.

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

The following section specifically addresses the Louisiana demographics and how the LHSC incorporates regional and similar state comparisons.

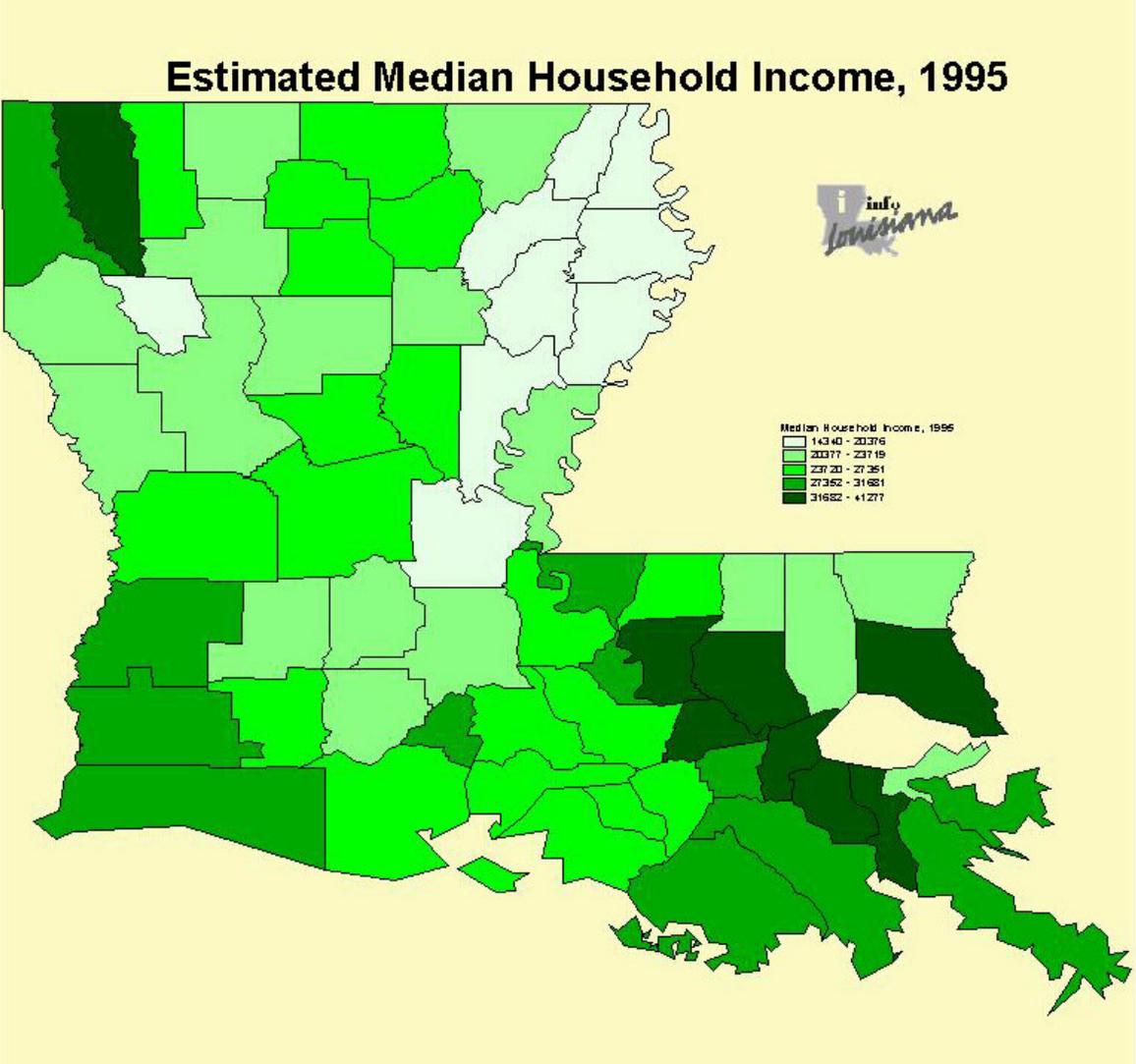
STATE DEMOGRAPHICS:

Louisiana covers 48,523 sq mi (125,674 sq km); its capital is Baton Rouge. It can be divided physically into the Mississippi River flood plain and delta, and the low hills of the Gulf of Mexico coastal plain. It is the only U.S. state to be governed under the Napoleonic Code. Louisiana has a population of 4,468,976 people and is ranked twenty-second in the U.S. with a population density of 94 persons per square mile. The population is distributed 68% in urban areas and 32% in rural areas. Most of the people live in metropolitan areas. These areas include Alexandria, Baton Rouge, Houma, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport–Bossier City.



The U.S. Census Bureau reported there were 2, 641,000 persons in Louisiana 25 years and older in 2000. Eighty one percent (80.8%) of this age group completed high school and 22.5% have attained a Bachelor's degree or higher. Nationally, it is reported that eighty four percent (84%) of the persons age 25 and older have completed high school and 26% have attained a Bachelor's degree or higher. The previous map represents an estimated population based on National Census data.

The median household income is \$30,466 in Louisiana compared to \$37,005 for the U.S. as a whole. Those living below the poverty level in Louisiana are estimated at 18.4% compared to 13.3% nationally.



Anglo-Americans compose 63.9% of Louisiana's population with African - Americans comprising 32.5%; the second largest ethnic group. Hispanics and Latino's represent 2.4% of the population with American Indians, Asians, Hawaiians, and Pacific Islanders comprising the remaining 1.2%

People QuickFacts from the 2000 National Census	Louisiana
Population, 2000	4,468,976
Population, percent change, 1990 to 2000	5.9%
White persons, percent, 2000 (a)	63.9%
Black or African American persons, percent, 2000 (a)	32.5%
American Indian and Alaska Native persons, percent, 2000 (a)	0.6%
Asian persons, percent, 2000 (a)	1.2%
Native Hawaiian and Other Pacific Islander, percent, 2000 (a)	Z
Persons reporting some other race, percent, 2000 (a)	0.7%
Persons reporting two or more races, percent, 2000	1.1%
Persons under 18 years old, percent, 2000	27.3%
Persons of Hispanic or Latino origin, percent, 2000 (b)	2.4%
High school graduates, persons 25 years and over, 1990	1,733,122
College graduates, persons 25 years and over, 1990	409,123
Homeownership rate, 1990	65.9%
Single family homes, number 1990	1,162,923
Households, 1990	1,498,371
Persons per household, 1990	2.74
Family households, 1990	1,098,374
Median household money income, 1997 model-based estimate	\$30,466
Persons below poverty, percent, 1997 model-based estimate	18.4%
Children below poverty, percent, 1997 model-based estimate	26.0%
Geography QuickFacts	Louisiana
Land area, 2000 (square miles)	43,562
Persons per square mile, 2000	102.6

Regional Comparisons

The Louisiana census and demographic data is one facet of assessing the states' progress. Comparing Louisiana to other states within the South Central Region and to other states with similar geographic and demographic data is also helpful. The following set of charts provides this type of comparison for key issues in traffic safety.

Occupant Protection usage has been evaluated based on observed usage; however, additional conversion rates are now being utilized by NHTSA to provide a better assessment. The following explanation of NHTSA defined conversion rates is extracted from "Safety Belt Use in 2003 - Use Rates in the States and Territories."

<http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/Rpts/2004/809-713/best-worst.htm>

Improvement in use rates is best assessed by the percentage reduction in nonuse, which we call the "conversion rate". To illustrate, the conversion rate for Alaska in 2003 was 38%, since this state increased its use from 66% in 2002 to 79% in 2003. That is, nonuse in Alaska declined from 34% in 2002 to 21% in 2003, a 38% reduction.

Intuitively, the conversion rate is roughly the percentage of nonusers that were converted to users. That is, about 38% of Alaskans who did not use belts in 2002 were "converted" to using belts in 2003, a substantial accomplishment. This interpretation would be correct if the two Alaskan use rates were the percentages of the motorist population that used belts to some specified degree (e.g., all the time, or half the time). However the use rates in Table 1 are not quite this, but rather are snapshots of use on Alaskan roads. For example, 79% of motorists that were on Alaskan roads at some particular moment in 2003 were using belts. That is, interpreting the reduction in nonuse of the rates in Table 1 as the percentage of nonusers that were converted to users is not strictly correct, but the interpretation provides an intuitive means to assess the improvements of the states. (The reader should also note when interpreting conversion rates that although the term "conversion" suggests a permanent change in behavior, the use rates in Table 1 may decline over time.)

Conversion rates provide better measures of improvement than increases in use. A 5 percentage point increase from 90% use (i.e. increasing use from 90% to 95%) represents a substantially greater accomplishment than the same increase from 50%, because the increase from 90% requires changing the behavior of a much larger proportion of nonusers. Conversion rates reflect these disparate accomplishments: The conversion rate corresponding to increasing

use from 90% to 95% is 50%, while that for the increase from 50% to 55% use is 10%, indicating that increasing use from 90% to 95% is about five times as difficult as increasing use from 50% to 55%.

As mentioned in the introduction, Arizona, Alaska, Georgia, and Indiana saw the greatest improvement in 2003, with each state converting at least 35% of its nonusers. In addition, Utah, Iowa, and Washington State converted at least a quarter of their nonusers. Conversely, although its use rates are high, Puerto Rico saw the greatest deterioration in use, with a conversion rate of -44%. Puerto Rico dropped from 91% use in 2002 to 87% in 2003.

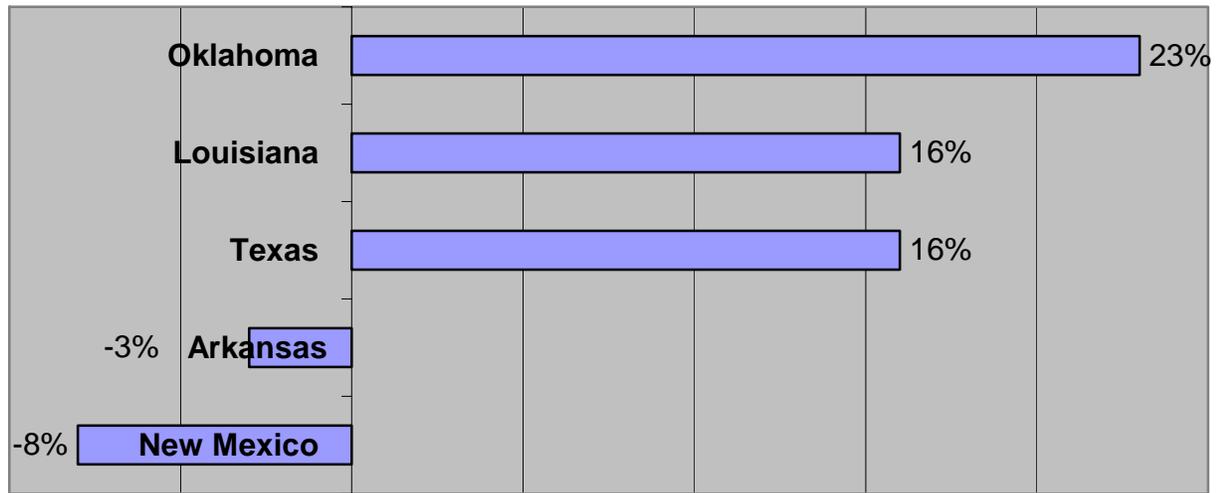
California, Hawaii, Oregon, and the State of Washington had the highest use rates in 2003, with each state at or above 90% use. Washington State had the highest rate of 95% use, while New Hampshire had the lowest use rate, at 50% use.

These assessments are based on use rates that were certified by NHTSA as compliant with criteria established in Section 157 of Title 23, U.S. Code, which ensure statistical accuracy and consistency. (See Figure 2 for the criteria.) Maine, New Hampshire, Wyoming and the U.S. territories not in Table 1 did not report 2003 rates to NHTSA. However, under a contract jointly funded by NHTSA and the New Hampshire Highway Safety Agency, Preusser Research Group conducted an observational survey of safety belt use in New Hampshire following the May 2003 Click It or Ticket campaign. The result of that survey appears in Table 1. U.S. territories not in Table 1 (such as Guam and the U.S. Virgin Islands) are not eligible for the incentives that Section 157 may provide for reporting rates.

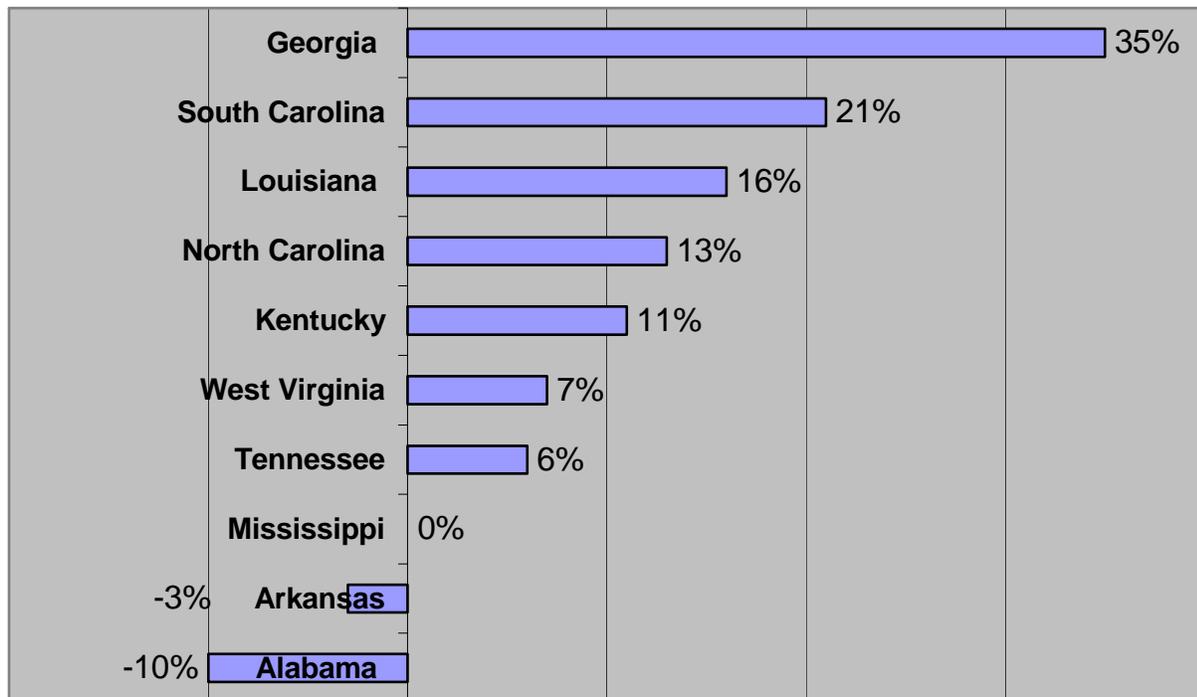
In 2002, compliant rates were not submitted for Maine, New Hampshire, and the territories not in Table 1. Minnesota reported a 2002 rate that appeared in (Glassbrenner, May 2003) but was later found not to be compliant with the Section 157 criteria.

The following charts represent the South Central Region states' conversions and then compares Louisiana to geographic and demographic states similar, but not necessarily within the South Central Region.

Occupant Protection Usage Conversion Rates from 2002 to 2003

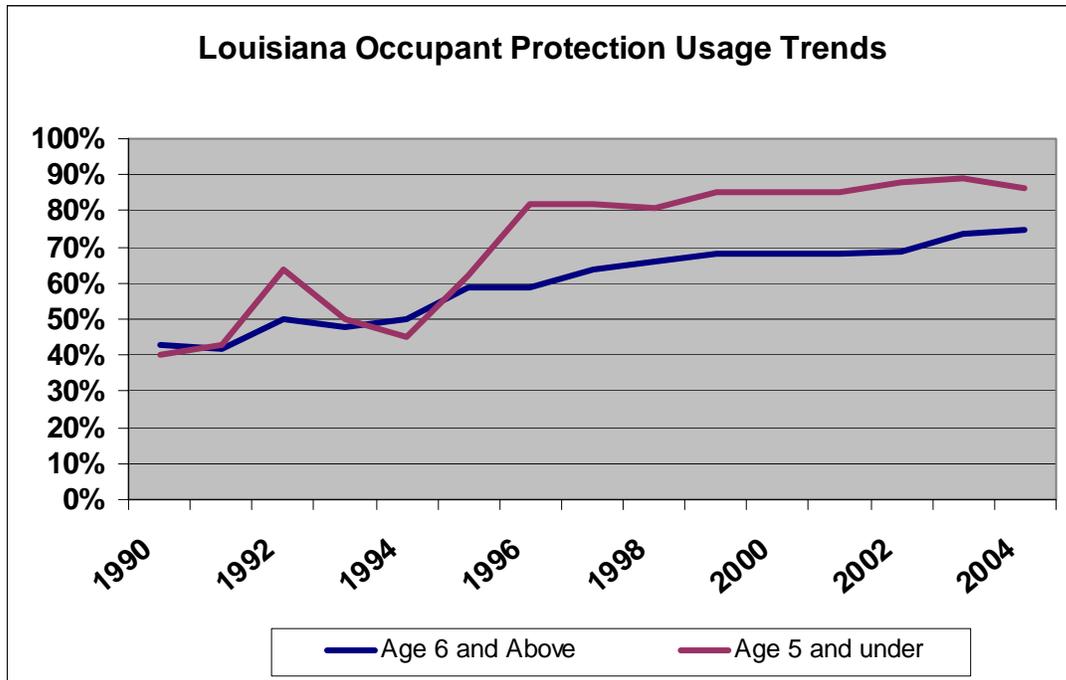


OP Conversion Rates from 2002 - 2003 in similar demographic states

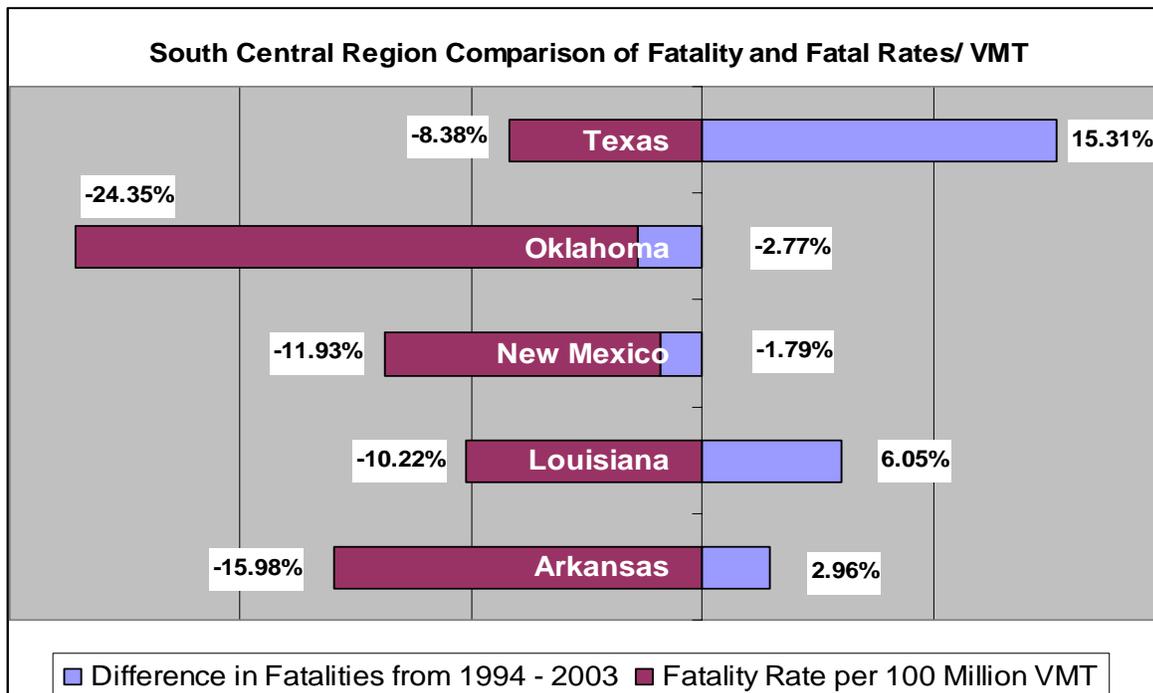


The following site links to the NHTSA Occupant Conversion rates for all states.

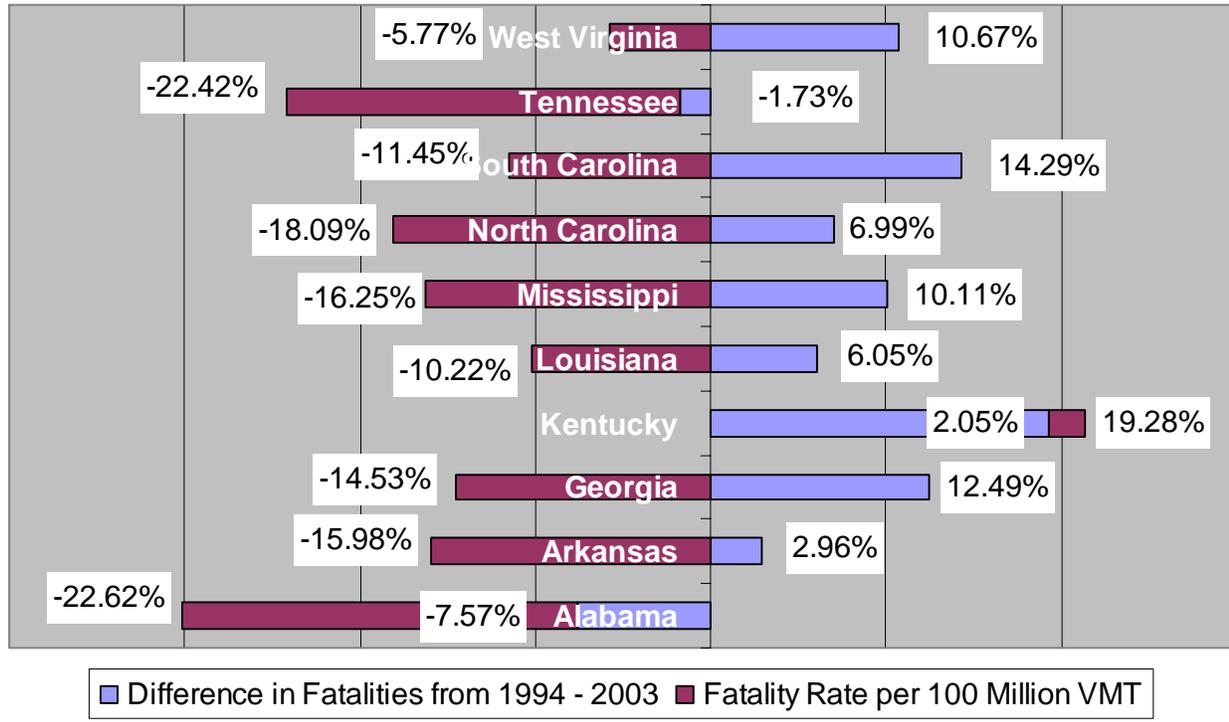
<http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/Rpts/2004/809-713/table1.htm>



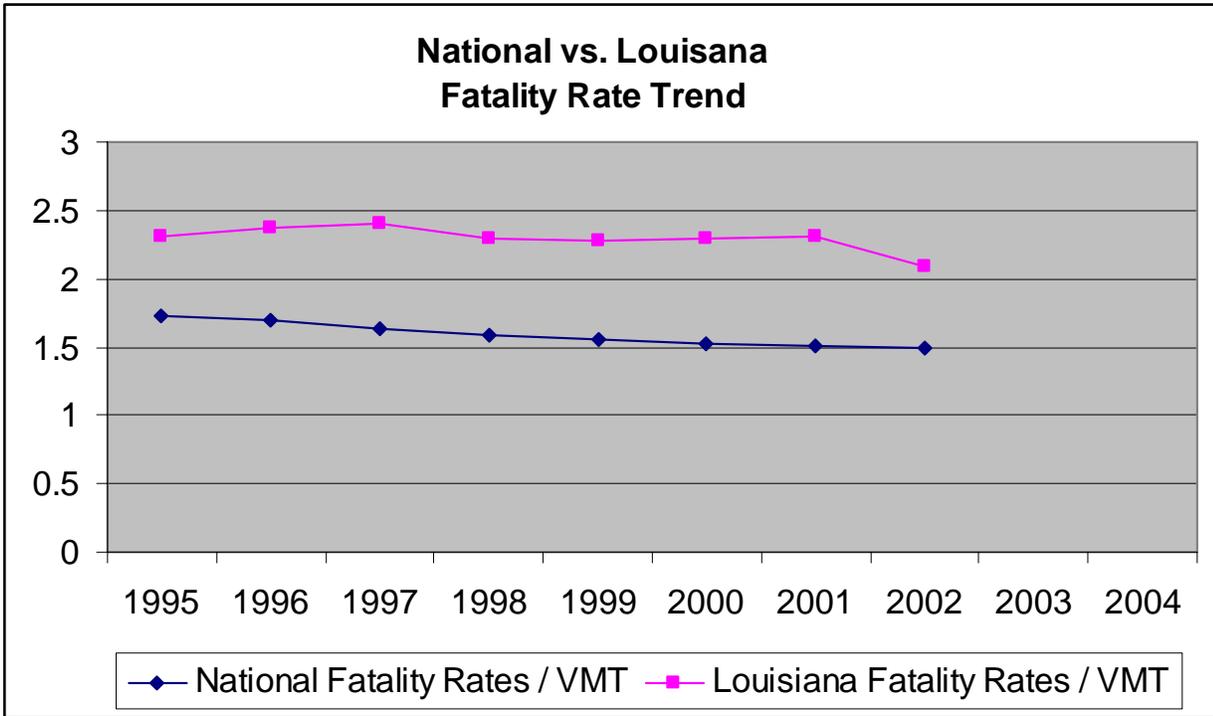
In comparing fatalities and fatal rates it is helpful to compare Louisiana to other states within the South Central Region, as well as similar demographic states.



Similar Demographic State Comparison of Fatalities and Fatal Rate per VMT



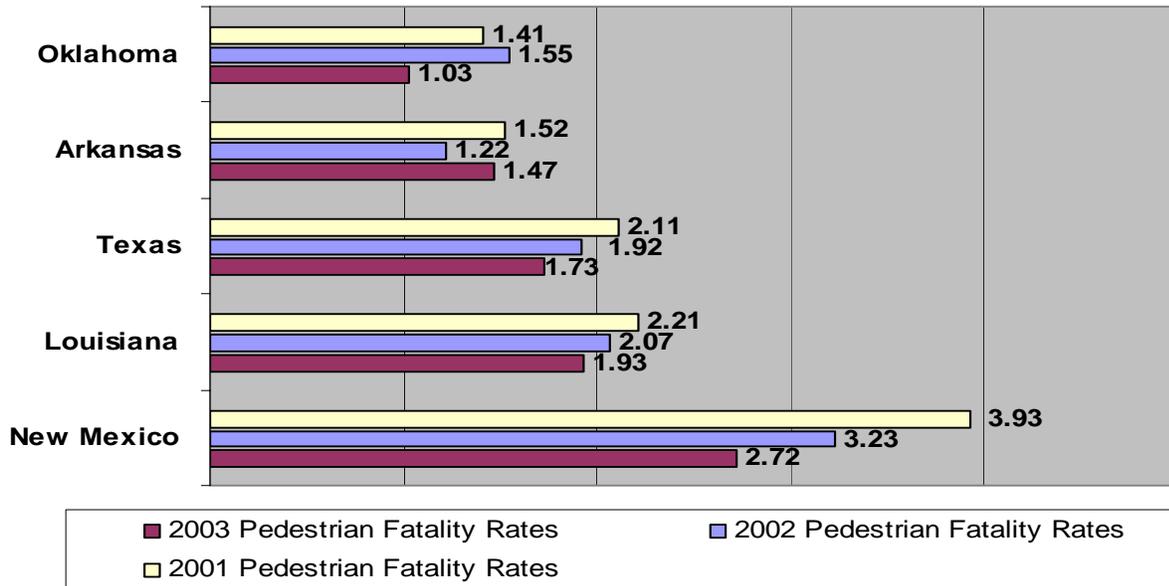
This link will direct the reader to the NHTSA state by state comparison of fatalities and fatal rates per 100 million VMT's. The fatality rate trend in Louisiana has mimicked the National trend since the mid 1990's; however, Louisiana continues to be above the National rate. [http://www-fars.nhtsa.dot.gov/finalreport.cfm?title=States&stateid=0&year=2003&title2=Fatalities and Fatality Rates](http://www-fars.nhtsa.dot.gov/finalreport.cfm?title=States&stateid=0&year=2003&title2=Fatalities_and_Fatality_Rates)



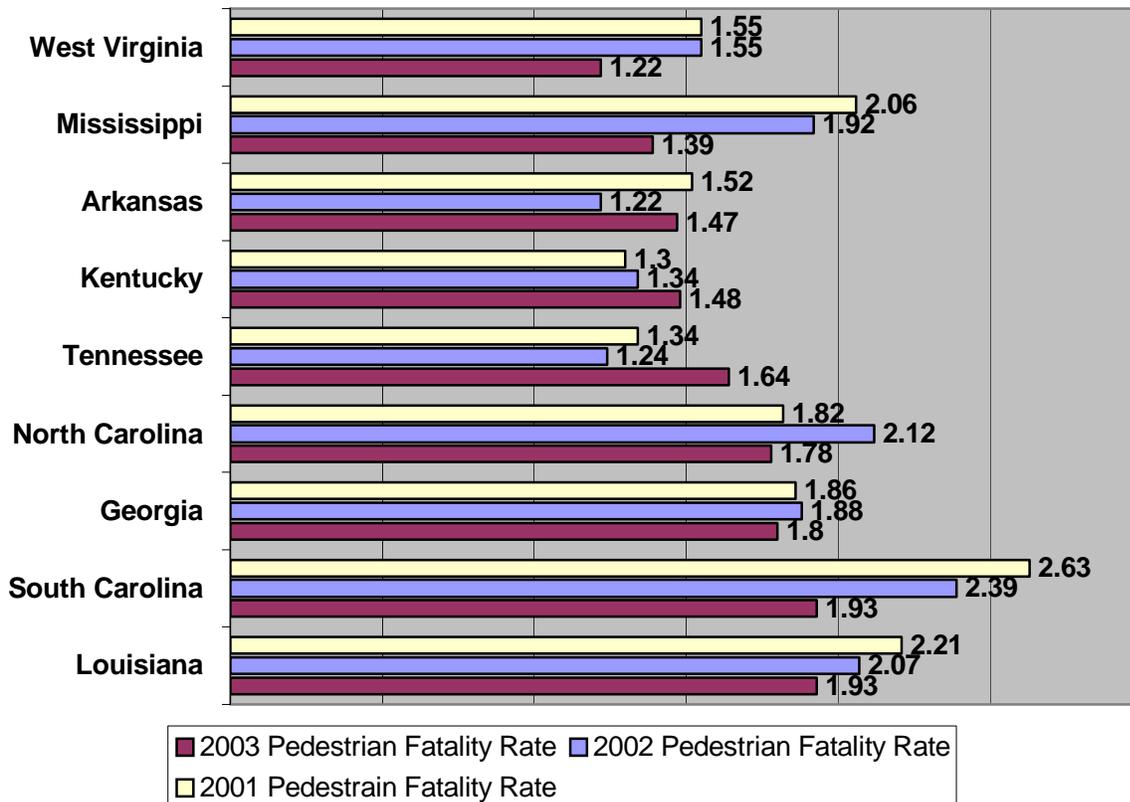
Additional areas utilized for state assessment and problem identification include pedestrian and pedicycle. Although these areas tend to have a much smaller injury and fatality percentage, it is noteworthy for Louisiana due to the consistently high ranking in each of these categories.

Pedestrian fatalities and fatal rates have continued to be a concern for Louisiana. The following charts provide a comparison to other states within the South Central Region and other states similar in demographics to Louisiana. Pedestrian data from FARS can be found at <http://www-fars.nhtsa.dot.gov/finalreport.cfm?title=States&stateid=0&year=2003&title2=Pedestrians>

Trend for Pedestrian Fatality Rate per 100,000 population

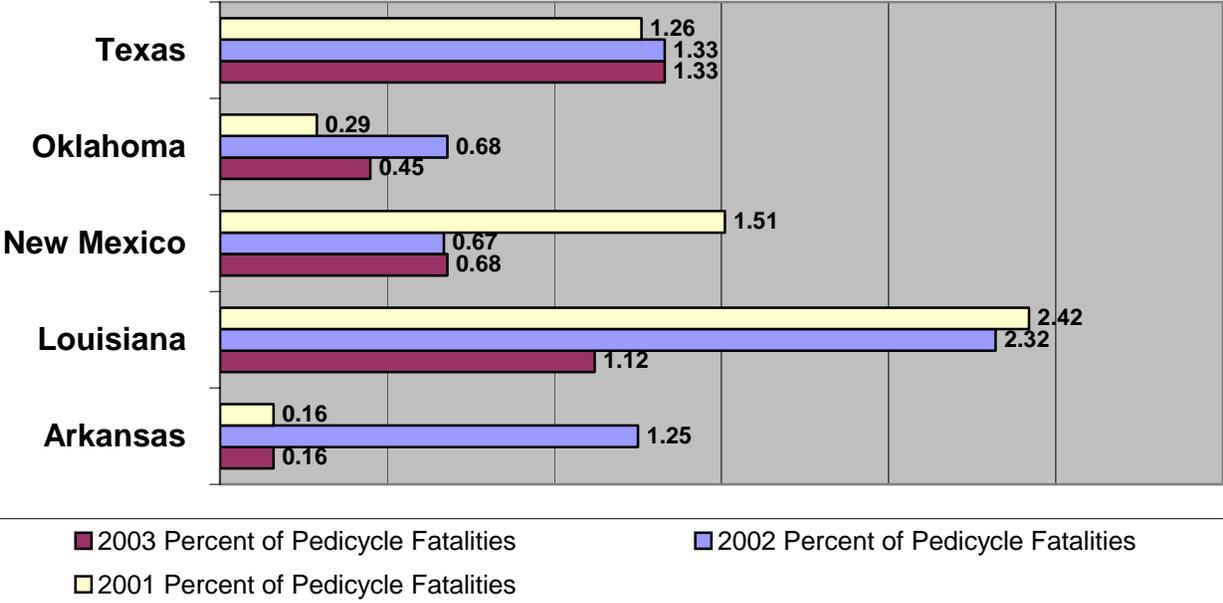


Trend for Pedestrian Fatality Rate per 100,000 Population for Similar Demographic states

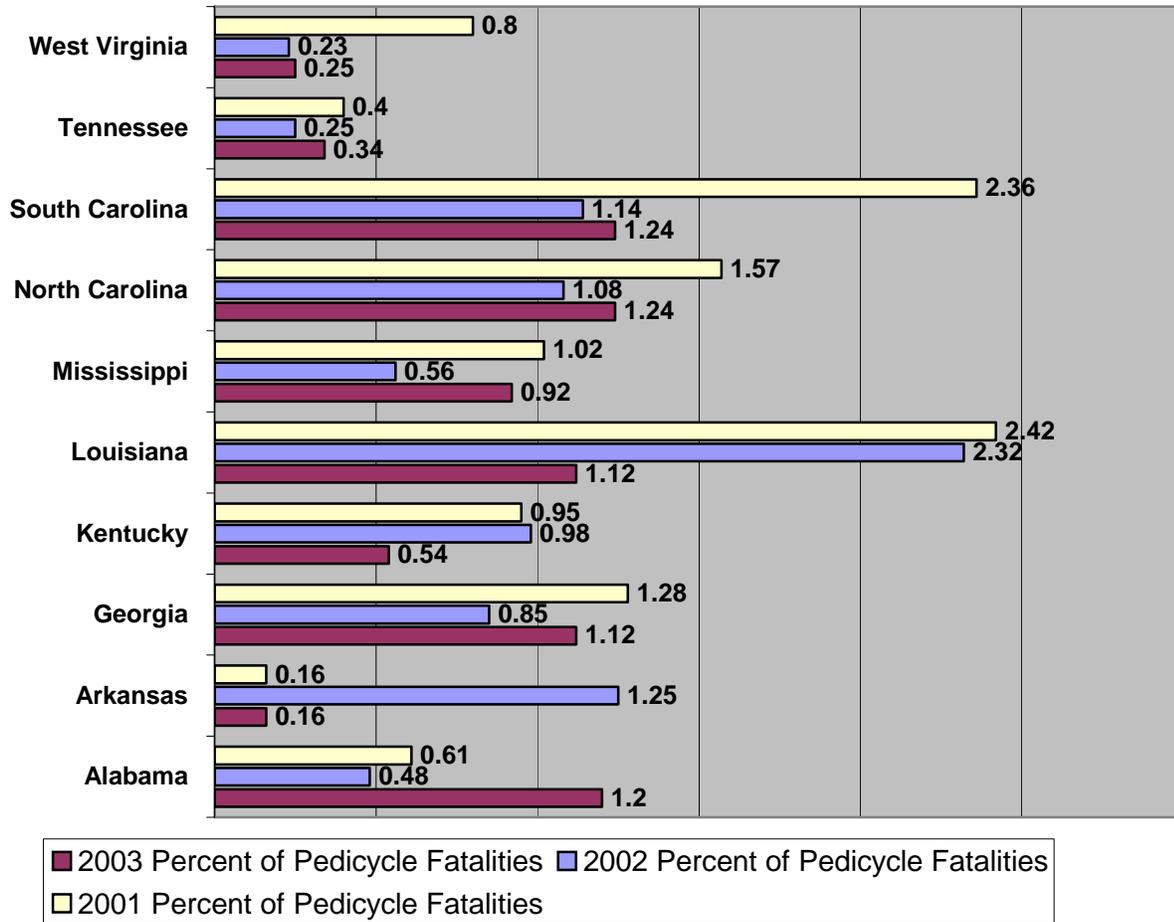


In addition to pedestrian fatalities and fatal rates, pedicycle issues are also a concern for Louisiana. The following charts provide a comparison to other states within the South Central Region and other states similar in demographics to Louisiana. Pedicycle data from FARS can be found at http://www-fars.nhtsa.dot.gov/finalreport.cfm?title=States&stateid=0&year=2003&title2=Crashes_and_All_Victims

Trend of Pedicycle Fatalities as Percent of All Fatalities



Trend of Pedicycle Fatalities as Percent of All Fatalities in Similar States



PROBLEM IDENTIFICATION OVERVIEW:

Data for this Highway Safety and Performance Plan was extracted from the 2004 Louisiana Traffic Records Data Report and was entered in July 2005. The online data may change as data are received by the LHSC; however, this HSP and Performance Plan will be modified for financial or programmatic change. The following link will access the most current data available and may change on a daily basis. Data will only be amended in future modifications.

http://lhsc.lsu.edu/trafficreports/dynamic_a/2004/a1.asp

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities
1996	380	2,718	4,351	3,318	52.1	87.4	806	901
1997	388	2,750	4,352	3,449	51.5	86.8	833	932
1998	403	2,747	4,369	3,449	47.1	78.2	807	926
1999	412	2,771	4,372	3,548	45.1	77.3	831	951
2000	407	2,799	4,469	3,605	48.3	79.5	846	938
2001	412	2,820	4,470	3,605	48.7	82.8	859	947
2002	433	2,839	4,483	3,659	50.9	87.1	818	914
2003	442	2,799	4,494	3,771	48.7	82.8	826	938
2004	445	2,868	4,516	3,771	50.2	85.1	862	968
Difference								
1 Year	0.70%	2.50%	0.50%	0.00%	2.90%	2.90%	4.40%	3.20%
5 Year	8.00%	3.50%	3.30%	6.30%	11.30%	10.10%	3.70%	1.80%
Ave.	5.60%	2.20%	1.30%	3.70%	3.70%	3.90%	3.10%	3.20%

PROBLEM IDENTIFICATION SUMMARY

Overview of fatal and injury crashes

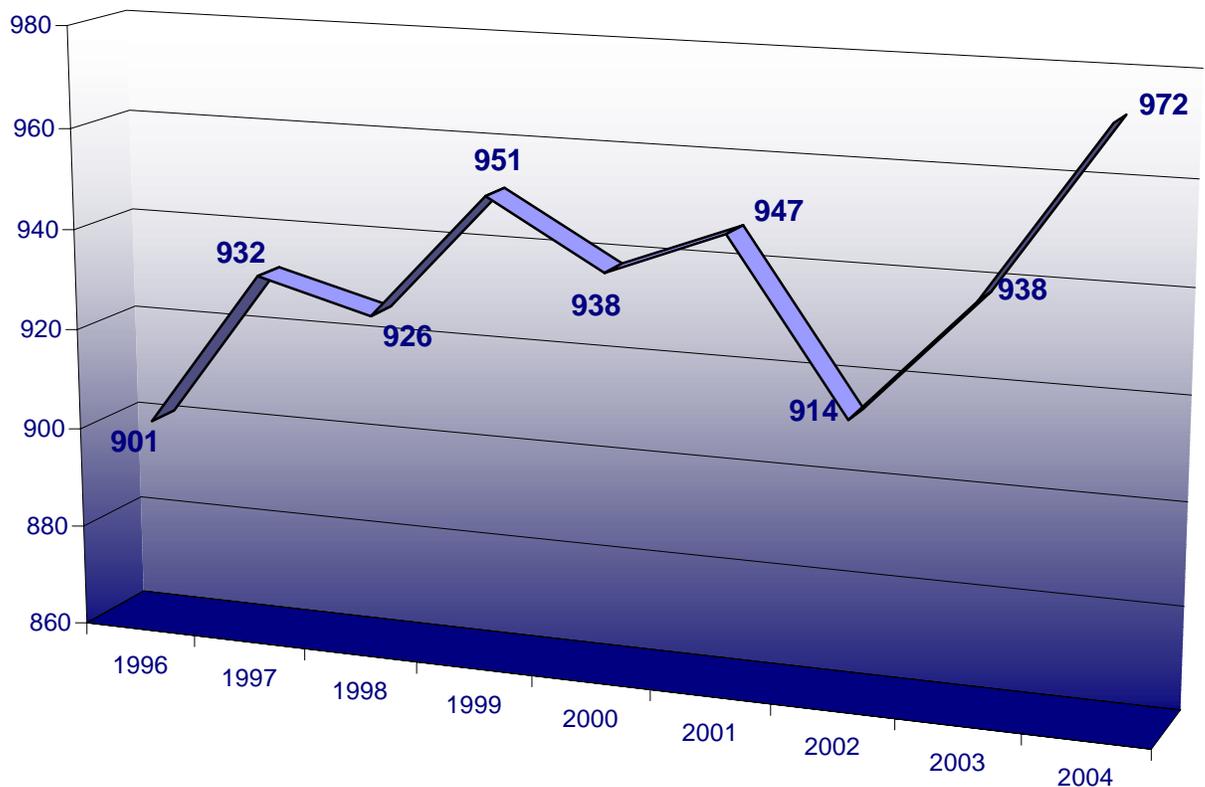
In 2004 there were:

- 862 fatal crashes which *increased by 4.4 %* from 2003
- 968 persons killed which *increased by 3.2 %* from 2003
- 50,151 injury traffic crashes which *increased by 2.9 %* from 2003
- 85,131 injuries in traffic crashes which *increased by 2.9 %* from 2003
- 113,375 property-damage-only crashes which *increased by 1.7 %* from 2003

Of the 968 fatalities:

- 92 were killed as pedestrians which *increased by 2.2 %* from 2003.
- 637 were killed as drivers of vehicles which *increased by 2.2 %* from 2003.
- 77 were killed on motorcycles which *decreased by 7.2 %* from 2003.
- 11 were killed on bicycles which *decreased by 26.7 %* from 2003.
- Louisiana's 2004 mileage fatality rate was 2.18 per 100 million miles traveled, *increased by 2.43%* from 2003.
- Louisiana's 2004 fatality rate was 21.44 per 100,000 population which *increased by 2.69%* from 2003..
- Louisiana's 2004 fatality rate was 33.75 per 100,000 licensed drivers.

Louisiana Fatalities (actual)



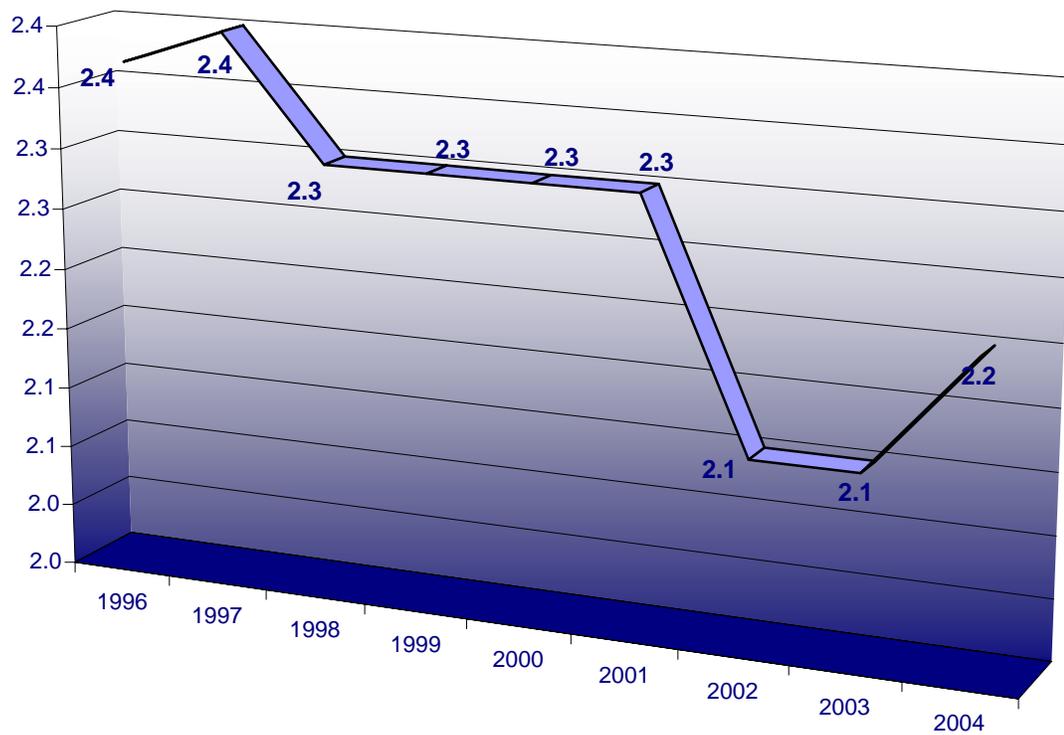
Changes from 2003 to 2004:

- In 2004 there were 968 persons killed which *increased by 3.2 %* from 2003.
- In 2004 there were 862 fatal crashes which *increased by 4.4 %* from 2003.
- In 2004 there were 1,424 vehicles involved in fatal crashes which *increased by 9.9 %* from 2003.
- In 2004, Louisiana had 637 drivers killed in fatal crashes which *increased by 2.2 %* from 2003.
- In 2004 there were 85,131 persons injured which *increased by 2.9 %* from 2003
- In 2004 there were 50,151 injury crashes which *increased by 2.9 %* from 2003

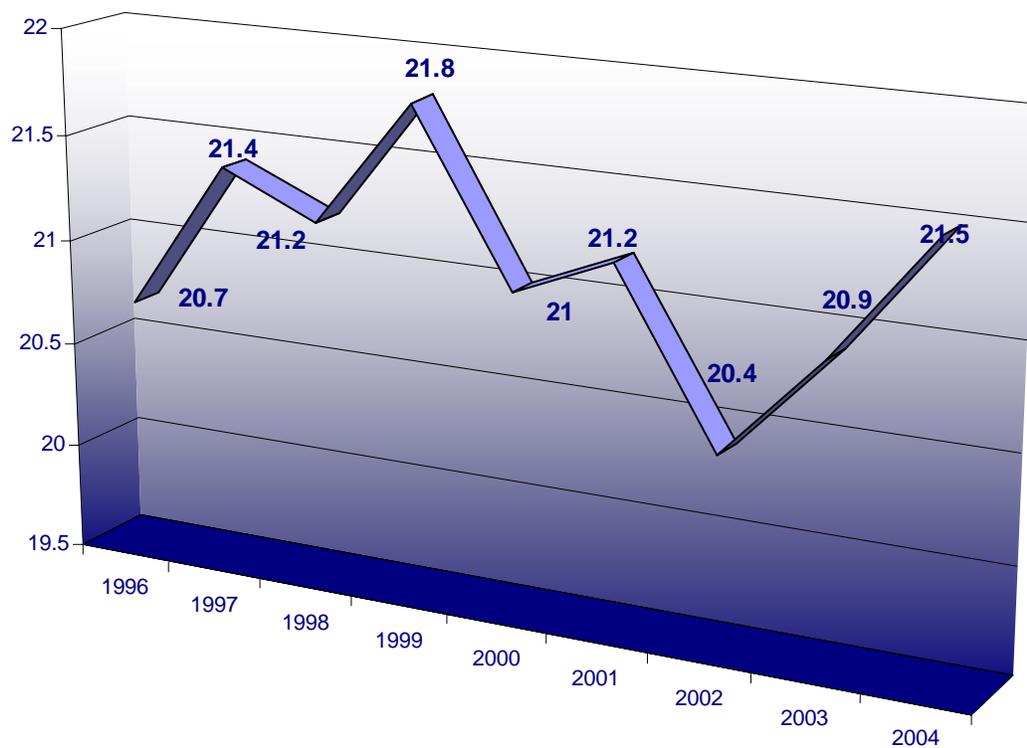
Louisiana's 2004 fatality rates were:

- 2.18 deaths per 100 million miles traveled which *increased by 2.43%* from 2003.
- 21.45 deaths per 100,000 population which *increased by 6.87%* from 2003.
- 33.61 deaths per 100,000 licensed drivers which *increased by 0.72%* from 2003.

Fatality Rate/100 million VMT



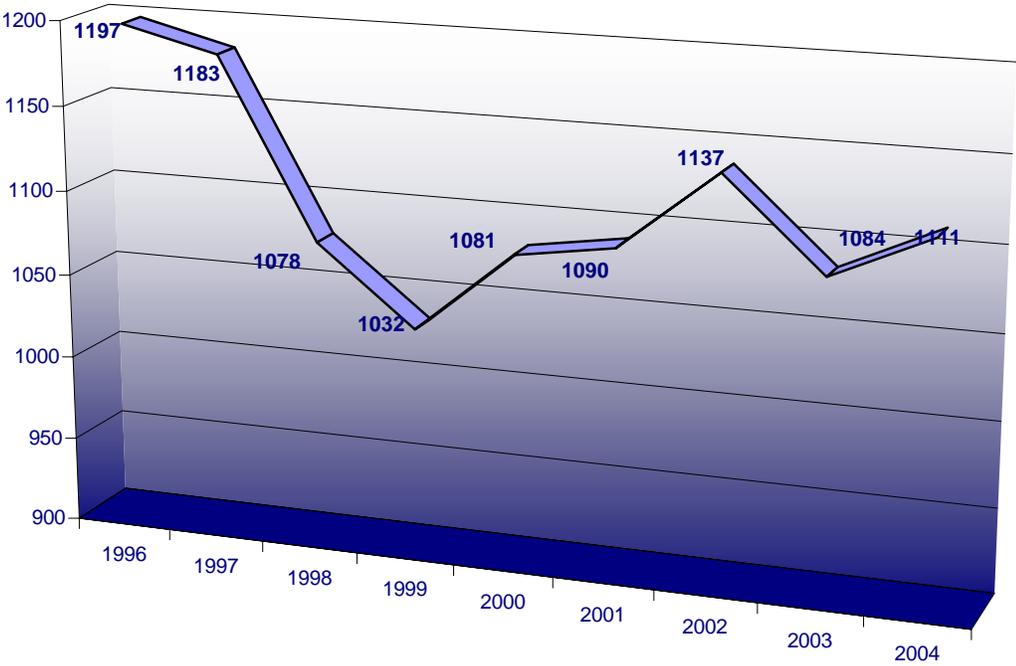
Fatality Rate per 100K Population



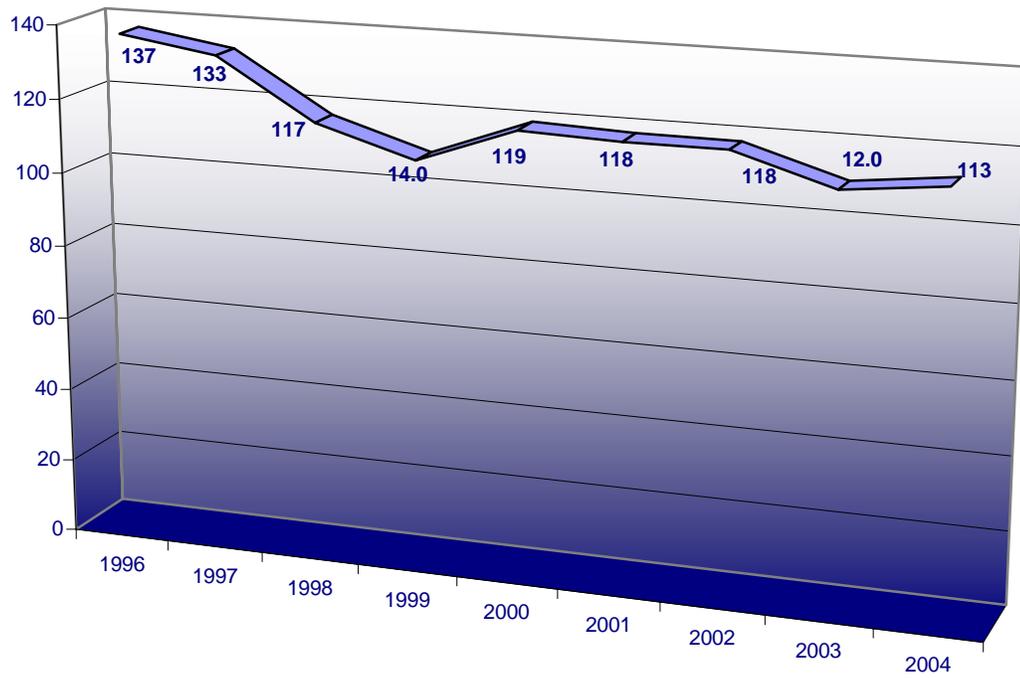
Louisiana's 2004 injury rates were:

- 191.4 injuries per 100 million miles traveled which *increased by 2.1%* from 2003.
- 1885 per 100,000 population which *increased by 2%* from 2003.
- 2968 injuries per 100,000 licensed drivers which *increased by 0%* from 2003.

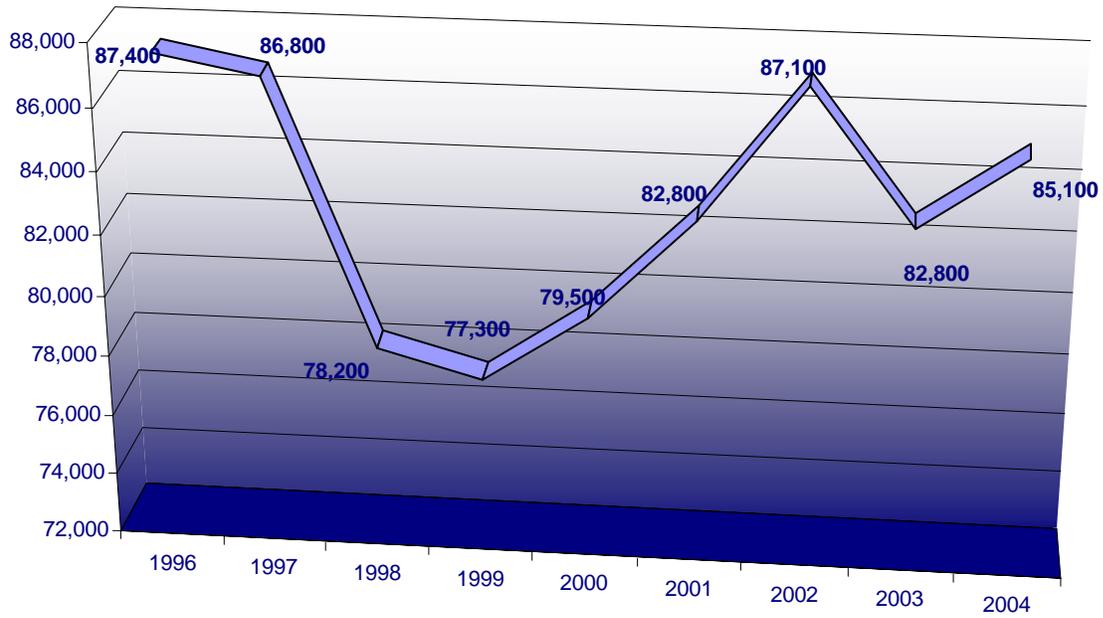
Fatal and Injury Rate / 100K Population



Fatal and Injury Rate per 100M VMT



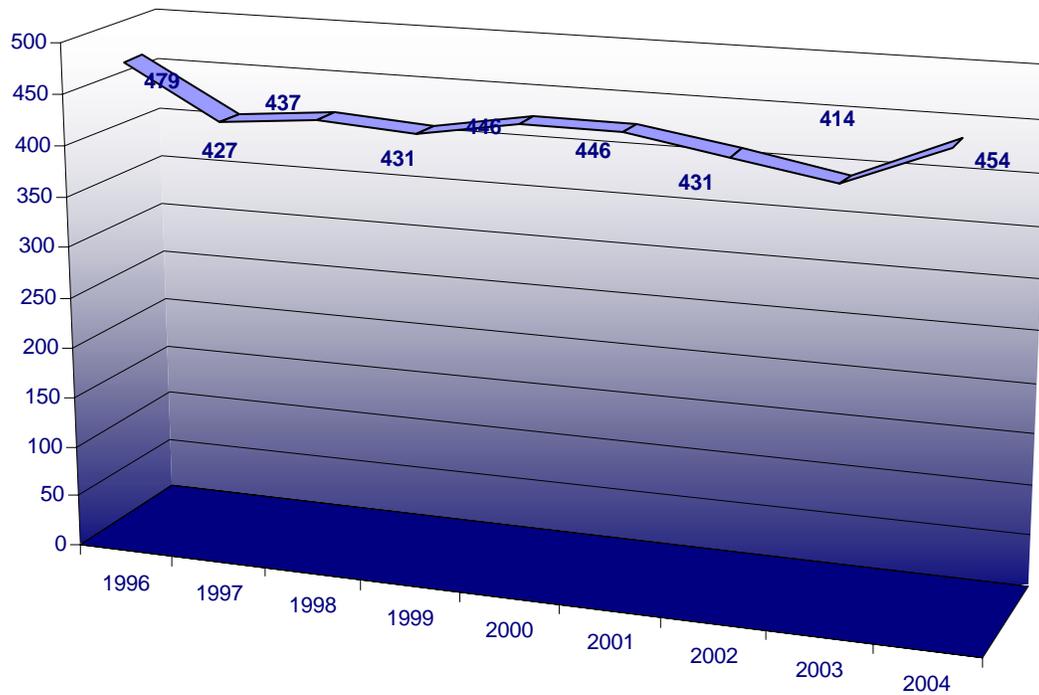
Louisiana Injuries(actual)



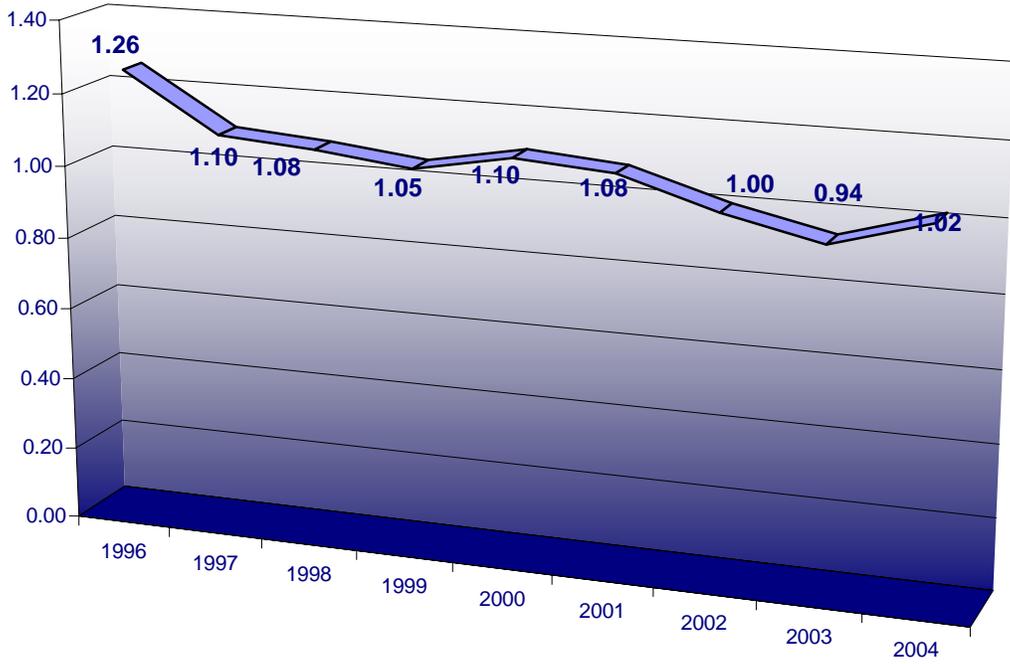
ALCOHOL

- In 2004, 445 (46%) of traffic fatalities were estimated to be alcohol related.
- It is estimated that 9.5% of the 50151 injury crashes involved alcohol.
- Of the 113375 property-damage-only crashes an estimated 5.7% involved alcohol.
- Alcohol-related crashes occurred more frequently on weekends than during the week.
- The evening hours and early morning hours on weekends had the highest frequency of alcohol-involved crashes. Friday night and Saturday night involved the highest frequency of alcohol-related fatal and injury crashes

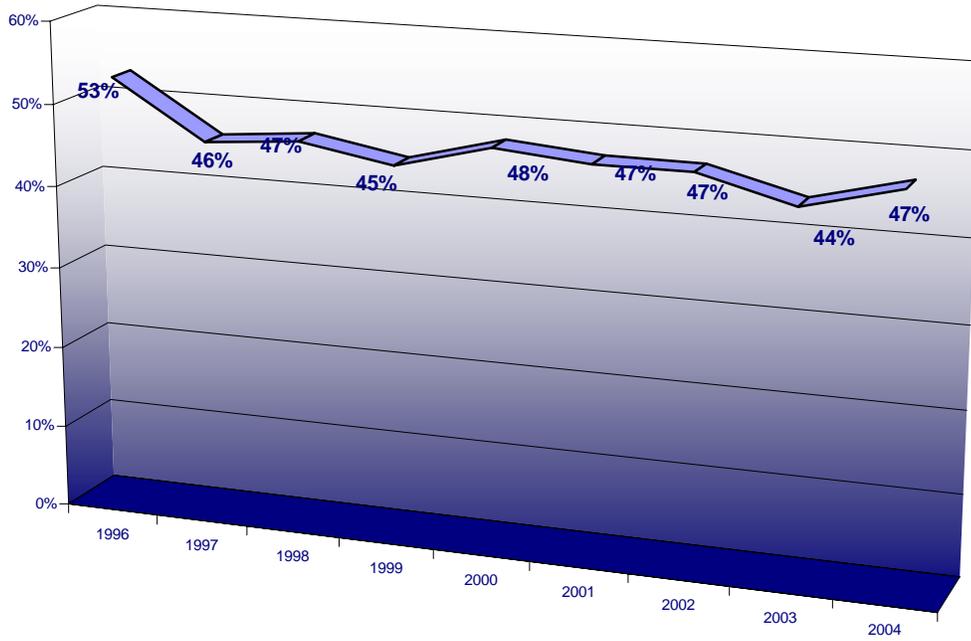
Alcohol Related Fatalities



Alcohol Related Fatality Rate per VMT



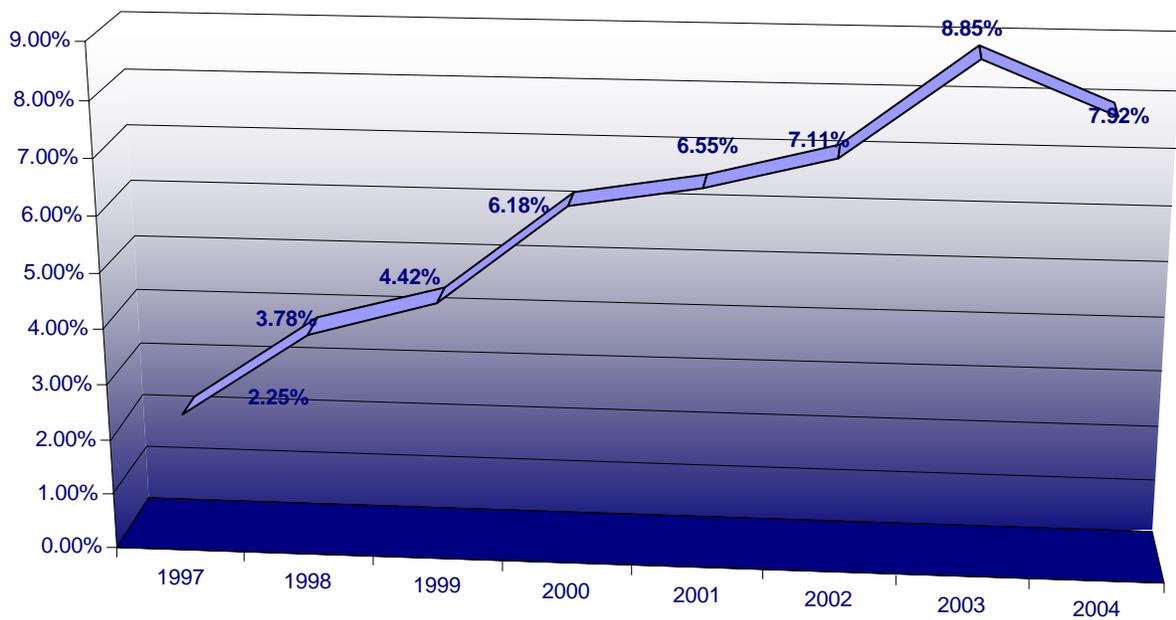
Alcohol Related Fatalities as a Proportion of All Fatalities



MOTORCYCLES

- There were 3.9 deaths per 100 motorcycle crashes in 2004 as compared to 4.5 in 2003
- There were 77 motorcycle fatalities in 2004, which *decreased by 7.2 %* from 2003.
- Helmet use in motorcycle crashes was 49% in 2004 as compared to 36% in 2003.
- There were 1498 injuries in motorcycle crashes in 2004, which *increased by 2.7 %* from 2003.

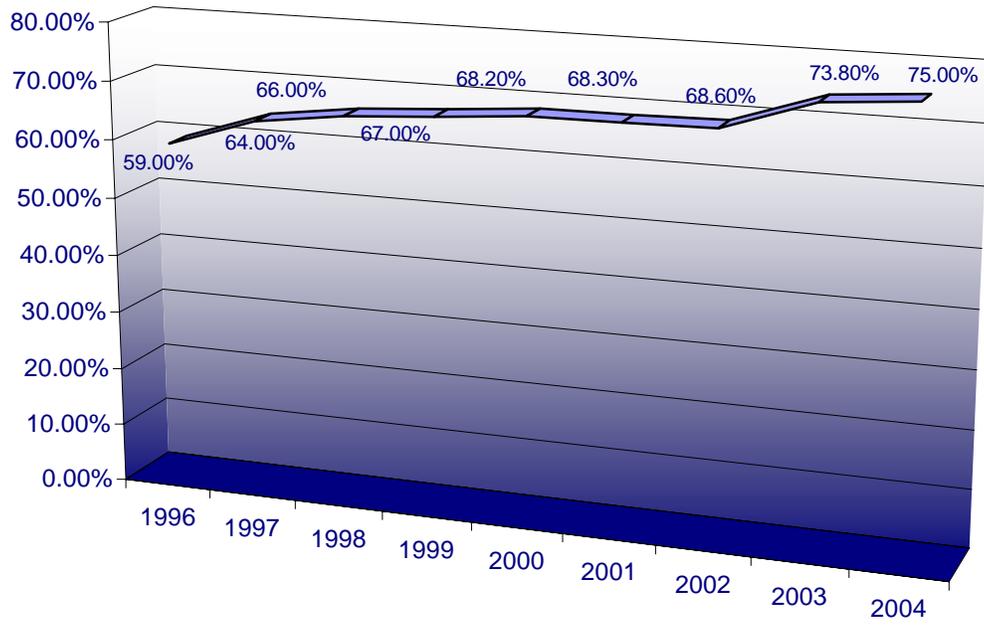
Motorcycle Fatality Rate as a Proportion of all Fatalities



OCCUPANT PROTECTION

- 60% of drivers killed were not wearing a safety belt.
- 70% of passengers ages 5 and older who were killed were not wearing a safety belt.
- 67% of children ages 4 and younger who were killed were not properly seated in a child seat.
- There was 49% helmet usage associated with all 1970 motorcycle crashes (fatal, injury, and PDO crashes).
- Not wearing a safety belt was one of the leading causes of being killed in a crash. Note that only drivers in vehicles with manufacturer-installed safety belts are included in the analysis. This excludes bicycles, motorcycles and off-the-road vehicles.
- In 2004, only 197 (37%) of the 537 drivers killed in motor vehicle crashes were known to be wearing safety belts.
- In 2004, 298 drivers killed in motor vehicles crashes were not wearing a safety belt. This is 60% of the known cases.
- 52% of the drivers killed did not wear a safety belt when the air bag deployed. Thus an airbag alone does not protect against being killed as much as wearing a safety belt.
- In 2004, only 34% of all drivers and passengers killed were known to have worn a safety belt.
- Only 4 of the 15 children killed, ages 4 and under, was known to be properly restrained in a child seat.
- Only 57 of the 216 killed passengers 26% ages 5 and older were known to be wearing a safety belt.
- Safety belt usage tends to increase with age.
- 61.4% of male driver fatalities were known to not have worn a seat belt.
- 40.4% of female driver fatalities were known to not have worn a seat belt.

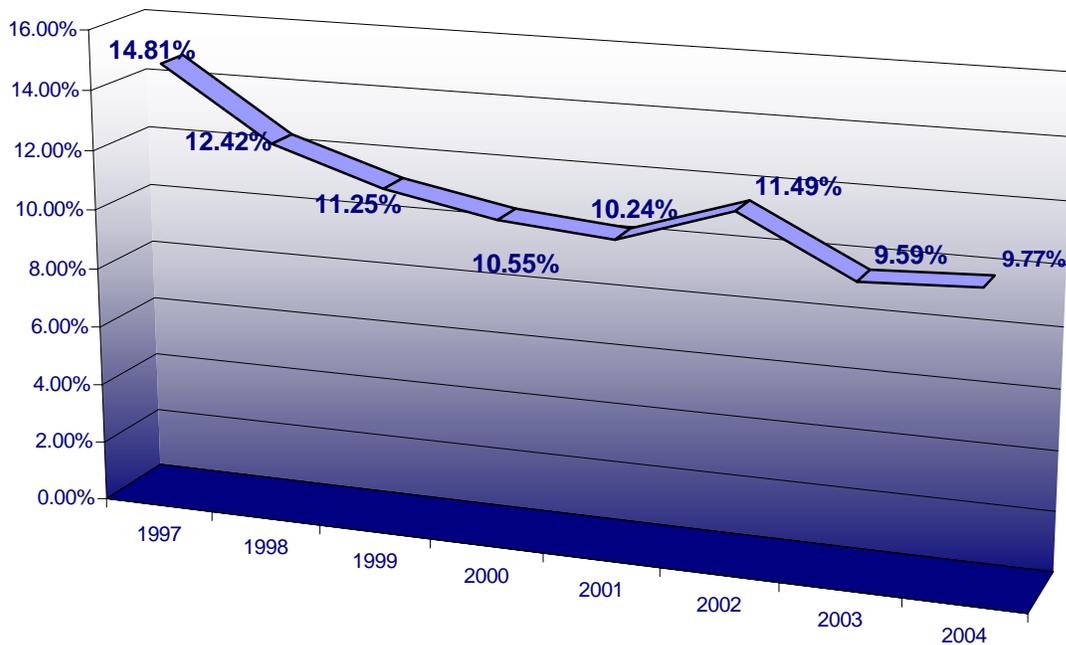
Percent of Population Using Safety Belts



PEDESTRIANS

- Pedestrian fatalities in 2004 made up about 10% of all traffic fatalities.
- The number of pedestrians killed in 2004 was 92, which *increased by 2 %* from 2003.
- 1350 pedestrians were injured in 2004, which *increased by 14 %* from 2003.
- In 2004, 42 (45.7%) of the pedestrian fatalities had a positive BAC, i.e., 0.01 or above.
- However, 22.8% of the pedestrian fatalities' BAC test results were pending at the time when this report was prepared.
- Also, 14.1% of pedestrians killed were not tested for alcohol in 2004.
- 4 children, age 5 and below, were killed as pedestrians.
- 7 children, between the ages of 6 and 14, were killed as pedestrians.
- Males made up 68% of the pedestrians killed.
- 14.1% of the pedestrians killed had been drinking.

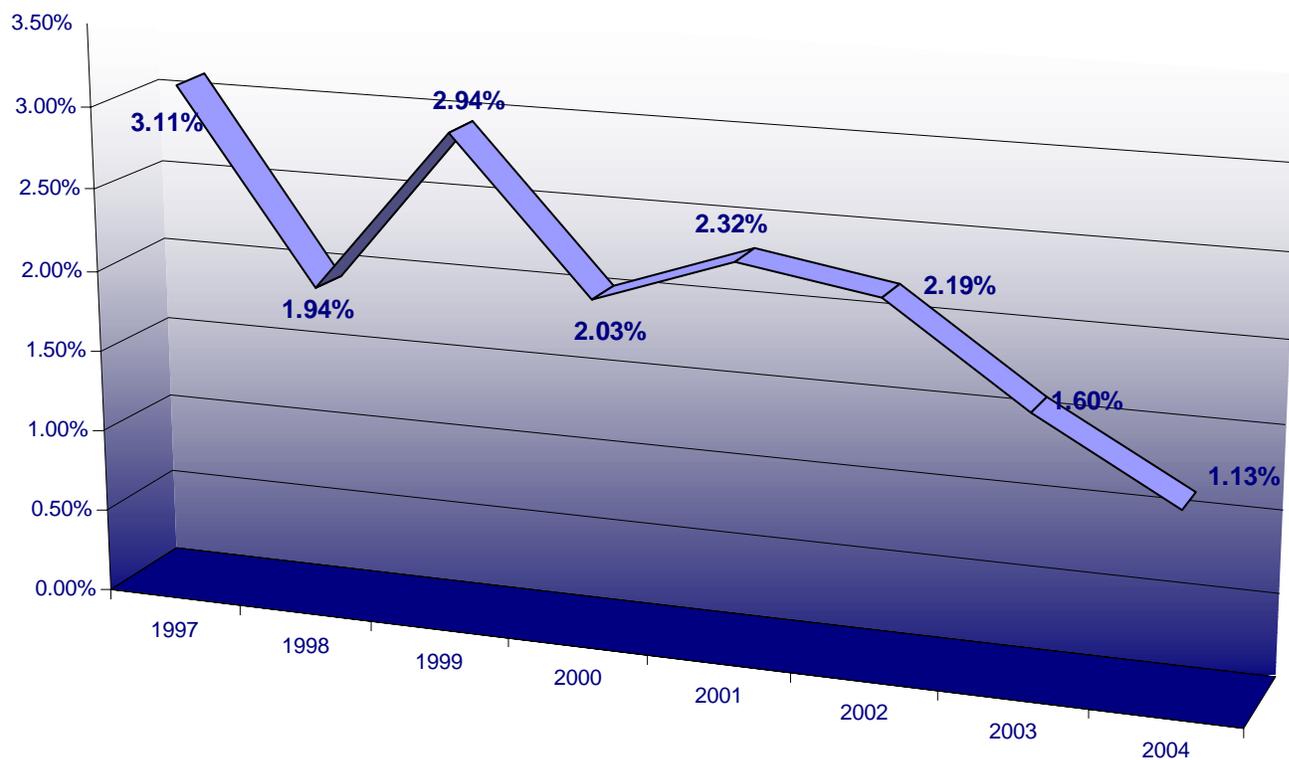
Pedestrian Fatality Rate as a Proportion of all Fatalities



BICYCLES

- In 2004, 11 persons were killed on bicycles, which *decreased by 26.7 %* from 2003.

Bicycle Fatality Rate as a Proportion of all Fatalities

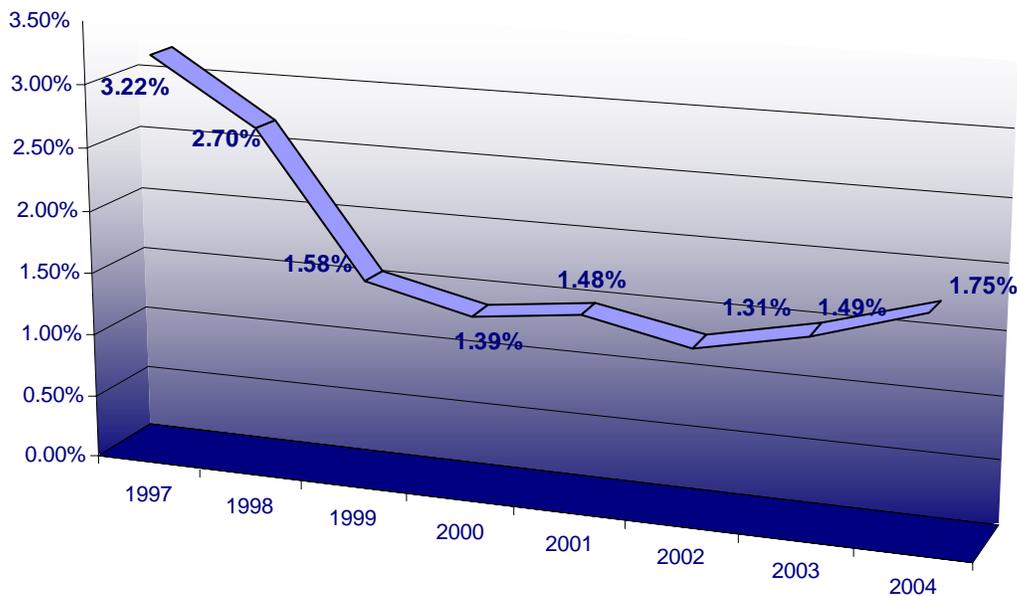


Other Areas of Data Analysis

VEHICLE TYPE

- In Louisiana, large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in 13.5% of all fatal crashes in 2004, -2 percentage points from 2003.
- 43.3% of persons killed in motor vehicles in 2004 were occupants (drivers or passengers) of passenger cars, 2.5 percentage points from 2003.
- 36.0% of occupants killed (drivers or passengers) of vehicles were in light trucks or vans in 2004, 1.7 percentage points from 2003.
- 1.4% of occupants killed were in large trucks -1.6 percentage points from 2003.
- In 2004, preliminary statistics show Louisiana having 166 train/vehicle crashes.
- In 2004, 23 people died as a result of collisions at highway-rail intersections

Railgrade Fatality Rate as a Proportion of all Fatalities



TIME OF DAY

- Injury crashes are highest during afternoon rush hour traffic.
- Fatal crashes occur more frequently in the evening and early morning hours.
- Rush hour has the lowest fatality percentage.
- Evening and early morning hours have a higher percent of fatalities.
- Injury crashes occur primarily during rush hour on Monday to Friday.
- Fatal crashes tend to occur more frequently on the weekends in the evening and early morning hours.

DAY OF WEEK

- While injury crashes are lowest on *weekends*, fatal crashes are highest on *weekends*.
- In 2004 about 52.3% of all fatal crashes occurred on the three days of weekends: Friday to Sunday.
- Fatal crashes are not a fixed percentage of all crashes. Thus, reducing the total number of crashes does not necessarily reduce the number of fatalities.

INTERSTATES

- Interstate fatal crashes *increased by 12 %* from 2003 to 2004.
- The interstate fatalities *decreased by 3 %* from 2003 to 2004.
- Interstates account for 16% of the fatal crashes and 16% of the fatalities in 2004.
- Fatal crashes on elevated interstates *decreased by 29 %* from 2003 to 2004
- Injury crashes on elevated interstates *increased by 26 %* from 2003 to 2004
- The number of fatalities per 100 million miles traveled was in 2004 compared to 2.2 for Louisiana as a whole.

Speed Problem Identification

One of the most prevalent factors contributing to crashes involving fatalities is exceeding the stated speed or safe speed limit. However, the determination of speed after a crash is very difficult. Thus, we can expect the speed related crashes to be under reported. Therefore this section describes the speed-related issues by focusing on speed limits and on the effect of changing speed limits. Specifically, this section includes an analysis of interstate crashes influenced by speed limits.

Effective August 15th, 1997, Louisiana raised the speed limit on rural interstates to 70 MPH. An evaluation of this speed limit increase on the number and severity of crashes is the purpose of this study. Specifically, the three categories examined are: the increase in fatalities, injuries, and property-damage crashes by road type and speed limit. An analysis of speed limit effect using dependent variables, such as fatality count and injury severity,

Based on the data from over half a million crashes between 1994 and 2003, we analyzed the effect of changing speed limits on dependent variables such as fatality count and injury severity. We also studied the effect of other exogenous variables included the following variables/factors: the road type, vehicle type, time of day, weather conditions, age of driver, gender of driver and the VMT by type of roadway.

The analysis involved two approaches to study the effect of the increased speed limit. The first approach involved comparing 2003 data with a baseline year, such as 1996. Since the speed limit was raised mid-year in 1997, a comparison of the 1996 crashes with the 2003 crashes appeared to be the most appropriate. The second approach analyzed the crashes by months to detect changes in the number of crashes over time.

An analysis of the crashes shows that raising the speed limits on interstates in 1997 had a significant effect on the number of fatal crashes on rural interstates. The elevated parts of the interstates, in particular, showed a dramatic

percentage increase in fatal crashes. Although there are other studies (Transportation Research Board, 1984) suggesting that a speed limit increase affects fuel consumption and costs associated with injuries, the Louisiana crash data analysis is inconclusive in these two areas. In Louisiana, the miles per gallon decreased by 0.2% from 1996 to 2003 which could be due to other factors such as an increase in the number of SUV's and light trucks. The number of injuries declined from 87 thousand in 1996 to 78 thousand in 2003, which is a decline of over 10%. (**Analysis of the Impact of Increased Speed Limits on Interstates in Louisiana**)

ROAD CONDITIONS

- 96% of the injury crashes had *no* reported road defects in 2004.
- 94% of the fatal crashes had *no* reported road defects in 2004.
- In 0.8% of the injury crashes, a construction or repair was reported.
- In 1.4% of all fatal crashes, a construction or repair was reported.

Driver Information

AGE OF DRIVER

- In 2004 there were 1410 drivers in fatal crashes, 634 of whom were killed in the crash.
- The age group 18-20 had 5.4% of licensed drivers, but this age group made up 9.1% of drivers involved in fatal crashes.
- For comparison, the age group 35-44 represents 19.4% of licensed drivers in 2004 and 18.4% of drivers in fatal crashes.

DRIVER FATALITIES

- In 2004, 634 drivers died in fatal crashes.
- The fatality rate of drivers was 22 fatalities per 100,000 licensed drivers.
- In general, the fatality rates of drivers decline with age, but increased considerably for seniors.
- While only about 5.4% of licensed drivers are of ages 18 to 20, this age group accounted for 9.1% of all driver fatalities in 2004.

DRIVER'S GENDER

- In 2004, the fatal crash rate of male drivers in the 18-20-year-old age group was over three times as high as the fatal crash rate of female drivers of the same age group, i.e. 107 compared to 56 .
- In 2004, on the average, 26 out of 100,000 licensed female drivers were involved in fatal crashes.
- In 2004, on the average, 71 out of 100,000 licensed male drivers were involved in fatal crashes.

AGE AND GENDER

- Of the 634 driver fatalities in 2004, 478 were male and 155 were female.
- The fatality rate of male drivers is significantly higher than the fatality rate of female drivers. For instance, in 2004 the fatality rate of male drivers in the 18-20-year-old age group was over three times as high as the fatality rate of female drivers of the same age group (48 versus 21).
- While 75.4% of all driver fatalities were male in 2004, only 48.47% of all licensed drivers were male.

VIOLATIONS

- 61% of all drivers involved in fatal crashes had a violation.

Vehicle Information

VEHICLES IN CRASHES

- In 2004, there were 1410 vehicles in fatal crashes, 95796 vehicles in injury crashes and 214590 vehicles in property-damage-only crashes. This amounts to about 11% of all licensed drivers.

TYPE OF CAR

- In 2004, 56.1% of the vehicles involved in injury crashes were passenger cars, while only 43.3% of the vehicles involved in fatal crashes were passenger cars.
- 29.9% of the vehicles in injury crashes were pick-up trucks, but 36% of the vehicles involved in fatal crashes were pick-up trucks.
- 2.8% of the vehicles in injury crashes were large trucks (single unit trucks and trucks with trailers) or buses, but 7.8% of the vehicles involved in fatal crashes were large trucks or buses.
- However, based on the percent of crashes rather than vehicles, 13% of fatal crashes involved single unit trucks, trucks with trailers or a bus in 2004 (see A13b).

OTHER VEHICLES TYPES

- There were 935 bicycles involved in crashes in 2004 with 11 fatalities.
- 4 children under the age of 12 were killed on bicycles in 2004.
- 1970 motorcycles were involved in crashes in 2004 and 76 of the occupants of motorcycles were killed.
- New Orleans Parish had 15 motorcycle fatalities which made up 19.7% of all motorcycle fatalities in 2004.
- In 2004, there were 92 injuries and 17 deaths reported involving a train.

YOUTH SUMMARY

DRIVERS AGES 15-17:

- Made up 2.6% of licensed drivers and 4% of drivers involved in fatal crashes and 4% of drivers killed.
- Made up 4.4% of drivers involved in injury crashes.

DRIVERS AGES 18-20:

- Made up about 5.4% of licensed drivers, but were involved in 9.1% of fatal crashes and 9% of drivers killed.
- Made up 10.8% of drivers involved in injury crashes.
- The fatal crash rate (crashes per 100,000 licensed drivers) was nearly twice as high as the average crash rate of all drivers.

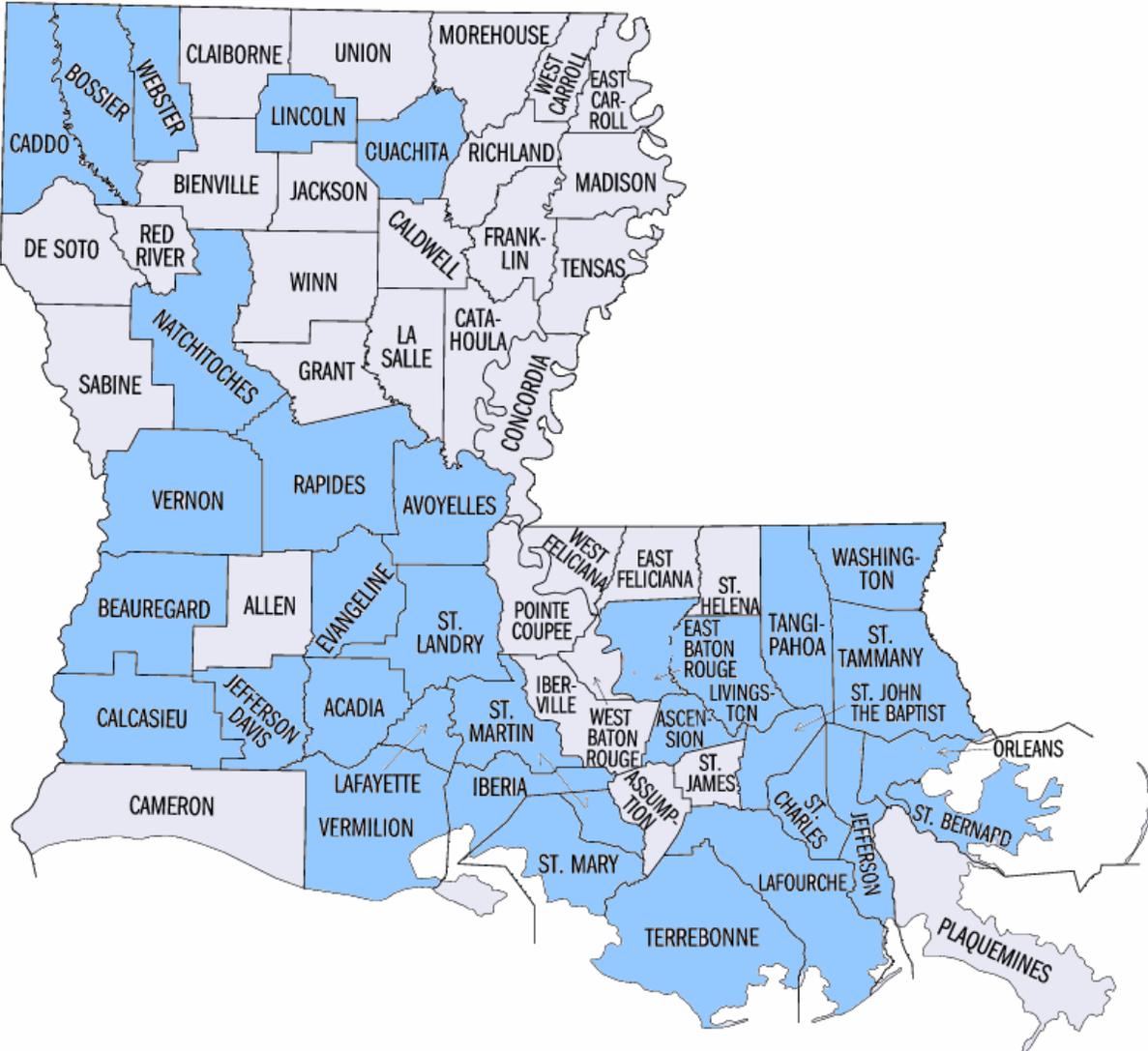
YOUTHS AND GENDER

- Female drivers ages 17-20 make up 2.7% of licensed drivers and make up 3% of drivers involved in fatal crashes.
- Male drivers ages 17-20 make up 2.8% of licensed drivers but make up 6% of drivers involved in fatal crashes.
- Male youth drivers were more likely to be involved in alcohol-related fatal crashes than female drivers.
- In the age group 15-24 male drivers made up 79% of drivers involved in alcohol-related fatal crashes.

SENIORS SUMMARY

- Although the injury crash rate declines with age, the fatal crash rate of seniors is the highest of all drivers.
- 3 senior drivers in fatal crashes were under the influence of alcohol.
- Drivers older than 70 have the highest percentage of violations for Careless Operation (10.1%), Disregard Traffic Control (4.1%), Failure to Yield (22.6%).

Multiple sources of data are utilized by the LHSC to assess the problem areas within the state. A thorough assessment of the available funds and the rules promulgated in NHTSA guidelines leads the LHSC to focus on specific parishes within the state. The parishes denoted in light blue are the parishes the LHSC has identified as parishes to concentrate various traffic safety programs during the FY 2006. These parishes represent 88% of the population and 92.5% of the total fatal and injury crashes, as well as 98% of the urban crashes and 85.5% of rural crashes. 88% of alcohol related crashes are within these 33 parishes and an average of 85% of all pedestrian, pedicycle, and motorcycle fatalities.



GOAL SETTING PROCESS

The LHSC Highway Safety Plan and Performance Plans are developed based on the stakeholder input, data analysis, and staff discussions. Difficulty often arises in that the NHTSA guidelines and the Louisiana State regulations have different fiscal years for planning and reporting. The LHSC maintains as much consistency as possible by sharing state performance based budgeting goals in the Highway Safety Plan.

Under the provisions of Act 1465 of 1997, each Louisiana Department of State Government and each Agency therein must use the strategic planning process and produce a strategic plan to be used to guide its ongoing and proposed activities for the next five years. The LHSC utilizes the mandatory guidelines in “Manageware” as directed by the Louisiana Office of Planning and Budget. These guidelines define goal setting as a combination of internal/external assessments, vision statement, mission, philosophy, goals, objectives, and strategies.

Objectives are a required strategic plan component and relate to each program in an organization. The “Manageware” guidance gives specific direction to “SMART” objectives (Specific, Measurable, Attainable, Results Oriented, and Time Bound). The LHSC formulates objectives by reviewing the stated mission and goals, assessing internal and external factors, reviews NHTSA goals and then determines realistic goals for the State of Louisiana based on the annual timeframe.

The complete “Manageware” document can be found at www.state.la.us/opb/pub/mw_strategicplanning.pdf and the specific section detailing goals and objectives is on page 57-67 of the “Manageware” document.

LOUISIANA HIGHWAY SAFETY COMMISSION STAKEHOLDERS

AAA

Administrative License Hearing Office

African American Sororities (Delta Sigma Theta, Alpha Kappa Alpha, Sigma Gamma Roe)

All Major Railroads

Alliance to Prevent Underage Drinking

Applied Technology Inc. OP Survey Consultant

Attorney Generals Office

Baton Rouge Alcohol & Drug Abuse Council

Baton Rouge Alcohol Beverage Control

Baton Rouge Mayor's Office

Baton Rouge Rape Crisis Center

Baton Rouge Safety Council

Blue Cross Blue Shield

CAIRE

Campus Restaurant/Bar Owner

Coroners Association

Crime Lab Association

Crime Labs

Department of Education

Department of Education Motorcycle Program

Department of Health and Hospitals

Department of Insurance

Department of Public Safety Data Processing

Department of Transportation and Development

District Attorney's Office

District Attorneys Association

DRE/SFST Instructors

Driving School

DWI Task Force Chairman

East Baton Rouge Parish I CARE

EMS

ENCARE

Faith Community

Federal Highway Administration

Fire Departments

Hospitality Industry Leaders

Hospitals

Houma Alcohol & Drug Abuse Council

HTV News Talk Ten Media

Jefferson Parish Courts, 1st & 2nd

Juvenile Probation

La. STARS (Louisiana Alliance Youth Advisory Board)

Lafourche SO

Law Enforcement

Legislators

LHSC Law Enforcement Liaisons

Louisiana Highway Safety Commission

Louisiana Highway Safety Commission Youth Advisors (21)

Louisiana Passenger Safety Task Force

Louisiana State Police

Louisiana State Police Applied Technology Section (Intox./SFST/DRE Program)

Louisiana State Police Intoxilizer Program

Louisiana State University

Louisiana State University Campus Community Coalition

Louisiana Supreme Court

LSU Baton Rouge Campus Community Coalition for Change

LSU Medical Center

LSU Shreveport Community Policing

LSU Student Organizations

MADD

Mayors

Mayors Office

Metropolitan Planning Offices

Mockler Beverage

National OJJDP, Bureau of Justice
National Responsible Hospitality Industry Consultant
New Orleans African American Faith Based Community Leaders
New Orleans Alcohol & Drug Abuse Council
New Orleans Charity Hospital
New Orleans Diversity Traffic Safety Representative
NHTSA Law Enforcement Liaison
NHTSA Regional Program Manager
NHTSA Washington & Region
Office of Motor Vehicle
Office of Public Health
Office of Risk Management
OMV
Operation Lifesaver
Parish School Bus Transportation Supervisors
Partners in Prevention
Police Juries
Pride of St. Tammany
Regional Can Do Program
Regional Planning Office
Remove Intoxicated Drivers (RID) (chair)
SADD
Safe & Drug Free Schools
Safe and Drug Free School Administrators
Safe Communities
Safe Kids
Safety Councils
Safety Management Systems
School Boards
South Central Louisiana Safe Community
South East DWI Task Force
Southern University Blacks Against Destructive Decisions (BADD)
State Alcohol Beverage & Tobacco Control

State Risk Management

State School Bus Transportation Supervisors Association

Tangipahoa Alcohol & Drug Abuse Council

Terrebonne General Hospital

Traffic Court Judges

Universities

GOALS

The following areas have been identified to support the mission of the LHSC and meet expectations of the GHSA. Annual Report for FY 2006 will be reported with the most current data available, the likelihood is that 2005 data will be used.

These include:

1. Reduce the number of fatalities from 972 in 2004 to 962 in 2006.
2. Reduce the fatality rate per 100 million VMT from 2.2 in 2004 to 2.18 in 2006.
3. Reduce injuries from 85,100 in 2004 to 84,300 in 2006.
4. Reduce the fatal and injury rate per 100 million VMT from 113 in 2004 to 108 in 2006.
5. Reduce the fatality Rate per 100K Population from 21.5 in 2004 to 21.3 in 2006.
6. Reduce the Fatal & Injury Crash Rate/100K population from 1111 in 2004 to 1,100 in 2006.
7. Reduce the number of alcohol related fatalities from 454 in 2004 to 448 in 2006.
8. Reduce the number of alcohol related fatalities as a proportion to all fatalities from 47% in 2004 to 44% in 2006.
9. Reduce the alcohol related fatality rate per VMT from 1.02 in 2004 to 1.00 in 2006.
10. Increase the percent of population using safety belts from 75% in 2004 to 77% in 2006.

In addition to the GHSA expectations, the LHSC had identified the following areas to assess.

11. Reduce the number of motorcycle related fatalities as a proportion to all fatalities from 7.92% in 2004 to 7.84% in 2006.
12. Increase the number of electronically reported crash reports from approximately 40% of all reports in 2004 to 50% in 2006.
13. Reduce the number of pedestrian related fatalities as a proportion to all fatalities from 9.77% in 2004 to 9.67% in 2006.
14. Reduce the number of bicycle related fatalities as a proportion to all fatalities from 1.13% in 2004 to 1.11% in 2006.
15. Increase the Safe Community activities in Louisiana through an increase in mini grant funding during FY 2006.
16. Reduce the number of railgrade related fatalities as a proportion to all fatalities from 1.75% in 2004 to 1.73% in 2006.

DESCRIPTION OF PROJECT SELECTION

1. The LHSC planner utilizes the most recent published data from the “Louisiana Traffic Records Data Report” to identify, prioritize and define the problems.
2. All LHSC staff collaborate with traffic safety stakeholders, throughout the year, to gain input and agreement on the priority problems, goals and objectives.
- 4.3. Public meetings and traffic safety briefings are held around the state to obtain input from the general public interested in traffic safety issues.
4. LHSC staff meet in the Spring to review data, discuss current programming, and make recommendations to the future fiscal year.
5. All recommendations are provided to the Governor’s Representative who makes the final recommendations to the Governor appointed Board of Commissioners for approval.
6. LHSC Program Coordinators recruit and negotiate with partners identified by the staff and approved by the LHSC Commission.
7. LHSC objectives and performance goals of the specific project are included in the contractual agreement between the LHSC and the contractor.

HIGHWAY SAFETY PLAN

This portion details the problem identification, objectives, strategies, and projects for each program area. Program areas will be discussed in the following order. Planning and Administration, Alcohol, EMS, Motorcycle, Occupant Protection, Pedestrian/Bicycle, Police Traffic Services, Traffic Records, Paid Media, Railroad, Roadway Safety, Safe Communities, and Speed.

There are no items or equipment in any of the projects that exceed \$5,000 and would require the Regional Administrator=s approval.

PLANNING AND ADMINISTRATION

Planning and Administration Explanation

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

Planning and Administration Objectives

1. Provide staff training throughout FY 2006 to all full time LHSC staff per Louisiana civil service rules.
2. Ensure planning and administration costs do not exceed the 10% allowance during FY 2006.

Planning and Administration Strategies

1. Provide staff the opportunity to receive training via the Louisiana Department of Civil Service.
2. Offer staff the opportunity to attend and participate in various traffic safety conferences.
3. Follow guidance provided by the LHSC accountant to limit planning and administration costs to the 10% maximum.

Planning and Administration Projects

		Planning and Administration	
PA 06-00-00	Planning and Administration	Program provides for the management of the LHSC programs; including employment of personnel to manage programs, associated travel, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.	\$250,000.00

POSITIONS AND FUNDING SOURCE

- Executive Director** – Planning and Administration (50% Federal and 50% State Funds)
- Administrative Secretary III** – Planning and Administration (50% Federal and 50% State Funds)
- Accountant (LHSC Program Coordinator II)** - Planning and Administration (100% Federal)
- Planner (LHSC Program Coordinator II)** – Program Management (100% Federal)
(30% AL; 30%OP;20%PT;20%TR)
- LHSC Assistant Director** - Overall Program Management – Program Management (100% Federal)-
(30% AL; 30%OP;20%PT;20%TR)
- Program Manager** – LHSC Program Coordinator II – Alcohol and Occupant Protection Programs –
Program Management (100% Federal) - (30% AL; 30%OP;20%PT;20%TR)
- Program Manager** – LHSC Program Coordinator II – Police Traffic Services – Program Management
(100% Federal) (30% AL; 30%OP;20%PT;20%TR)
- Program Manager** – LHSC Program Coordinator II– Youth, Pedestrian, EMS, School Bus, OP and
Alcohol - Program Management (100% Federal) – (30% AL; 30%OP;20%PT;20%TR)
- Program Manager** – LHSC Program Coordinator II – Public Information/Paid Media Subgrants
- Program Management (100% Federal) – (30% AL; 30%OP;20%PT;20%TR)
- Grants/Reviewer I** – Program Management – (100% Federal) (30% AL; 30%OP; 20%PT; 20%TR)
- Administrative Secretary** – Program Management (10% FARS Analyst) - - Program Management
(100% Federal) - (30% AL; 30%OP;20%PT;20%TR)
- IT Applications Analyst II** – Program Management - 100% Federal – ((30% AL;
30%OP;20%PT;20%TR)
- IT Applications Analyst II** – Program Management - 100% Federal – (30% AL;
30%OP;20%PT;20%TR)
- IT Liaison Officer 2** – Program Management – 100% Federal - (30% AL; 30%OP;20%PT;20%TR)
- Clerk IV** – Program Management – 100% Federal (30% AL; 30%OP;20%PT;20%TR)
- Statistical Technician 2** – FARS Analyst - 100% Federal – (100% FARS)
- Statistical Clerk**– Program Management – 100% State (OMV) (100% TR)
- Student Worker** – Program Management – 100% Federal (30% AL; 30%OP;20%PT;20%TR)

ALCOHOL

Alcohol Problem Identification

In Louisiana, driving under the influence of alcohol remains a top safety issue. Of particular concern is the involvement of drivers under the age of 21. Until 1995, the law did not address the illegal sale of alcohol to persons under age 21, but only the illegal purchase and possession of alcohol by persons under 21 years of age. In 1995, modifications of the law made it illegal to sell alcohol to persons under the age of 21. This 1995 modification also made it illegal to purchase and possess alcohol for persons less than 21 years of age. Although challenged, courts upheld the law. In 1997, legislation passed making it illegal for persons below 21 years of age to drive with a BAC of 0.02 or above (zero tolerance law). In 2004, a challenge of this 1997 legislation claimed that it capriciously discriminates against the youth (18-20-year-olds). The Louisiana Supreme Court ruled in May 2004 that the zero tolerance law is constitutional, thus upholding the 0.02 BAC law.

The analysis of fatal alcohol-related crashes in this section is based on an estimate obtained via a classification model developed at LSU. The model was tested for past years and shows very reliable results with a standard error less than 1%. The reported BAC results in the crash report may be either based on a breathalyzer test or on a blood-alcohol test. The crash report does not distinguish between the two types of tests. However, in many cases, the BAC test results are still pending. For this reason, the classification model is applied to generate missing BAC results to estimate the percent of alcohol-involved fatalities.

Drunk drivers are at least 13 times more likely to cause a fatal crash than sober drivers, according to a new study by Steven Levitt, Professor of Economics at the University of Chicago and Jack Porter, Professor of Economics at Harvard University.

- 453 traffic fatalities were estimated to be alcohol related in 2004.
- 395 of the 453 fatalities in alcohol-involved crashes (87.2%) had either alcohol themselves or were driving with a person who had alcohol.
- 63 of the fatalities in alcohol-involved crashes (14.6%) were killed by another driver who used alcohol.

- Alcohol is more often involved in rural-area crashes than in urban area crashes. In 2004, alcohol was involved in 47% of rural and in 42% of urban fatal crashes in Louisiana. Note that the alcohol-involved fatal crashes are estimated.

Age is an important factor in alcohol-related crashes. There are several ways of presenting alcohol-related crashes by age. Note that the alcohol-related fatal crashes are estimated while the alcohol-related injury crashes include cases of known BAC levels and cases of pending BAC levels provided by the investigating officer indicating "alcohol involvement" on the crash report.

- (1) The first method is to compare crash rates (crashes per 100,000 licensed drivers) in an age group. Even though it is illegal for youths under 21 to consume alcohol, the alcohol-related crash rate for 18 to 20-year-old drivers was about twice the average (22 versus 15 per 100,000 drivers) of drivers of all groups in 2004. The same is true for drivers killed in alcohol-related crashes (16 versus 10 per 100,000 drivers).
- (2) A second method of understanding how alcohol-related crashes are affected by age is comparing what percentage of the total of alcohol-related involvement each age group has. While only 5.4% of the licensed drivers in 2004 were between 18 and 20 years old, 8% of the drivers in fatal crashes using alcohol were of age 18-20 and 9% of the drivers killed using alcohol were of ages 18-20.
- (3) A third method is the percentage of alcohol use of drivers in each age group. This percentage is based on the number of crashes each age group is involved in. For instance, in the age group 18-20, 26% of drivers in fatal crashes of this age group used alcohol.

When alcohol-related crashes occur

- Alcohol-related crashes occurred more frequently on weekends than during the week.
- The evening hours and early morning hours on weekends had the highest frequency of alcohol-involved crashes. Friday night and Saturday night involved the highest frequency of alcohol-related fatal and injury crashes.

Alcohol Objectives

1. Reduce the number of alcohol related fatalities from 454 in 2004 to 448 in 2006.
2. Reduce the number of alcohol related fatalities as a proportion to all fatalities from 47% in 2004 to 44% in 2006.
3. Reduce the alcohol related fatality rate per VMT from 1.02 in 2004 to 1.00 in 2006.

Alcohol Strategies

1. Support the National You Drink. You Drive. You Lose. Mobilization
2. Support high visibility enforcement campaigns with a supportive enforcement and educational impaired driving prevention message via paid media.
3. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the You Drink. You Drive. You Lose. campaign.
4. Identify, fund, and assist in the implementation of impaired driving prevention programs.
5. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.
6. Administer statewide impaired driving prevention public information campaign involving representatives from government, medical community, educators, business and industry, students, victims and citizens.
7. Administer high profile STEP programs involving police, sheriffs and troopers. These STEP programs will be implemented during four high visibility campaigns and year long overtime projects.
8. Develop new educational and prevention programs utilizing the Safe Communities concept.
9. Develop new, and strengthen existing, impaired driving prevention networks and associations.
10. Address repeat offenders through legislation, education, and public information.
11. Partner with various organizations to develop and implement impaired driving prevention programs for youth.
12. Encourage contracted law enforcement agencies to conduct at least one DWI checkpoint during the LHSC contract.
13. Conduct one SFST Instructor and one Drug Recognition Expert (DRE) course in 2006.

Alcohol Projects

AL 06-00-00	Program Management	Program provides for the management of the LHSC programs.	\$217,230.00
AL 06-01-00	LYP SERVICES	Youth Programs Coordination	\$129,000.00
J8 06-01-00	Empowering Youth to Save Lives/ Council on Alcohol and Drug Abuse	Program provides for the Council on Alcohol and Drug Abuse (CADA) to coordinate and teach alcohol related modules in the Greater New Orleans area. Also includes an annual Multi-Quest survey.	\$ 28,650.00
P3 06-10-00	Think First	Provides a safety program to school age children in Northwest Louisiana specifically to teach impaired driving prevention and occupant protection.	\$ 50,000.00
J8 06-02-00	La. MADD Victim Impact Panels	Program provides for coordination and maintenance of the impaired driving victim impact panels ** Project generates an a service fee of \$5 for each participant at Victim Impact Panel Programs. Fees are used to operate program in excess of the LHSC funds.	\$ 43,400.00
J8 06-03-00	Cops in Shops La ATAC	Provides for Cops in Shops underage (15 -20 year old) impaired driving prevention operations statewide.	\$ 40,000.00
J8 06-04-00	EBR ABC Office	Program provides for parish-wide enforcement of underage drinking laws. Activities include funding overtime to conduct underage surveillances and sting operations.	\$ 33,000.00
J8 06-05-00	SELA	Program the Southeast Louisiana DWI Task Force to serve as a forum for community leaders, concerned citizens, and traffic safety professionals to discuss issues; identify and solve problems; act as a voice for the community on issues related to impaired driving.	\$ 10,400.00
J8 06-06-00	U drink,U drive, Uwalk Dept of Justice	Program provides support for the Attorney General's program, U Drink U Drive U Walk.	\$ 20,000.00

J8 06-07-00	Project Grad Linda Haines	Program provides for seven regional workshops to introduce parents to the impaired driving program activities focused on youth during high school events; proms and graduation.	\$ 7,700.00
J8 06-08-00	Project Grad Robbie Voorhies	Program provides for an assistant to coordinate seven regional workshops to introduce parents to the impaired driving program activities focused on youth during high school events; proms and graduation.	\$ 5,600.00
J8 06-09-00	DWI Checkpoint Equipment Statewide	Program provides for acquisition of equipment to support the enforcement of impaired driving prevention laws (signs, traffic cones, reflective vests, and PAS's). Equipment provided to agencies participating in DWI enforcement OT.	\$ 5,000.00
J8 06-10-00	Judicial Prosecutor Training	Program provides for various training sessions on DWI and other alcohol related traffic safety issues to prosecutors and district attorneys.	\$ 92,800.00
J8 06-11-00	Campus- Community Coalition for Change (LSU)	Program provides funding for the implementation of campus and community alcohol education events as determined through problem identification.	\$ 10,000.00
J8 06-12-00	Dennis Mitchell	Provides for a professional speaker to address high school students on the dangers of impaired driving and the consequences that result from bad choices.	\$ 16,000.00
J8 06-14-00	DC Sills	Youth alcohol programs	\$ 46,000.00
J8PM 06-15-00	RFP PAID MEDIA	Included in the LHSC RFP for Paid Media. Will address impaired driving issues and incorporate the "You Drink. You Drive. You Lose" messaging.	\$207,500.00
157PM 06-01-00	RFP PAID MEDIA	Included in the LHSC RFP for Paid Media. Will address impaired driving issues and incorporate the "You Drink. You Drive. You Lose" messaging.	\$ 507,205.00
P3 06-08-00	Linden Claybrook: Safe Drive Louisiana	Program provides for the delivery of seat belt and alcohol educational materials through presentations, display booths, safety associations, and the public at large.	\$ 28,450.00

J8 06-16-00	Alcohol Campaign	Additional funding available for support to law enforcement, the NHTSA South Central Region, travel, special projects, and public information materials.	\$ 163,950.00
163DM 06-01-00	LSP	DWI enforcement / workstations during the period October 1, 2005 – April 30, 2006.	\$ 181,010.00
P3 J8 06-21-00	LSP - Crash Reduction/ Louisiana State Police	Program provides for DWI overtime enforcement, public information events, DWI related training during the period May 1, 2006 - September 30, 2006.	\$ 80,000.00
		The following enforcement agencies will be contracted to expend 45% of their allotted grant on DWI overtime enforcement	
PT 06-03-00	Alexandria Police Department	OT rate \$21.02	\$ 50,000.00
PT 06-04-00	Baton Rouge Police Department	OT rate \$30.00	\$ 75,000.00
PT 06-05-00	Bogalusa Police Department	OT rate \$22.00	\$ 40,000.00
PT 06-07-00	Denham Springs Police Department	OT rate \$19.56	\$ 40,000.00
PT 06-08-00	DeRidder Police Department	OT rate \$25.00	\$ 25,000.00
PT 06-09-00	Gonzales Police Department	OT rate \$26.57	\$ 25,000.00
PT 06-10-00	Hammond Police Department	OT rate \$25.00	\$ 40,000.00
PT 06-11-00	Houma Police Department	OT rate \$24.00	\$ 40,000.00
PT 06-12-00	Kenner Police Department	OT rate \$26.00	\$ 50,000.00

PT 06-13-00	Lafayette Police Department	OT rate \$28.96	\$ 75,000.00
PT 06-14-00	Lake Charles Police Department	OT rate \$27.00	\$ 50,000.00
PT 06-15-00	Monroe Police Department	OT rate \$23.17	\$ 40,000.00
PT 06-16-00	Natchitoches Police Department	OT rate \$17.00	\$ 40,000.00
PT 06-17-00	New Orleans Police Department	OT rate \$22.00	\$ 75,000.00
PT 06-18-00	Pineville Police Department	OT rate \$20.00	\$ 40,000.00
PT 06-19-00	Rosepine Police Department	OT rate \$16.00	\$ 25,000.00
PT 06-20-00	Ruston Police Department	OT rate \$25.00	\$ 40,000.00
PT 06-21-00	Shreveport Police Department	OT rate \$28.00	\$ 75,000.00
PT 06-22-00	Slidell Police Department	OT rate \$25.40	\$ 40,000.00
PT 06-23-00	West Monroe Police Department	OT rate \$23.00	\$ 40,000.00
PT 06-24-00	Zachary Police Department	OT rate \$23.50	\$ 25,000.00
P3 06-27-00	Ascension Parish Sheriff's Office	OT rate \$22.00	\$ 20,000.00
P3 06-28-00	Beauregard Parish Sheriff's Office	OT rate \$21.41	\$ 10,000.00

P3 06-29-00	Caddo Sheriff's Office	OT rate \$20.00	\$ 26,000.00
P3 06-30-00	Calcasieu Sheriff's Office	OT rate \$21.00	\$ 26,000.00
P3 06-31-00	East Baton Rouge Parish Sheriff's Office	OT rate \$30.00	\$ 26,000.00
P3 06-32-00	Jefferson Sheriff's Office	OT rate \$23.00	\$ 26,000.00
P3 06-33-00	Lafayette Sheriff's Office	OT rate \$25.00	\$ 26,000.00
P3 06-34-00	Lafourche Sheriff's Office	OT rate \$25.00	\$ 20,000.00
P3 06-35-00	Lincoln Parish Sheriff's Office	OT rate \$20.00	\$ 10,000.00
P3 06-36-00	Livingston Sheriff's Office	OT rate \$20.00	\$ 20,000.00
P3 06-37-00	Rapides Sheriff's Office	OT rate \$27.50	\$ 20,000.00
P3 06-38-00	St. Bernard Sheriff's Office	OT rate \$17.62	\$ 10,000.00
P3 06-39-00	St. Charles Sheriff's Office	OT rate \$27.08	\$ 10,000.00
P3 06-40-00	St. John Sheriff's Office	OT rate \$28.00	\$ 10,000.00
P3 06-41-00	St. Landry Sheriff's Department	OT rate at \$20 estimate	\$ 20,000.00
P3 06-42-00	St. Mary Sheriff's Office	OT rate \$20.00	\$ 10,000.00

P3 06-43-00	St. Tammany Sheriff's Office	OT rate \$21.00	\$ 26,000.00
P3 06-44-00	Tangipahoa Sheriff's Office	OT rate \$15.00	\$ 20,000.00
P3 06-45-00	Terrebonne Sheriff's Office	OT rate \$15.00	\$ 20,000.00
P3 06-46-00	Vermillion Sheriff's Office	OT rate \$16.00	\$ 10,000.00
P3 06-47-00	Webster Parish Sheriff's Office	OT rate \$17.50	\$ 10,000.00
PT 06-26-00	Howard Prejean / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 06-27-00	Pete Stout / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 06-28-00	Marc Ducote / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 06-29-00	Fred Teurlin / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00

P3 06-13-00	RFP	Attitudinal surveys and the motorcycle helmet usage survey.	\$ 50,000.00
P3 06-14-00	H & M Consultants	Analysis of all OP and all AL programs; to include enforcement, PIE, paid media, and statistical analysis of both program areas. Separate reports will be provided - one for OP and one for AL.	\$ 14,000.00
P3 06-48-00	Bobby Breland	Special projects related to impaired driving, occupant protection, motor vehicle relations, and various law enforcement reports submitted to the South Central Region, including reports required by 157 and 410.	\$ 41,000.00

MOTORCYCLE

Motorcycle Problem Identification

Legislation passed in 1999 restricting safety helmet use to occupants age 17 and under; however, that legislation was repealed as of August 15, 2004. The reinstatement of mandatory helmet usage has increased motorcycle helmet usage and will continue to have a direct impact motorcycle fatality rates.

- There were 77 motorcycle fatalities in 2004, which *decreased by 7.2 %* from 2003.
- Helmet use in motorcycle crashes was 49% in 2004 as compared to 36% in 2003.
- There were 1498 injuries in motorcycle crashes in 2004, which *increased by 2.7 %* from 2003.

Motorcycle Objectives

1. Reduce the number of motorcycle related fatalities as a proportion to all fatalities from 7.92% in 2004 to 7.84% in 2006.

Motorcycle Strategies

1. Work with established motorcycle education programs to develop a new rider program.
2. Support the Department of Education motorcycle operator training courses.
3. Support enforcement of motorcycle safety laws.
4. Encourage the adoption of a comprehensive motorcycle helmet law.

Motorcycle Projects

MC 06-01-00	Motorcycle Safety/Department of Education	Program provides for commodities (handbooks, brochures, helmets, bumper stickers, etc.) to support the Department of Education's motorcycle rider education program.	\$ 7,000.00
PM 06-01-00	RFP PAID MEDIA	Included in LHSC RFP for Paid Media	\$ 50,000.00
P3 06-13-00	RFP	Attitudinal surveys and the motorcycle helmet usage survey.	\$ 50,000.00

OCCUPANT PROTECTION

Occupant Protection Problem Identification

This section deals with the use of safety belts and other safety devices. Louisiana's safety belt law requires drivers and front seat passengers to be buckled up when riding in a passenger car. NHTSA research "has found that lap/shoulder safety belts, when used correctly, reduce the risk of fatal injuries to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injuries by 50 percent." For light truck occupants, safety belts reduce the risk of fatal injuries by 60 percent and of moderate-to-critical injuries by 65 percent. Research on the effectiveness of child safety seats finds these seats to reduce fatal injuries by 69 percent for infants (less than 1 year old) and 47 percent for toddlers between 1 and 4 years old (*DOTD HS 808 768*). Occupants in this section are all drivers and passengers.

- In 2004, only 197 (37%) of the 538 drivers killed in motor vehicle crashes were known to be wearing safety belts.

- In 2004, 299 drivers killed in motor vehicles crashes were not wearing a safety belt. This is 60% of the known cases.
- 52% of the drivers killed did not wear a safety belt when the air bag deployed. Thus an airbag alone does not protect against being killed as much as wearing a safety belt.
- In 2004, only 34% of all drivers and passengers killed were known to have worn a safety belt.
- Only 4 of the 15 children killed, ages 4 and under, was known to be properly restrained in a child seat.
- Only 57 of the 216 killed passengers 26% ages 5 and older were known to be wearing a safety belt.
- Safety belt usage tends to increase with age.
- 61.4% of male driver fatalities were known to not have worn a seat belt.
- 40.8% of female driver fatalities were known to not have worn a seat belt.

Occupant Protection Objectives

1. Increase the percent of population using safety belts from 75% in 2004 to 77% in 2006.

Occupant Protection Strategies

1. Support the National Seat belt mobilization Click it or Ticket .
2. Support the South Central Region Pick Up Truck Campaign.
3. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the Click it or Ticket campaign.
4. Support high visibility enforcement campaigns with a supportive enforcement and educational impaired driving prevention message via paid media.
5. Provide grants and technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.

6. Provide safety belt restraint, child safety seat restraint, safety enforcement information and educational materials to the public
7. Provide grants and technical assistance to local, parish, and state agencies; safety advocates or organizations; to conduct occupant protection programs.
8. Provide overtime enforcement contracts to state, parish, and municipal law enforcement agencies within problem identification to enforce Louisiana occupant protection laws.

Occupant Protection Projects

OP 06-00-00	Program Management	Program provides for the management of the LHSC programs; including employment of personnel to manage programs, associated travel, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.	\$217,230.00
J2 06-01-00	La. Safe Kids/Safe Kids Week	Child passenger safety events are concentrated in the rural areas of the state via the network of SAFE KIDS chapters.	\$ 6,450.00
J2 06-02-00	La. Passenger Safety Task Force/Med Ctr of La	Program provides for the operation of a statewide occupant protection / child passenger safety coalition that operates in the nine corresponding LSP Troop Regions.	\$ 150,000.00
P3 06-10-00	Think First	Provides a safety program to school age children in Northwest Louisiana specifically to teach impaired driving prevention and occupant protection.	\$ 50,000.00
J2 06-03-00	RFP	Included in LHSC RFP for Research and Assessment. Provides for pre and post observational survey as required by the National Highway Traffic Safety Administration (NHTSA) to determine safety belt usage in the State of Louisiana. Work shall be performed in compliance with the Uniform Criteria for State Observational Surveys for Seat Belt Use as specified in 23 CFR 1340 issued by the U.S. Department of Transportation, National Highway Traffic Safety Administration as authorized by Section 1403 of the Transportation Equity Act for the 21 st Century (Public Law 105-178).	\$ 150,000.00

J2 06-04-00	Callaway Consulting	Program provides for the delivery of traffic safety programs to school age youth regarding seatbelt usage.	\$ 38,500.00
J2PM 06-05-00	RFP PAID MEDIA	Included in the LHSC RFP for Paid Media	\$ 749,870.00
J2 06-06-00	Occupant Protection	Additional funding available for support to law enforcement, the NHTSA South Central Region, travel, special projects, and public information materials.	\$ 205,180.00
P3 06-02-00	Diversity Forums	Conduct diversity forum for traffic safety issues.	\$ 10,000.00
P3 J2 06-19-00	Nu Gamma Omega	Program provides for the distribution of NHTSA seat belt materials at an African American event in New Orleans and Southern and Grambling football games.	\$ 15,000.00
P3 J2 06-20-00	Baton Rouge area, Diversity Coordinator	Provide liaison services as the Louisiana Highway Safety Commission Diversity Coordinator. He will assist with the planning of a statewide diversity forum and provide traffic safety information to community leaders within the African American population.	\$ 15,000.00
P3 J2 06-18-02	Robert Hall, Diversity Coordinator	Provide liaison services as the Louisiana Highway Safety Commission Diversity Coordinator. He will assist with the planning of a statewide diversity forum and provide traffic safety information to community leaders within the African American population.	\$ 15,500.00
P3 06-08-00	Linden Claybrook: Safe Drive Louisiana	Program provides for the delivery of seat belt and alcohol educational materials through presentations, display booths, or personal contacts in industry, safety associations, and the public at large.	\$ 28,450.00
P3 J2 06-18-03	LSP - Crash Reduction/ Louisiana State Police	Program provides for OP overtime enforcement, public information events, and training.	\$ 200,000.00

		The following enforcement agencies will be contracted to expend 45% of their allotted grant on Occupant Protection overtime enforcement.	
PT 06-03-00	Alexandria Police Department	OT rate \$21.02	\$ 50,000.00
PT 06-04-00	Baton Rouge Police Department	OT rate \$30.00	\$ 75,000.00
PT 06-05-00	Bogalusa Police Department	OT rate \$22.00	\$ 40,000.00
PT 06-06-00	Bossier City Police Department	OT rate \$25.00	\$ 50,000.00
PT 06-07-00	Denham Springs Police Department	OT rate \$19.56	\$ 40,000.00
PT 06-08-00	DeRidder Police Department	OT rate \$25.00	\$ 25,000.00
PT 06-09-00	Gonzales Police Department	OT rate \$26.57	\$ 25,000.00
PT 06-10-00	Hammond Police Department	OT rate \$25.00	\$ 40,000.00
PT 06-11-00	Houma Police Department	OT rate \$24.00	\$ 40,000.00
PT 06-12-00	Kenner Police Department	OT rate \$26.00	\$ 50,000.00
PT 06-13-00	Lafayette Police Department	OT rate \$28.96	\$ 75,000.00
PT 06-14-00	Lake Charles Police Department	OT rate \$27.00	\$ 50,000.00
PT 06-15-00	Monroe Police Department	OT rate \$23.17	\$ 40,000.00

PT 06-16-00	Natchitoches Police Department	OT rate \$17.00	\$ 40,000.00
PT 06-17-00	New Orleans Police Department	OT rate \$22.00	\$ 75,000.00
PT 06-18-00	Pineville Police Department	OT rate \$20.00	\$ 40,000.00
PT 06-19-00	Rosepine Police Department	OT rate \$16.00	\$ 25,000.00
PT 06-20-00	Ruston Police Department	OT rate \$25.00	\$ 40,000.00
PT 06-21-00	Shreveport Police Department	OT rate \$28.00	\$ 75,000.00
PT 06-22-00	Slidell Police Department	OT rate \$25.40	\$ 40,000.00
PT 06-23-00	West Monroe Police Department	OT rate \$23.00	\$ 40,000.00
PT 06-24-00	Zachary Police Department	OT rate \$23.50	\$ 25,000.00
P3 06-27-00	Ascension Parish Sheriff's Office	OT rate \$22.00	\$ 20,000.00
P3 06-28-00	Beauregard Parish Sheriff's Office	OT rate \$21.41	\$ 10,000.00
P3 06-29-00	Caddo Sheriff's Office	OT rate \$20.00	\$ 26,000.00
P3 06-30-00	Calcasieu Sheriff's Office	OT rate \$21.00	\$ 26,000.00
P3 06-31-00	East Baton Rouge Parish Sheriff's Office	OT rate \$30.00	\$ 26,000.00

P3 06-32-00	Jefferson Sheriff's Office	OT rate \$23.00	\$ 26,000.00
P3 06-33-00	Lafayette Sheriff's Office	OT rate \$25.00	\$ 26,000.00
P3 06-34-00	Lafourche Sheriff's Office	OT rate \$25.00	\$ 20,000.00
P3 06-35-00	Lincoln Parish Sheriff's Office	OT rate \$20.00	\$ 10,000.00
P3 06-36-00	Livingston Sheriff's Office	OT rate \$20.00	\$ 20,000.00
P3 06-37-00	Rapides Sheriff's Office	OT rate \$27.50	\$ 20,000.00
P3 06-38-00	St. Bernard Sheriff's Office	OT rate \$17.62	\$ 10,000.00
P3 06-39-00	St. Charles Sheriff's Office	OT rate \$27.08	\$ 10,000.00
P3 06-40-00	St. John Sheriff's Office	OT rate \$28.00	\$ 10,000.00
P3 06-41-00	St. Landry Sheriff's Department	OT rate at \$20 estimate	\$ 20,000.00
P3 06-42-00	St. Mary Sheriff's	OT rate \$20.00	\$ 10,000.00
P3 06-43-00	St. Tammany Sheriff's Office	OT rate \$21.00	\$ 26,000.00
P3 06-44-00	Tangipahoa Sheriff's Office	OT rate \$15.00	\$ 20,000.00
P3 06-45-00	Terrebonne Sheriff's Office	OT rate \$15.00	\$ 20,000.00
P3 06-46-00	Vermillion Sheriff's Office	OT rate \$16.00	\$ 10,000.00

P3 06-47-00	Webster Parish Sheriff's Office	OT rate \$17.50	\$ 10,000.00
PT 06-26-00	Howard Prejean / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 06-27-00	Pete Stout / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 06-28-00	Marc Ducote / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
PT 06-29-00	Fred Teurlin / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes \$8,000 of travel.	\$ 40,500.00
P3 06-13-00	RFP	Attitudinal surveys and the motorcycle helmet usage survey.	\$ 50,000.00
P3 06-14-00	H & M Consultants	Analysis of all OP and all AL programs; to include enforcement, PIE, paid media, and statistical analysis of both program areas. Separate reports will be provided - one for OP and one for AL.	\$ 14,000.00
P3 06-48-00	Bobby Breland	Special projects related to impaired driving, occupant protection, motor vehicle relations, and various law enforcement reports submitted to the South Central Region, including reports required by 157 and 410.	\$ 41,000.00

Pedestrian Problem Identification

- Pedestrian fatalities in 2004 made up about 10% of all traffic fatalities.
- 4 children pedestrians of age 5 and below were killed by vehicles.
- 7 children between the ages of 6 and 14 were killed as pedestrians.
- Males made up 68% of the pedestrians killed.
- 16.8% of the pedestrians killed had been drinking.

Pedestrians and alcohol

- In 2004, 44 (46.3%) of the pedestrian fatalities had a positive BAC, i.e., 0.01 or above.
- However, 16.8% of the pedestrian fatalities' BAC test results were pending at the time when this report was prepared.
- Also, 14.7% of pedestrians killed were not tested for alcohol in 2004.

Pedestrian Objectives

1. Reduce the number of pedestrian related fatalities as a proportion to all fatalities from 9.77% in 2004 to 9.67% in 2006.

Pedestrian Strategies

1. Identify measures to protect pedestrians from vehicular traffic in identified metropolitan areas.
2. Provide pedestrian and bicycle safety educational materials to local officials, safety advocates, educators, and others in the over-represented parishes.
3. Provide grants to support pedestrian and bicycle safety programs.

Pedestrian Projects

P3 06-11-00	DOTD Pedestrian and Bicycle Conference and Traffic Safety Summit	Provides support for the statewide bicycle and pedestrian conference to be conducted by DOTD and LHSC partnership.	\$ 16,000.00
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PEDICYCLE

Pedicycle Problem Identification

- There were 935 bicycles involved in crashes in 2004 with 11 fatalities.
- 4 children under the age of 12 were killed on bicycles in 2004.
- In 2004, 11 persons were killed on bicycles, which *decreased by* 26.7 % from 2003.

Pedicycle Objectives

1. Reduce the number of bicycle related fatalities as a proportion to all fatalities from 1.13% in 2004 to 1.11% in 2006.

Pedicycle Strategies

1. Work with established bicycle education programs.
2. Support the Department of Transportation bicycle safety and education programs

* The Louisiana Highway Safety Commission will not directly fund bicycle education programs under the NHTSA funding.

Pedicycle Projects

P3 06-09-00	Louisiana Safe Kids Coalition (helmets and booster seats)	Program provides bicycle safety education and helmets to school age children in southeast Louisiana, as well as provides for the purchase and distribution of approximately 25 booster seats to support the LHSC initiatives of child passenger restraint.	\$ 21,000.00
P3 06-11-00	DOTD Pedestrian and Bicycle Conference and Traffic Safety Summit	Provides support for the statewide bicycle and pedestrian conference to be conducted by DOTD and LHSC partnership.	\$ 16,000.00

POLICE TRAFFIC SERVICES

Police Traffic Services Problem Identification

All Police Traffic Services are funded under Section 402 for overtime enforcement on occupant protection and alcohol issues. Specific problem identification statistics can be found under General Traffic Safety, Alcohol, and Occupant Protection sections.

- **In 2004 there were:**
 - 866 fatal crashes which *increased by 4.8 %* from 2003
 - 972 persons killed which *increased by 3.6 %* from 2003
 - 50,151 injury traffic crashes which *increased by 2.9 %* from 2003
 - 85,132 injuries in traffic crashes which *increased by 2.9 %* from 2003
 - 113,374 property-damage-only crashes which *increased by 1.7 %* from 2003

- **Of the 972 fatalities:**

- 95 were killed as pedestrians which *increased by 5.6 %* from 2003.
- 637 were killed as drivers of vehicles which *increased by 2.2 %* from 2003.
- 77 were killed on motorcycles which *decreased by 7.2 %* from 2003.
- 11 were killed on bicycles which *decreased by 26.7 %* from 2003.
- Louisiana's 2004 mileage fatality rate was 2.19 per 100 million miles traveled, *increased by 2.86%* from 2003.
- Louisiana's 2004 fatality rate was 21.52 per 100,000 population which *increased by 3.12%* from 2003..
- Louisiana's 2004 fatality rate was 33.89 per 100,000 licensed drivers.

Subsets of police traffic services problem identification is speed and red light running. The LHSC addresses speed and red light running via the year long law enforcement contracts

Speed Problem Identification

One of the most prevalent factors contributing to crashes involving fatalities is exceeding the stated speed or safe speed limit. However, the determination of speed after a crash is very difficult. Thus, we can expect the speed related crashes to be under reported. Therefore this section describes the speed-related issues by focusing on speed limits and on the effect of changing speed limits. Specifically, this section includes an analysis of interstate crashes influenced by speed limits.

Effective August 15th, 1997, Louisiana raised the speed limit on rural interstates to 70 MPH. An evaluation of this speed limit increase on the number and severity of crashes is the purpose of this study. Specifically, the three categories examined are: the increase in fatalities, injuries, and property-damage crashes by road type and speed limit. An analysis of speed limit effect using dependent variables, such as fatality count and injury severity,

Based on the data from over half a million crashes between 1994 and 2003, we analyzed the effect of changing speed limits on dependent variables such as fatality

count and injury severity. We also studied the effect of other exogenous variables included the following variables/factors: the road type, vehicle type, time of day, weather conditions, age of driver, gender of driver and the VMT by type of roadway.

The analysis involved two approaches to study the effect of the increased speed limit. The first approach involved comparing 2003 data with a baseline year, such as 1996. Since the speed limit was raised mid-year in 1997, a comparison of the 1996 crashes with the 2003 crashes appeared to be the most appropriate. The second approach analyzed the crashes by months to detect changes in the number of crashes over time.

An analysis of the crashes shows that raising the speed limits on interstates in 1997 had a significant effect on the number of fatal crashes on rural interstates. The elevated parts of the interstates, in particular, showed a dramatic percentage increase in fatal crashes. Although there are other studies (Transportation Research Board, 1984) suggesting that a speed limit increase affects fuel consumption and costs associated with injuries, the Louisiana crash data analysis is inconclusive in these two areas. In Louisiana, the miles per gallon decreased by 0.2% from 1996 to 2003 which could be due to other factors such as an increase in the number of SUV's and light trucks. The number of injuries declined from 87 thousand in 1996 to 78 thousand in 2003, which is a decline of over 10%. **(Analysis of the Impact of Increased Speed Limits on Interstates in Louisiana)**

Key findings of the report:

- The fatal crash rate (fatal crashes as percent of all crashes) of elevated interstates was (1.2%) compared to interstates (0.8%).
- The fatalities per 100 million miles traveled on interstates were 1.3 in 2004. This fatality rate was 2.2 for Louisiana as a whole.
- While Interstates had about 27% of VMT in 2004 they had 16% of the fatal crashes and 16% of the fatalities.

Red Light Running Problem Identification

The following excerpt is from NHTSA's Safe and Sober Campaign materials found at:

<http://www.nhtsa.dot.gov/people/outreach/safesobr/12qp/redlight.html>

Not every driver is aware of the consequences of doing so, but many do so throughout their driving day. A Gallup survey classified running red lights and stop signs as the second most dangerous driving behavior -- second only to driving while intoxicated. Subsequent Federal Highway Administration (FHWA) focus group research found that not only is the public losing sight of the purpose of the traffic signal, but more importantly, compliance with traffic controls in general is deteriorating.

According to the Insurance Institute for Highway Safety, disregarding red lights and other traffic control devices is the leading cause of urban crashes, representing 22 percent of the total number of crashes. The economic impact is estimated at \$7 billion each year in medical costs, time off work, insurance rate increases, and property damage.

To address this emerging traffic safety problem, community safety leaders can develop a comprehensive public information and education campaign against red light running that is coupled with aggressive law enforcement. The campaign goal is to create a safer community by re-establishing respect for traffic control devices; specifically, the traffic signal.

Police Traffic Services Objectives

1. Reduce the number of fatalities from 972 in 2004 to 962 in 2006.
2. Reduce the fatality rate per 100 million VMT from 2.2 in 2004 to 2.18 in 2006.
3. Reduce injuries from 85,100 in 2004 to 84,300 in 2006.
4. Reduce the fatal and injury rate per 100 million VMT from 113 in 2004 to 108 in 2006.
5. Reduce the fatality Rate per 100K Population from 21.5 in 2004 to 21.3 in 2006.
6. Reduce the Fatal & Injury Crash Rate/100K population from 1111 in 2004 to 1,100 in 2006.
7. Reduce the number of alcohol related fatalities from 454 in 2004 to 448 in 2006.
8. Reduce the number of alcohol related fatalities as a proportion to all fatalities from 47% in 2004 to 44% in 2006.
9. Reduce the alcohol related fatality rate per VMT from 1.02 in 2004 to 1.00 in 2006.
10. Increase the percent of population using safety belts from 75% in 2004 to 77% in 2006.

Police Traffic Services Strategies

1. Support the National You Drink. You Drive. You Lose. And the Click it or Ticket Mobilization.
2. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the National You Drink. You Drive. You Lose. And the Click it or Ticket Mobilization.
3. Support high visibility enforcement campaigns with a supportive enforcement and educational impaired driving prevention message via paid media.
4. Identify, fund, and assist in the implementation of impaired driving prevention programs.
5. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.
6. Administer statewide impaired driving prevention public information campaign involving representatives from government, medical community, educators, business and industry, students, victims and citizens.
7. Administer high profile STEP programs involving police, sheriffs and troopers. These STEP programs will be implemented during four high visibility campaigns and year long overtime projects.
8. Administer overtime law enforcement for the municipal agencies to conduct red light running overtime and for parish agencies to conduct speed overtime.
9. Develop new educational and prevention programs utilizing the Safe Communities concept.
10. Develop new, and strengthen existing, impaired driving prevention networks and associations.
11. Address repeat offenders through legislation, education, and public information.
12. Administer impaired driving intervention programs targeting repeat offenders.
13. Partner with various organizations to develop and implement impaired driving prevention programs for youth.
14. Encourage contracted law enforcement agencies to conduct at least one DWI checkpoint during the LHSC contract.
15. Conduct one SFST Instructor and one Drug Recognition Expert (DRE) course in 2006.
14. Support the South Central Region Pick Up Truck Campaign.

15. Provide grants and technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
16. Provide safety belt restraint, child safety seat restraint, safety enforcement information and educational materials to the public
17. Provide grants and technical assistance to local, parish, and state agencies; safety advocates or organizations; to conduct occupant protection programs.
18. Provide overtime enforcement contracts to state, parish, and municipal law enforcement agencies within problem identification to enforce Louisiana occupant protection laws.

*PTS Objectives/ Performance Measures and Strategies are replicated from the Objectives/ Performance Measures and Strategies under Alcohol and Occupant Protection. All PTS law enforcement projects work overtime for Alcohol and Occupant Protection. PTS projects for Law Enforcement Liaisons all work to enhance the enforcement efforts for both Alcohol and Occupant Protection.

Police Traffic Services Projects

PT 06-00-00	Program Management	Program provides for the management of the LHSC programs; including employment of personnel to manage programs, associated travel, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.	\$144,820.00
		The following enforcement agencies will be contracted to expend 45% of their allotted grant on Impaired Driving, 45% on Occupant Protection overtime enforcement. The remaining 10% will be utilized for Red Light Running overtime for municipal agencies and Speed overtime for parish agencies.	
PT 06-03-00	Alexandria Police Department	OT rate \$21.02	\$ 50,000.00
PT 06-04-00	Baton Rouge Police Department	OT rate \$30.00	\$ 75,000.00
PT 06-05-00	Bogalusa Police Department	OT rate \$22.00	\$ 40,000.00

PT 06-06-00	Bossier City Police Department	OT rate \$25.00	\$ 50,000.00
PT 06-07-00	Denham Springs Police Department	OT rate \$19.56	\$ 40,000.00
PT 06-08-00	DeRidder Police Department	OT rate \$25.00	\$ 25,000.00
PT 06-09-00	Gonzales Police Department	OT rate \$26.57	\$ 25,000.00
PT 06-10-00	Hammond Police Department	OT rate \$25.00	\$ 40,000.00
PT 06-11-00	Houma Police Department	OT rate \$24.00	\$ 40,000.00
PT 06-12-00	Kenner Police Department	OT rate \$26.00	\$ 50,000.00
PT 06-13-00	Lafayette Police Department	OT rate \$28.96	\$ 75,000.00
PT 06-14-00	Lake Charles Police Department	OT rate \$27.00	\$ 50,000.00
PT 06-15-00	Monroe Police Department	OT rate \$23.17	\$ 40,000.00
PT 06-16-00	Natchitoches Police Department	OT rate \$17.00	\$ 40,000.00
PT 06-17-00	New Orleans Police Department	OT rate \$22.00	\$ 75,000.00
PT 06-18-00	Pineville Police Department	OT rate \$20.00	\$ 40,000.00

PT 06-19-00	Rosepine Police Department	OT rate \$16.00	\$ 25,000.00
PT 06-20-00	Ruston Police Department	OT rate \$25.00	\$ 40,000.00
PT 06-21-00	Shreveport Police Department	OT rate \$28.00	\$ 75,000.00
PT 06-22-00	Slidell Police Department	OT rate \$25.40	\$ 40,000.00
PT 06-23-00	West Monroe Police Department	OT rate \$23.00	\$ 40,000.00
PT 06-24-00	Zachary Police Department	OT rate \$23.50	\$ 25,000.00
P3 06-27-00	Ascension Parish Sheriff's Office	OT rate \$22.00	\$ 20,000.00
P3 06-28-00	Beauregard Parish Sheriff's Office	OT rate \$21.41	\$ 10,000.00
P3 06-29-00	Caddo Sheriff's Office	OT rate \$20.00	\$ 26,000.00
P3 06-30-00	Calcasieu Sheriff's Office	OT rate \$21.00	\$ 26,000.00
P3 06-31-00	East Baton Rouge Parish Sheriff's Office	OT rate \$30.00	\$ 26,000.00
P3 06-32-00	Jefferson Sheriff's Office	OT rate \$23.00	\$ 26,000.00
P3 06-33-00	Lafayette Sheriff's Office	OT rate \$25.00	\$ 26,000.00

P3 06-34-00	Lafourche Sheriff's Office	OT rate \$25.00	\$ 20,000.00
P3 06-35-00	Lincoln Parish Sheriff's Office	OT rate \$20.00	\$ 10,000.00
P3 06-36-00	Livingston Sheriff's Office	OT rate \$20.00	\$ 20,000.00
P3 06-37-00	Rapides Sheriff's Office	OT rate \$27.50	\$ 20,000.00
P3 06-38-00	St. Bernard Sheriff's Office	OT rate \$17.62	\$ 10,000.00
P3 06-39-00	St. Charles Sheriff's Office	OT rate \$27.08	\$ 10,000.00
P3 06-40-00	St. John Sheriff's Office	OT rate \$28.00	\$ 10,000.00
P3 06-41-00	St. Landry Sheriff's Department	OT rate at \$20 estimate	\$ 20,000.00
P3 06-42-00	St. Mary Sheriff's Office	OT rate \$20.00	\$ 10,000.00
P3 06-43-00	St. Tammany Sheriff's Office	OT rate \$21.00	\$ 26,000.00
P3 06-44-00	Tangipahoa Sheriff's Office	OT rate \$15.00	\$ 20,000.00
P3 06-45-00	Terrebonne Sheriff's Office	OT rate \$15.00	\$ 20,000.00
P3 06-46-00	Vermillion Sheriff's Office	OT rate \$16.00	\$ 10,000.00
P3 06-47-00	Webster Parish Sheriff's Office	OT rate \$17.50	\$ 10,000.00

PT 06-26-00	Howard Prejean / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes travel.	\$ 40,500.00
PT 06-27-00	Pete Stout / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes travel.	\$ 40,500.00
PT 06-28-00	Marc Ducote / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes travel.	\$ 40,500.00
PT 06-29-00	Fred Teurlin / LEL	Program provides for law enforcement liaisons to promote program objectives and assist with the implementation of law enforcement traffic safety initiatives introduced at the national and regional law enforcement meetings. Includes travel.	\$ 40,500.00
PT 06-25-00	LSP-Incident Management	Program provides for the conduct of an Incident Management workshop focused on crash site management.	\$ 15,000.00
P3 06-16-00	Ronnie Jones	PIE Training	\$ 9,880.00
P3 06-14-00	H & M Consultants	Analysis of all OP and all AL programs; to include enforcement, PIE, paid media, and statistical analysis of both program areas. Separate reports will be provided - one for OP and one for AL.	\$ 14,000.00
P3 06-18-01	LSP - Crash Reduction/ Louisiana State Police	Program provides for overtime enforcement, public information events, clerical and communications support, and training.	\$ 108,603.00

Traffic Records Explanation

The Department of Public Safety (DPS) is responsible under state statute to receive all crash reports from investigating agencies; however, the DPS, via the LHSC, has entered into an Interagency Agreement with the Louisiana Department of Transportation and Development. The “DOTD is the repository of all Motor Vehicle Crash data in the state of Louisiana” and LSU, via a contract with the La DOTD, is the de facto official source of crash information and statistics. These circumstances eliminate the LHSC from being a direct responsible party in data collection, entry, and analysis.

The LHSC sponsored a Traffic Records Assessment that was conducted by a team assembled by NHTSA. This assessment made note of successful practices implemented in Louisiana, as well as, noted some recommendations for improvement.

Accomplishments

- Great strides in efficiency. Reducing the time for data to be entered in to the crabs file from 500 days in 1999 to 40 days in 2005.
- Twenty five agencies now use the electronic data application developed by LSU.
- Data system that utilizes GPS, drawing package for diagramming a crash scene, and the means to auto-populate driver information on the crash report.

Improvements

- The existing data system cannot be linked to other traffic records data systems (driver records, vehicle records, arrest records, etc.)
- Centralized court system could make conviction data more readily available.
- There is no statewide EMS data collection system, nor is there a statewide system for other injury and trauma data.

The complete Traffic Records Assessment is on file at the LHSC and a copy has been shared with the South Central Region. The LHSC will continue to work with designated parties responsible for data collection, entry, and assessment and work toward implementing proposed recommendations.

Traffic Records Objectives

1. Continue to participate in the collection and management in support of the Louisiana Department of Transportation and Development.

Traffic Records Strategies

1. Support the collection and submission of accurate traffic crash data to FARS and LSU and provide training when necessary.
2. Work with parish and municipal agencies to increase their level of timely crash data reporting as it pertains to CVARS.

Traffic Records Projects

P3 J9 06-22-00	Alvin Richardson	Provides for a traffic records advisor to utilize GIS applications to locate traffic crashes .	\$ 49,500.00
P3 J9 06-23-00	Don Marson	Program provides for locating specific crash sites and recording coordinates of these locations on crash reports; perform coding of crash reports.	\$ 39,600.00
P3 J9 06-24-00	Barbara Davis	Provide for crash report review, map spotting, coding, and analysis of mile post listings and GPS accuracy.	\$ 30,000.00
P3 J9 06-25-01	new	Provide for crash report review, map spotting, coding, and analysis of mile post listings and GPS accuracy.	\$ 40,000.00
CV 06-00-00	CVARS	Expenditures include Crash Investigation Training, Crash Investigation Manuals, Development and printing of the Crash Report Form, and required staffing positions.	\$396,000.00
	FARS	Fatal Analysis Reporting System	\$35,000.00

Paid Media Explanation

Paid Media when used in conjunction with saturation patrols checkpoints and other highly publicized events creates an additional level of awareness to the issue. Louisiana has conducted numerous evaluations regarding the effectiveness of paid media and the benefits that media can have on the overall traffic safety campaign.

Section 157 Discretionary Research

The period of performance for the Section 157 Paid Media Grant (DTNH22-00-G-09067) was January 31, 2002 – January 10, 2004 and primarily expended during Fiscal Year 2003 along with the Section 157 Year 3 Innovative Grant. The Paid Media Grant provided for the production, duplication, distribution, and coordination of paid television and radio ads, as well as, earned media efforts, and a paid media assessment. The Innovative Grant allowed for the law enforcement component to the overall program.

The following summary includes the combined efforts of the Section 157 Discretionary funds and the Section 157 Innovative Year 3. The goal of the Paid Media Grant was to evaluate and assess the effectiveness of paid media efforts through three specific hypotheses.

Hypotheses #1 Paid Media is more effective in raising awareness and usage during enhanced enforcement with an enforcement message (Treatment 1 – Shreveport media market) than a combination of earned media with a non-enforcement message and no additional enforcement (Treatment 2 – Alexandria media market).

Hypotheses #2 Paid Media is more effective in raising awareness and usage during enhanced enforcement with an enforcement message (Treatment 1 – Shreveport media market) than when it is accompanied by paid media with non-enforcement message and no additional enforcement (Treatment 3 – Baton Rouge media market)

Hypotheses #3 Paid Media is more effective in raising awareness and usage during enhanced enforcement with an enforcement message (Treatment 1 – Shreveport media market) than an earned media campaign alone, with an enhanced enforcement component (Treatment 4 – Lake Charles).

For a full report on the 157 Discretionary Report, please visit

http://lhsc.lsu.edu/SpecializedReports/2003%20OP%20EvalReport_1028_03.pdf

Section 157 paid media efforts

The LHSC conducted paid media efforts under the Section 157 Innovative funding for the occupant protection program in previous years, resulting in an increase in seat belt usage for a fourth year in a row. These observational results in conjunction with the attitudinal surveys conducted on messaging recognition and self reported behavior change, is a further testament to the efforts of paid media used in support of enforcement.

Evaluating the paid media effort involved collecting survey data and performing statistical analysis on the various campaigns implemented by the LHSC. The occupant protection observational surveys and attitudinal surveys were analyzed to determine effectiveness of each campaign. We also looked at traffic crash data to determine if any significant change in fatalities and injuries had occurred. The following explanation is for the 2004 Observational Safety Belt Usage report, the current 2005 report is being finalized at time of HSP submission.

A. Observational Surveys

The LHSC compared the 2003 survey conducted in July 2003 with the July 2004 survey to determine if there was an increase in seat belt usage in Louisiana. The results showed the statewide seat belt usage for all vehicles was 75% in 2004, a 1.2% increase from 2003.

The LHSC's prior experience and research on paid media and enforcement was the basis of the campaign plan for both the November 2003 and May 2004. The LHSC researched paid media effectiveness under the Section 157 Discretionary Grant to Evaluate Paid Media and found that a campaign with a supported paid media with an enforcement message during enhanced enforcement periods had a 5% more effective rating than using a non-enforcement message and no additional enforcement overtime.

B. Focus Groups

In addition to the observational surveys to assess seat belt usage, the LHSC also conducted focus groups to assess opinions on both seat belt usage and impaired driving paid media efforts.

The primary sample was drawn from a random sample of licensed drivers via the Office of Motor Vehicle Service Offices. Results of the focus group are as follows:

- 36% of the respondents were car drivers and 32% were pickup truck drivers
- 95% of the respondents reported they were more than likely OR possibly influenced by television commercials
- 66% of respondents reported they were more likely OR possibly influenced by radio commercials
- 67% reported enforcement messages would greatly impact OR moderately impact driving behavior
- 27% reported that humor/sarcasm messages would greatly impact OR moderately impact driving behavior
- 82% reported that emotional messages would greatly impact OR moderately impact driving behavior

- 56% reported their expectation to see an increase in sobriety checkpoints was most definitely OR more than likely to increase
- 82% reported they would be influenced to always OR sometimes use a designated driver
- 82% reported that they were very likely OR somewhat likely to receive a seat belt ticket

Previous attitudinal surveys on seat belt usage found respondents “strongly agree” with a statement that police in their community are writing more tickets, profess to recall having heard or seen about seat belt recently, and profess to wear seat belts all the time.

The LHSC will intends on using the paid media funds as planned for under Projects and will continue to conduct paid media under the requirements set forth in the 402 Advertising Space Guidelines. The LHSC will issue a research and assessment contract that will include the required evaluation criteria of the 402 Advertising Space Guidelines. Including:

- How many paid airings or print ads occurred and what was the size of the audience reached?
- For the same messages as above, how many free airings or print ads occurred and what was the size of the audience reached?
- The LHSC will also assess target audience knowledge, attitude, or actions through telephone surveys.

Paid Media Objectives

1. Provide a comprehensive paid media campaign statewide in 2006.

Paid Media Strategies

1. Conduct a request for proposal for paid media efforts throughout Louisiana.
2. Award a single agency with the planning, marketing, messaging, and implementation of paid media for traffic safety.
3. Provide paid media programming to support the National campaigns You Drink. You Drive. You Lose. and Click it or Ticket.

Paid Media Projects

J8PM 06-15-00	RFP PAID MEDIA	Included in the LHSC RFP for Paid Media.	\$166,500.00
PM 06-01-00	RFP PAID MEDIA	Included in LHSC RFP for Paid Media	\$ 60,000.00
J2PM 06-05-00	RFP PAID MEDIA	Included in the LHSC RFP for Paid Media	\$ 749,870.00
P3 06-14-00	H & M Consultants	Analysis of all OP and all AL programs; to include enforcement, PIE, paid media, and statistical analysis of both program areas. Separate reports will be provided - one for OP and one for AL.	\$ 14,000.00
P3 06-13-00	Research and Assessment RFP	Observational surveys for occupant protection usage, pre and post attitudinal surveys for the May 2006 OP campaign and the September 2006 Labor Day campaign, child passenger safety usage observation, and a motorcycle helmet usage survey. This research will provide assessments required by the 402 Advertising Space Guidelines.	\$150,000.00

RAILGRADE

Railgrade Problem Identification

- There were 92 injuries and 17 deaths reported involving a train.
- In 2004, preliminary statistics show Louisiana having 166 train/vehicle crashes.
- In 2004, 23 people died as a result of collisions at highway-rail intersections

Railgrade Objectives

1. Reduce the number of railgrade related as a proportion to all fatalities from 1.75% in 2004 to 1.73% in 2006.

Railgrade Strategies

1. Support recommendations of the Rail Grade Crossing Traffic Crash Task Force.
2. Conduct highway-rail grade crossing public education programs.
3. Conduct highway-rail grade crossing Operational Lifesaver officer training programs.
4. Support the physical closure of railroad crossings.
5. Support Officer on a Train educational program.
6. Encourage strict enforcement of rail crossing violations.

Railgrade Projects

RH 06-01-00	Louisiana Operation Lifesaver	Revise and implement an Operation Lifesaver Action Plan, based on problem identification, regarding motor vehicle / train crashes, trespass prevention, and Louisiana Operation Lifesaver (LOL) and LHSC goals and objectives.	\$ 42,900.00
PM 06-01-00	RFP PAID MEDIA	Included in LHSC RFP for Paid Media (\$50,000 motorcycle and \$10,000 for railgrade)	\$ 60,000.00

SAFE COMMUNITIES

Safe Communities Explanation

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

Safe Communities Objectives

1. Increase the Safe Community activities in Louisiana through an increase in mini grant funding during FY 2006.

Safe Communities Strategies

1. Increase the available mini-grant monies in the two existing safe communities.
2. Identify potential new safe community groups to further the Safe Communities growth.

Safe Communities Projects

SA 06-01-00	Lafayette Metropolitan Planning Office	Program provides for planning and coordination of a variety of traffic safety activities in the Planning Area of Lafayette. Activities include the development of a Safe Communities Action Plan; create a multi jurisdictional law enforcement task force to target DWI / OP; conduct a multi parish media campaign to raise public awareness regarding the causes of traffic crashes; provide traffic safety program commodities.	\$ 70,000.00
SA 06-02-00	SC Planning Commission/SC Safe Community	Program provides for planning and coordination of a variety of traffic safety activities in the 6 parish South Central Planning Commission Area. Activities include a review and update of the Safe Communities Action Plan; create a multi jurisdictional law enforcement task force to target DWI / OP; conduct a multi parish media campaign to raise public awareness regarding the causes of traffic crashes; provide traffic safety program commodities.	\$ 80,000.00
P3 06-12-00	Robert Canfield	Program provides for a contractor to facilitate Safe Community involvement, produce a quarterly traffic safety newsletter, and provide traffic engineering support where applicable. Includes \$2,000 of travel.	\$ 19,000.00

OTHER SECTION 163 Projects cover multiple areas of effort

These projects are funded under Section 163 and typically include multiple program areas or include generic traffic safety initiatives.

P3 06-04-00	Wayne Reece, PC dba Reece & Assoc	Provides for the coordination and facilitation of two community briefings to discuss traffic safety issues. Each briefing includes community leaders, elected officials, judicial personnel, law enforcement, safety advocacy groups, and interested professionals.	\$ 50,000.00
P3 06-05-00	LHSC SPONSORED TRAVEL & TRAINING	Program provides funding for in and out-of-state travel for safety advocates to attend workshops, seminars, meetings, or conferences regarding PTS, alcohol, occupant protection or traffic records.	\$ 35,000.00
P3 06-06-00	AASHTO Initiative	DOTD and LHSC partnership remains in development phase.	\$ 10,000.00
P3 06-15-00	IN HOUSE	Educational materials and program support for older driver campaigns and other traffic safety issues.	\$ 8,467.00

OTHER FUNDS

These funds are transferred to the Louisiana Department of Transportation and Development in their entirety.

154/164HE 06-00-00	154 (Open Container)	Hazard Elimination program is administered by the LADOTD per formal agreement.	\$22,800,000
	164 (Repeat Offender)	Hazard Elimination program is administered by the LADOTD per formal agreement.	\$22,800,000

CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial

administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of

timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

THE DRUG-FREE WORKPLACE ACT OF 1988(49 CFR PART 29 SUB-PART F):

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this

Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter

into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by

which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart

9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

LOUISIANA HIGHWAY SAFETY COMMISSION
FY2006 INDIRECT COST RATE CALCULATION
SECTION 402 CALCULATION

A. FY 2006 Indirect Cost	\$185,906
B. Carry Forward	<u>-0-</u>
C. Total Indirect Cost Pool (A + B)	\$185,906
D. FY 2005 Direct Salary Expenditure	\$669,748
E. FY 2005 Proposed Indirect Cost Rate (C/D)	27.75%

* Direct Salary Expenditures = Regular Salaries + Other Compensation. This amount does not include Related Benefits. The Direct Salary Expenditures are those paid with 402 funds, and includes one Traffic Records employee salary of the State Office of Motor Vehicles.

**The latest approved rate for the Louisiana Highway Safety Commission (LHSC) is for 2002 at 53.41%. Documentation of this rate may be obtained from the LHSC.

POSITIONS AND FUNDING SOURCE

Executive Director – Planning and Administration (50% Federal and 50% State Funds)

Administrative Secretary III – Planning and Administration (50% Federal and 50% State Funds)

Accountant (LHSC Program Coordinator II) - Planning and Administration (100% Federal)

Planner (LHSC Program Coordinator II) – Program Management (100% Federal)
(30% AL; 30%OP;20%PT;20%TR)

LHSC Assistant Director - Overall Program Management – Program Management (100% Federal)-
(30% AL; 30%OP;20%PT;20%TR)

Program Manager – LHSC Program Coordinator II – Alcohol and Occupant Protection Programs –
Program Management (100% Federal) - (30% AL; 30%OP;20%PT;20%TR)

Program Manager – LHSC Program Coordinator II – Police Traffic Services – Program Management (100% Federal) (30% AL; 30%OP;20%PT;20%TR)

Program Manager – LHSC Program Coordinator II– Youth, Pedestrian, EMS, School Bus, OP and Alcohol - Program Management (100% Federal) – (30% AL; 30%OP;20%PT;20%TR)

Program Manager – LHSC Program Coordinator II – Public Information/Paid Media Subgrants - Program Management (100% Federal) – (30% AL; 30%OP;20%PT;20%TR)

Grants/Reviewer I – Program Management – (100% Federal) (30% AL; 30%OP; 20%PT; 20%TR)

Administrative Secretary – Program Management (10% FARS Analyst) - - Program Management (100% Federal) - (30% AL; 30%OP;20%PT;20%TR)

IT Applications Analyst II – Program Management - 100% Federal – ((30% AL; 30%OP;20%PT;20%TR)

IT Applications Analyst II – Program Management - 100% Federal – (30% AL; 30%OP;20%PT;20%TR)

IT Liaison Officer 2 – Program Management – 100% Federal - (30% AL; 30%OP;20%PT;20%TR)

Clerk IV – Program Management – 100% Federal (30% AL; 30%OP;20%PT;20%TR)

Statistical Technician 2 – FARS Analyst - 100% Federal – (100% FARS)

Statistical Clerk– Program Management – 100% State (OMV) (100% TR)

Student Worker – Program Management – 100% Federal (30% AL; 30%OP;20%PT;20%TR)

NHTSA Planning and Administration	Federal	State	Total
Cash	\$250,000.00	\$64,094.00	\$314,094.00
In-Kind	-0-	\$185,906.00	\$185,906.00
NHTSA Total	\$250,000.00	\$250,000.00	\$500,000.00