Department of Public Safety and Corrections
Public Safety Services

KATHLEEN BABINEAUX BLANCO
GOVERNOR

JAMES E. CHAMPAGNE
EXECUTIVE DIRECTOR

August 31, 2007

Ms. Georgia Chakiris
Regional Administrator
National Highway Traffic Safety Administration
819 Taylor Street, Room 8A-38
Fort Worth, Texas 76102

Mr. Charles Bolinger
Division Administrator
Federal Highway Administration
5304 Flanders Dr. Suite A
Baton Rouge, LA 70808

Dear Ms. Chakiris and Mr. Bolinger:

An electronic copy and an original copy of Louisiana's Highway Safety Plan for FY 2008 in enclosed. Louisiana continues to meet the required program match for Section 402. Should an audit be performed, the LHSC will use the Louisiana State Police projects for the required match. All documentation is maintained in the Office of Management and Finance.

Equipment purchases that exceed $5,000.00 are noted in the list of police traffic services projects and enclosed in this transmittal letter. The LHSC will submit additional equipment requests if the situation arises.

Your approval is appreciated. If you have any questions, please do not hesitate to call Jamie Ainsworth. 225-925-6998.

Sincerely,

James E. Champagne

James E. Champagne
Executive Director
Governor's Highway Safety Representative

JEC:jba

Enclosures

2008 HIGHWAY SAFETY AND PERFORMANCE PLAN

Louisiana Highway Safety Commission

Kathleen Babineaux Blanco
Governor

James E. Champagne
Governor's Representative for Highway Safety

Elizabeth "Sue" Johnson
Chairman

August 27, 2007

Louisiana Highway Safety Commission
7919 Independence Blvd.
Baton Rouge, LA 70816
225-925-6991

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PREFACE

The human and economic consequences of motor vehicle crashes are unaffordable and unacceptable. The Louisiana Highway Safety Commission recognizes that future improvements will be attained through collaboration and partnership of multiple state and federal agencies, municipal, parish, and state law enforcement, and non-profit organizations throughout Louisiana.

Louisiana road safety partners and stakeholders recognize the need to coordinate activities and resources to achieve safer transportation conditions. The following Highway Safety Plan and Performance Plan is a result of a two year process involving a multi disciplinary approach to establishing safety related goals, objectives, and performance measures relevant to the high priority emphasis areas designated by data analysis.

It is important to note that the Louisiana State Strategic Plan was completed as a result of TEA-LU's HSIP section of funding and was launched in the fall of 2006. The development of the plan was facilitated by the Louisiana Department of Transportation and Development with support from Cambridge Systematic, Inc. The ongoing collaboration among state traffic safety professionals and the joint implementation is crucial to the future success in saving lives on Louisiana roadways.

EXECUTIVE SUMMARY

Louisiana continues to face a highway safety crisis. In 2006, the traffic fatality rate per 100 million vehicle miles traveled was 2.18 which is substantially above the National average of 1.45 in 2005. The increase may be due, at least in part, to better reporting practices; however, it is necessary to continually re-evaluate programs to provide the most effective means of outreach.

In 2006, there were 886 fatal crashes in Louisiana, resulting in a total of 982 fatalities and 48,000 injury crashes. Table 1 shows the five year trend (2002 – 2006)

	Licensed Drivers	VMT	Fatal Crashes	Fatalities	Fatality Rate
2002	2839	433	818	914	2.1
2003	2799	442	826	938	2.1
2004	2868	445	886	991	2.2
2005	2839	450	874	958	2.1
2006	2869	450	886	982	2.2

Table 1

Accomplishments include a dramatic improvement in the timeliness and quality of crash data; exemplary working relationships among the LHSC, DOTD, LSP, and FHWA; the existence of dedicated champions in place to facilitate the plans implementation; and numerous safety programs and projects implemented.

Opportunities continue to exist for additional partnerships and collaboration, enhanced communication, and further critical analysis of crash data. The LHSC recognizes the following challenges:

- Crash trends were generally moving downward until 2003; however, this is due at least in part to improved reporting practices.
- Cultural issues of alcohol consumption are a significant factor in Louisiana's impaired driving rates.
- Laws addressing underage accessibility of alcohol, outlet density of alcohol establishments, back seat occupant restraint laws, graduated licensing, and substantial fines for moving and non-moving violations will further encourage driver behavior change.
- Inconsistency of law enforcement training creates a knowledge gap among officers.
- There is a lack of emphasis in young driver training.
- Data collection surpasses the need for crash data alone and the inclusion of motor vehicle data, adjudication, pre-trial diversion, and recidivism will further improve the analysis of our traffic safety systems.

THE HIGHWAY SAFETY PLANNING PROCESS

Efforts began in 2004 to develop a Strategic Highway Safety Plan (SHSP). Subsequently, in August 2005, SAFETEA-LU was signed and codified a requirement for all states to develop strategic highway safety plans. The HSP establishes goals, objectives, strategies, and performance measures based on thorough examination of crash and other types of traffic-related data and through dialogue among many partners. The extensive, ongoing data analysis process examines the nature and location of safety problems.

Many agencies have participated and continue to be committed to the development and implementation of the Louisiana Strategic Highway Safety Plan. The collaboration strategies utilized include: developing a structure for energizing and implementing a continuous collaborative decision-making environment; reaching agreement on priority problem areas and characteristics identified through data analysis; and participating in the development and implementation of strategies related to the goal and objectives. The team involved in the planning process includes key staff from the Louisiana Highway Safety Commission, Louisiana Department of Transportation and Development, Louisiana State Police / LSP Troop Commanders, Louisiana Transportation Research Center, Louisiana State University, Operation Lifesaver, Louisiana Office of Public Health, Louisiana Planning Council, Louisiana Office of Motor Vehicles, Capitol Regional Planning Commission, New Orleans Planning Commission, Federal Highway Administration, Federal Motor Carrier Safety Administration, Federal Railroad Administration, Fire Departments, Louisiana Chief of Police Association, Louisiana Sheriffs Association, Louisiana Municipal Association, Louisiana Motor Transport Association, Louisiana District Attorneys Association, Louisiana Police Jury Association, Emergency Medical Services / Office of Vital Records.

Additional stakeholders supporting the LHSC projects include:

AAA

African American Sororities

All Major Railroads

Applied Technology Inc.

Attorney Generals Office

Baton Rouge Alcohol & Drug Abuse Council

Baton Rouge Alcohol Beverage Control

Baton Rouge Mayor's Office

Baton Rouge Safety Council

Blue Cross Blue Shield

Campus Restaurant/Bar Owner

Coroners Association

Crime Labs

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 Attorneys Association
DRE/SFST Instructors
Driving Schools
DWI Task Force
East Baton Rouge Parish I CARE
EMS
ENCARE
Faith Based Communities
Federal Highway Administration
Fire Departments
Hospitality Industry Leaders
Hospitals
Houma Alcohol & Drug Abuse Council
Jefferson Parish Courts, 1st & 2nd
Juvenile Probation
La. STARS (Louisiana Alliance Youth Advisory Board)
Lafourche SO
Law Enforcement
Legislators
LHSC Law Enforcement Liaisons
LHSC Diversity Coordinators
Louisiana Highway Safety Commission
Louisiana Highway Safety Commission Youth Advisors (21)
Louisiana Passenger Safety Task Force
Louisiana State Police
Louisiana State University
Louisiana Supreme Court
Louisiana Youth Prevention Services
LSU Baton Rouge Campus Community Coalition for Change
LSU Medical Center
MADD

Mayors
Metropolitan Planning Offices
Mockler Beverage
National OJJDP, Bureau of Justice
National Responsible Hospitality Industry Consultant
New Orleans Alcohol & Drug Abuse Council
New Orleans Charity Hospital
NHTSA Law Enforcement Liaison
NHTSA Regional Program Manager
NHTSA Washington & Region
Office of Motor Vehicle
Office of Public Health
Office of Risk Management
Operation Lifesaver
Parish School Bus Transportation Supervisors
Police Juries
Pride of St. Tammany
Regional Planning Office
SADD
Safe & Drug Free Schools
Safe Communities
Safe Kids
Safety Councils
Safety Management Systems
School Boards
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

In addition to the planning partners and stakeholders listed above, the LHSC is supported by a board of 21 Commissioners. Executive Committee members denoted with an asterisk.

Erroll C. Babineaux, Jr.	Lafayette Parish	7th Congressional District
Allen C. Champagne*	St. Tammany Parish	1st Congressional District
Laura Curb, PhD.	Union Parish	5th Congressional District
Bobby W. Deen*	Grant Parish	5th Congressional District
Stephen J. Gremillion	Avoyelles Parish	8th Congressional District
Orian A. Gulotta	Iberville Parish	5th Congressional District
Tommy Head*	Caddo Parish	1st Congressional District
Elizabeth "Sue" Johnson*	East Baton Rouge Parish	6th Congressional District
Richard J. LeBouef	Vermillion Parish	7th Congressional District
Henry K. Lee*	St. Mary Parish	3rd Congressional District
Charles W. McGowan	East Baton Rouge Parish	6th Congressional District
Joseph D. Milioto	St. John Parish	3rd Congressional District
Bette Dee Mule	Jefferson Parish	1st Congressional District
Bobbie J. Price*	Bossier Parish	4th Congressional District
Norris P. Rader, Sr.	Iberia Parish	3rd Congressional District
Irving C. Suire*	Vermillion Parish	7th Congressional District
Charles Tapp	East Baton Rouge Parish	6th Congressional District
Jimmie P. Thorns, Jr.	Orleans Parish	1st Congressional District
Deano B. Thornton	Winn Parish	5th Congressional District
Godfrey P. Trahan	Vermillion Parish	7th Congressional District
Carl J. Vicknair	St. James Parish	3rd Congressional District

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

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

PLANNING PROCESS:

The planning process for the Louisiana Highway Safety Commission is a cyclical process that is in constant review, assessment, and modification and 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.

A multitude of Stakeholder meetings, data analysis workshops, and processes for partner feedback occur throughout the year. In preparation for Fiscal Year 2008, the LHSC facilitates a series of Community Briefings designed to provide current information on traffic safety issues in Louisiana and solicit local leaders, citizens, law enforcement, and other traffic safety partners input on future needs and potential programs. Additional meetings are held to assess data improvements and reassess areas of need. The LHSC staff provides guidance and recommendations to the Assistant Director as to ongoing programming and the accountant and planner discuss estimated grant carryforward, potential grant awards, and existing contractual agreements. Projects are identified and awarded to local agencies, law enforcement, non-profits, governmental agencies, and other entities with the consideration of all discussions listed above.

METHODOLOGY USED FOR FISCAL YEAR 2008 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. All crash data is maintained and analyzed by Louisiana State University and is available via the web at http://lhsc.lsu.edu/

PLANNING CALENDAR

October/ November	Community Briefings and Diversity Forum held to gather input on traffic safety issues around the state.
February	Assess previous year carryforward and re-allocate funds where necessary. Proposal solicitation from identified agencies, organizations, etc.
March	Determine revenue estimates and gain input from partner agencies and stakeholders on program direction to create specific plans and projects within each program area.
March/ April	Assigned LHSC staff meet to discuss current successes and potential improvements to the next fiscal year HSP. Make project recommendations to Executive Director for next fiscal year funding.
May/June	Executive Director meets with Executive Committee of the Commission if requested by Chairman. 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.

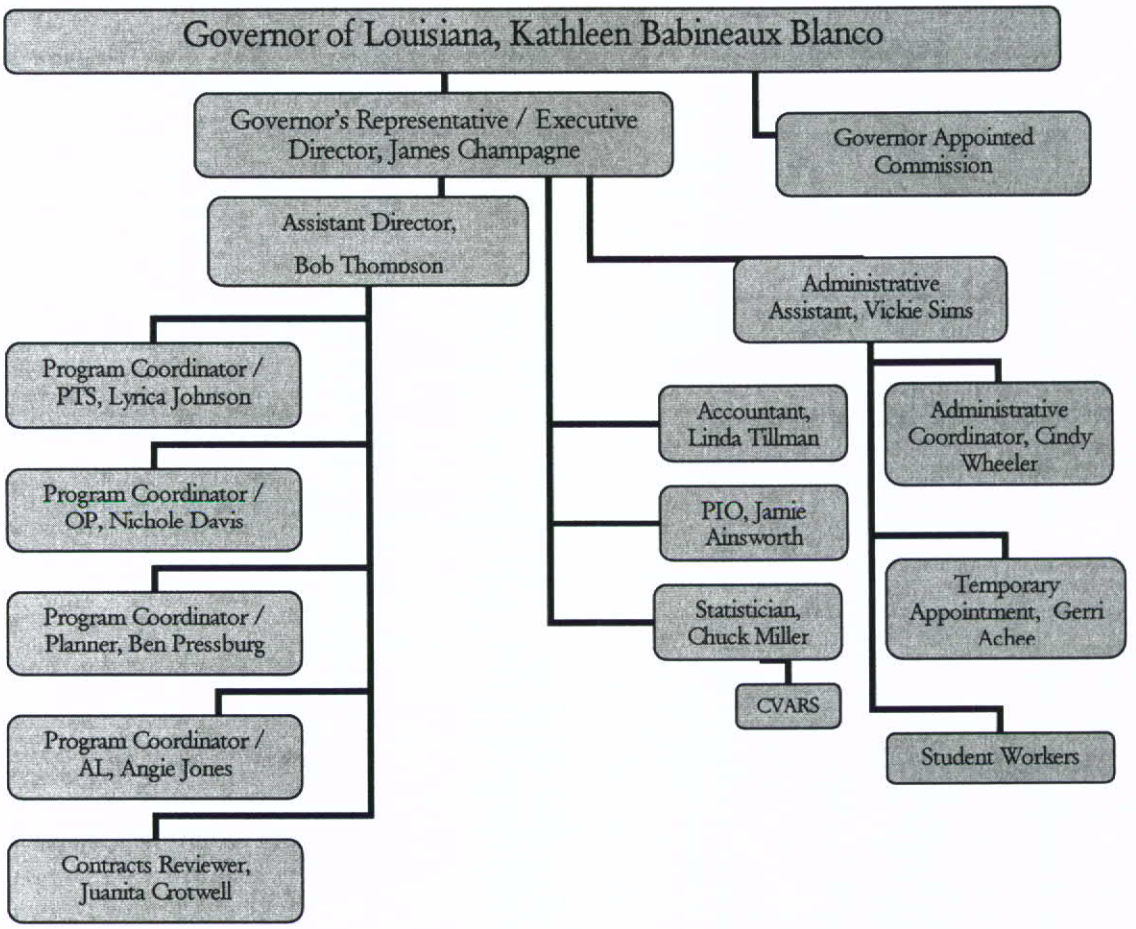
October	Implement grants and contracts. Begin work on the Annual Report.
continuous	Meet with Stakeholders regularly and particpate in local projects as possible.
continuous	Process claims as stipulated by contract, conduct desk audits at time of claim processing. Conduct additional project reviews throughout 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 have on the fatality and injuries in Louisiana. Current legislation in Louisiana has improved over the past years and has resulted in multiple revisions to existing occupant protection laws, impaired driving laws, and helmet laws. The LHSC continues to be available to testify upon request of various legislative committees on potential new legislation. Additional information on 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 LHSC continues to monitor progress on laws pertaining to underage accessibility of alcohol, outlet density of alcohol establishments, back seat occupant restraint laws, graduated licensing, fines for moving and non-moving violations, aggressive driving, red light running, and speeding.

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 "2006 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 following steps were implemented in determining parish need as it relates to traffic crash data.

Step 1 – Parishes are compared using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol related crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.

Step 2 - Although there are numerous parishes that have specific traffic needs, the LHSC chooses parishes with multiple needs in 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, assists 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, railroad, pedestrian issues.

Step 4 – Assigned 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 may present the recommendations to the Executive Committee, if requested, and subsequently presents the recommended projects to the LHSC Commission for approval.

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

Step 8 - All approved 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, 2006 subject to the availability of Federal funds.

DATA SOURCES:

The Louisiana State University Department of Information Systems and Decision Sciences collects and analysis 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 link provides a summary of the Louisiana Traffic Records Data Report. Excerpts are taken from the 2006 Louisiana Traffic Records Data Report available online http://lhsc.lsu.edu/trafficreports/. The summary also includes potential weaknesses and necessary clarifications. The Louisiana Traffic Data Report provides 15 sections that cover trends, fatalities, injuries, where, when, crash type, roadway elements, age and gender, roadway type, rural and urban data, interstate, alcohol-related, safety belts, pedestrian, youth involvement, and senior involvement among Louisiana crashes.

The following 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://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/

http://safety.fhwa.dot.gov/facts/

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/ and at http://www.dps.state.la.us/tiger/Data.htm

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.

The 2005 Population estimates identified Louisiana as having a population of 4,523,628 people and ranked twenty-fourth in the U.S. 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. There continues to be population shifts since the hurricane season of 2005.

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 61.6% of Louisiana's population with African - Americans comprising 33.5%; the second largest ethnic group. Hispanics and Latino's represent 2.8% of the population with American Indians, Asians, Hawaiians, and Pacific Islanders comprising the remaining 2.1%

A summary of John R. Logan, Professor of Sociology at Brown University reveals the ongoing population shifts that Louisiana is facing. More than a third of the region's 1.7 million residents lived in areas that suffered flooding or moderate to catastrophic storm damage, according to FEMA. The majority of people living in damaged areas were in the City of New Orleans (over 350,000), with additional concentrations in suburban Jefferson Parish (175,000) and St. Bernard Parish (53,000) and along the Mississippi Coast (54,000).

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

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

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

PROBLEM IDENTIFICATION OVERVIEW:

Data for this Highway Safety and Performance Plan was extracted from the 2006 Louisiana Traffic Records Data Report. The online data may change as data are submitted.

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	3,823	50.1	85.1	886	992
2005	450	2,839	4,390	3,869	49.5	82.9	874	965
2006	450	2,869	4,390	3,869	48.1	79	886	982
Difference								
1 Year	0.00%	1.10%	0.00%	0.00%	-2.90%	-4.70%	1.40%	1.80%
5 Year	9.20%	1.70%	-1.80%	7.30%	-1.40%	-4.70%	3.10%	3.70%
Ave.	3.10%	1.30%	-1.80%	3.30%	-3.10%	-6.10%	3.90%	3.20%

PROBLEM IDENTIFICATION SUMMARY

Overview of fatal and injury crashes

In 2006 there were:

- 886 fatal crashes which *increased by* 1.4 % from 2005
- 982 persons killed which *increased by* 1.8% from 2005
- 48,066 injury traffic crashes which *decreased by* 2.9% from 2005
- 78,978 injuries in traffic crashes which *decreased by* 4.7% from 2005
- 111,139 property-damage-only crashes which *increased by* 2.8% from 2005

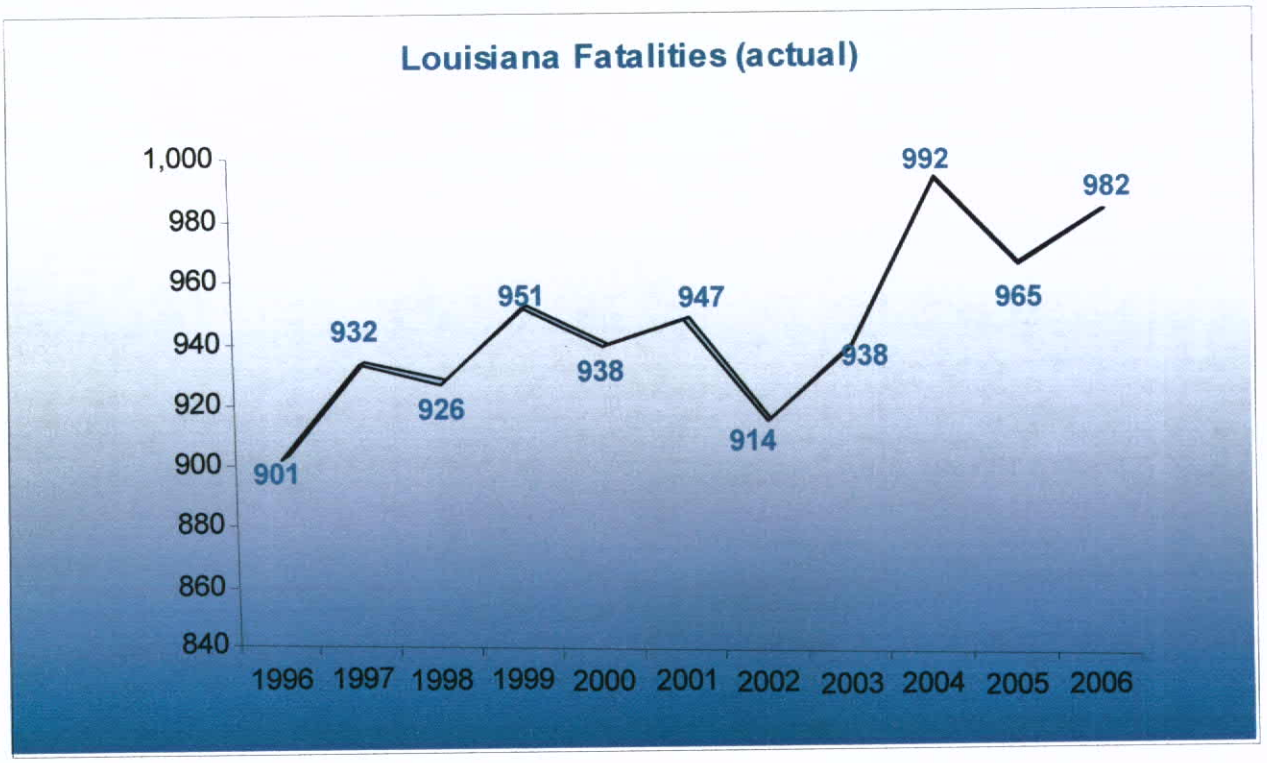
Of the 982 fatalities:

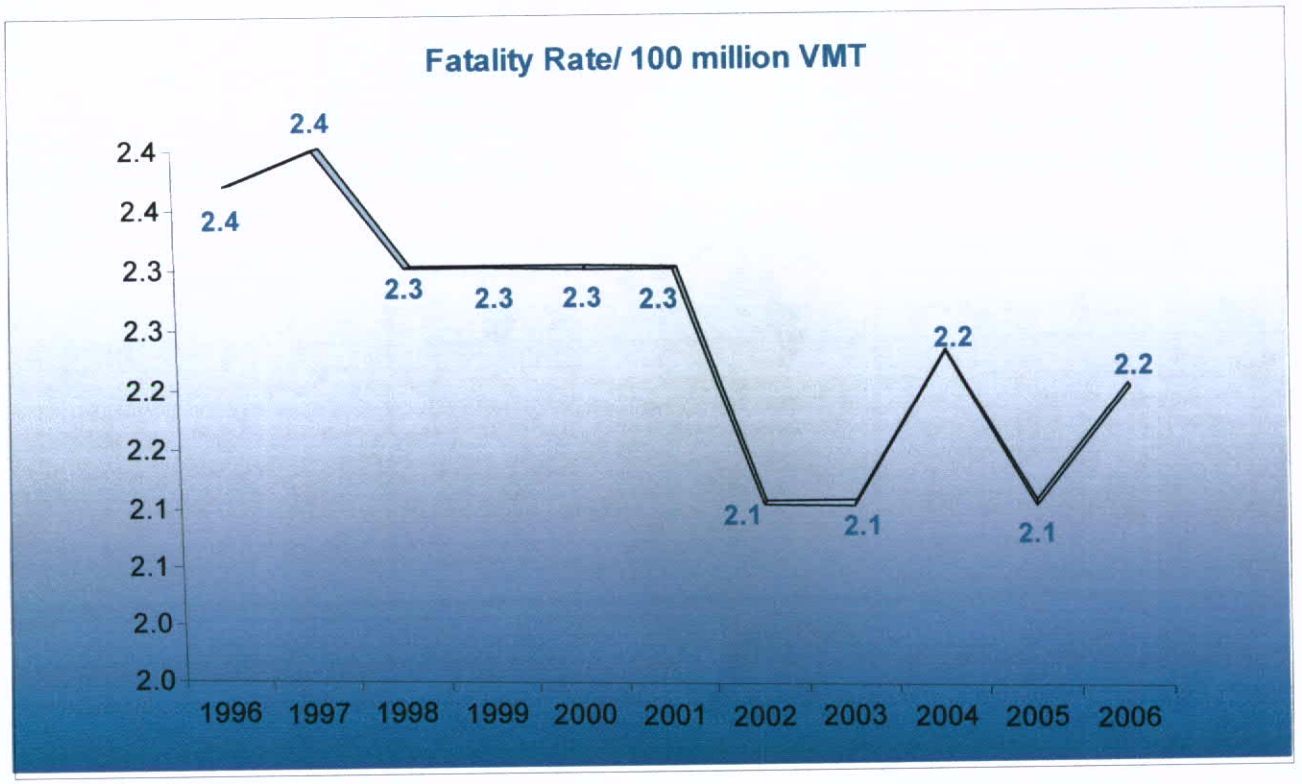
- 98 were killed as pedestrians which *decreased by* 9.3% from 2005
- 685 were killed as drivers of vehicles which *increased by* 5.5% from 2005
- 93 were killed on motorcycles which *increased by* 25.7% from 2005
- 23 were killed on bicycles which *increased by* 4.5% from 2005

Louisiana's 2006 mileage fatality rate was 2.18 per 100 million miles traveled, *increased by* 1.76% from 2005

Louisiana's 2006 fatality rate was 22.37 per 100,000 population which *increased by* 91.76% from 2005

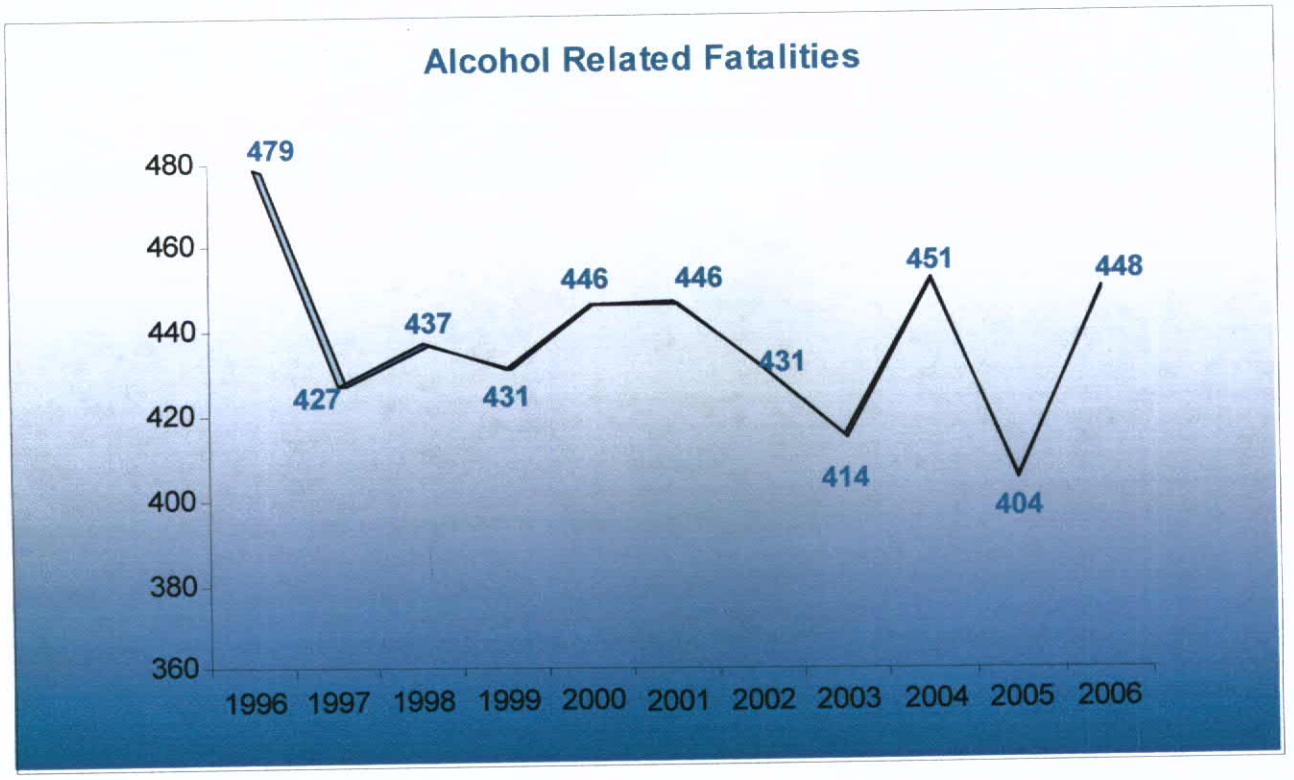
Louisiana's 2006 fatality rate was 34.23 per 100,000 licensed drivers which *increased by* 0.69% from 2005


Louisiana Fatalities (actual)
1,000
980
960
940
920
900
880
860
840
901
932
926
951
938
947
914
938
992
965
982
1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006

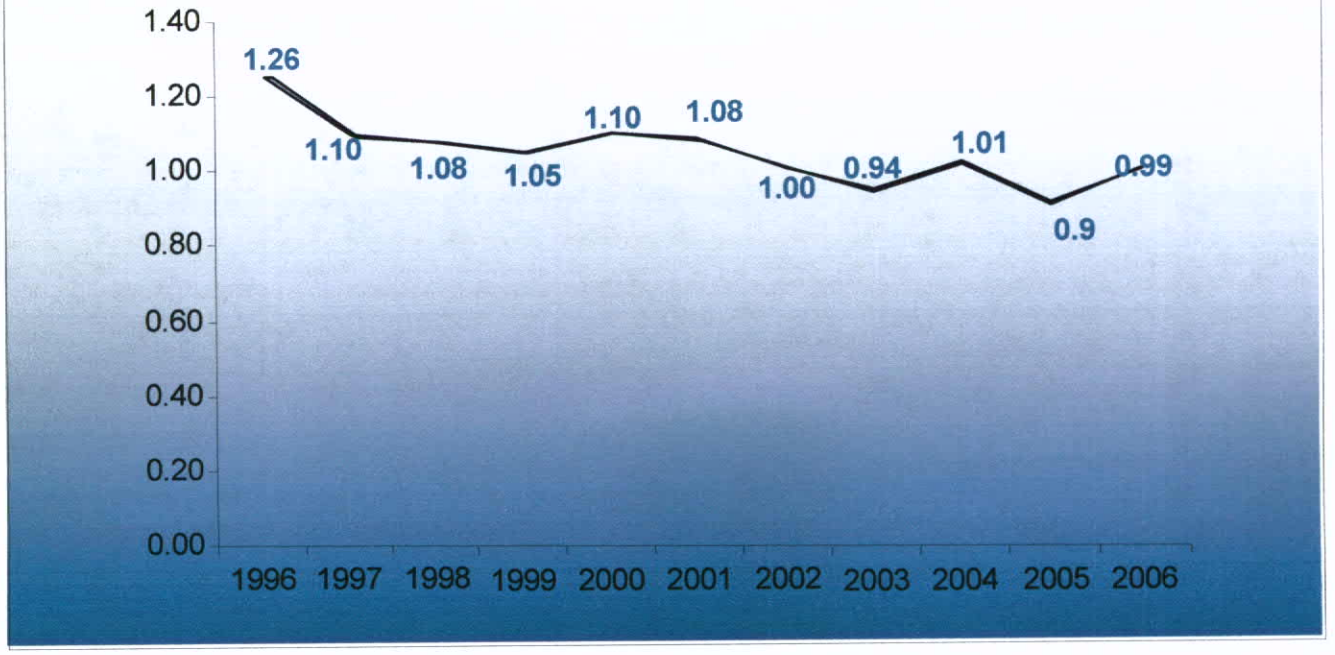

Fatality Rate/ 100 million VMT
2.4
2.4
2.3
2.3
2.2
2.2
2.1
2.1
2.0
2.0
2.4
2.4
2.3
2.3
2.3
2.3
2.1
2.1
2.2
2.1
2.2
1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006

ALCOHOL

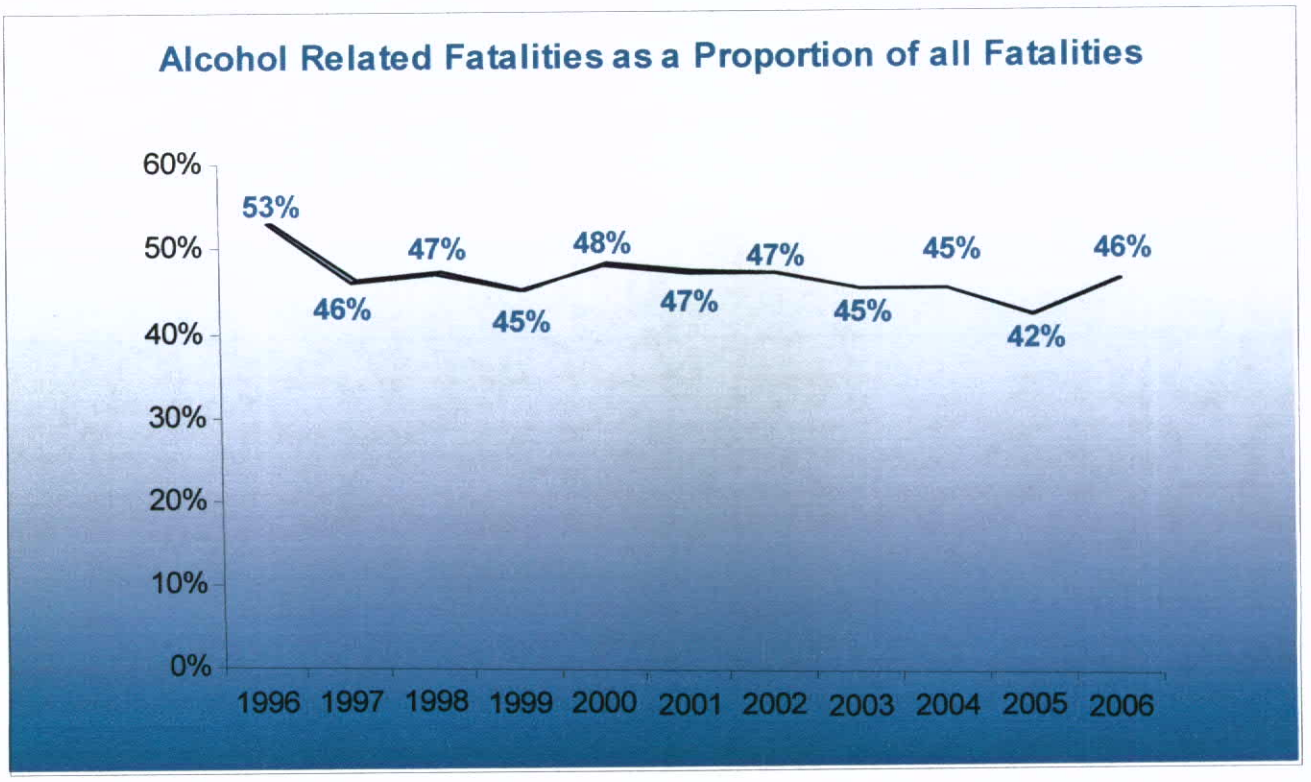
- In 2006, 448 (46%) of traffic fatalities were estimated to be alcohol related.
- It is estimated that 9% of the 48,066 injury crashes involved alcohol.
- Alcohol-related crashes occurred more frequently on weekends than during the week.
- The evening hours and early morning hours on weekends had the highest frequency of alcohol-involved crashes. Friday night and Saturday night involved the highest frequency of alcohol-related fatal and injury crashes



Alcohol Related Fatality Rate per VMT

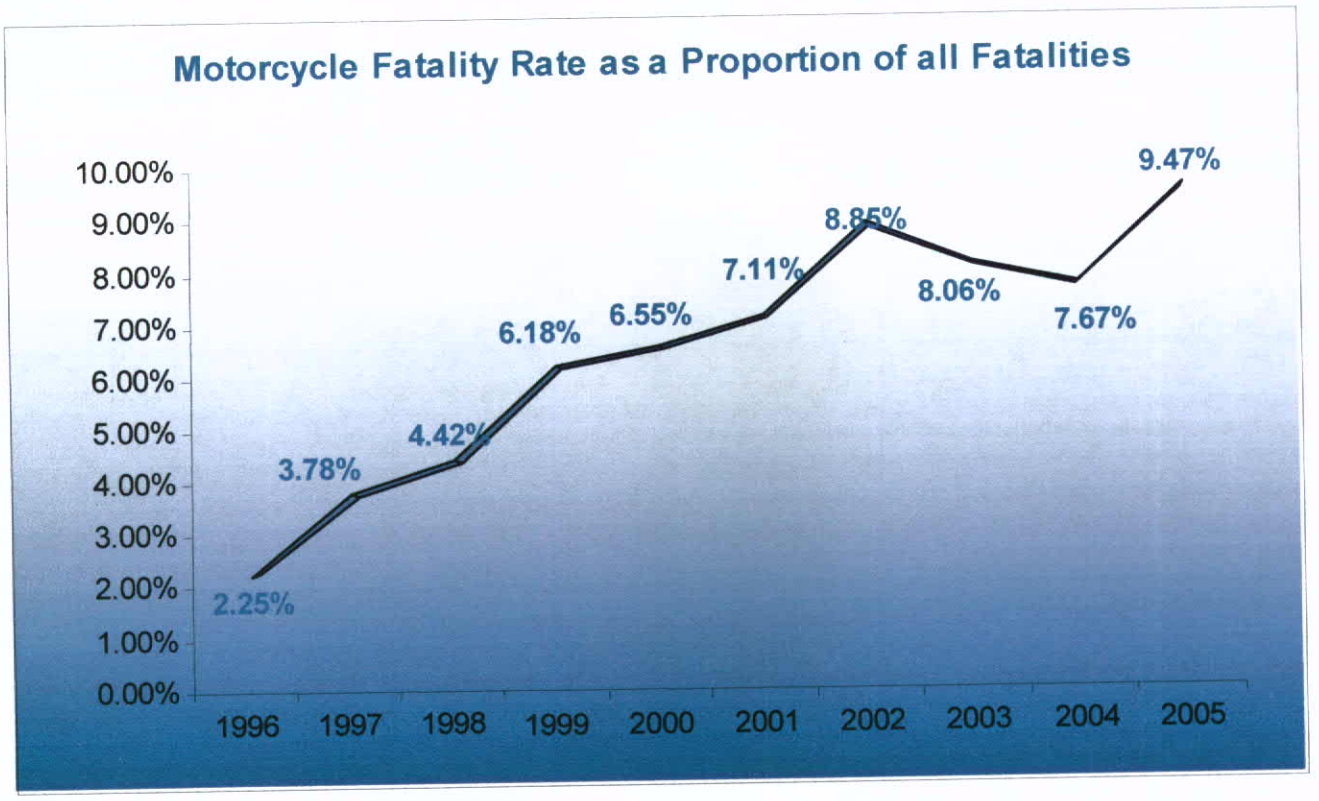


Alcohol Related Fatalities as a Proportion of all Fatalities



MOTORCYCLES

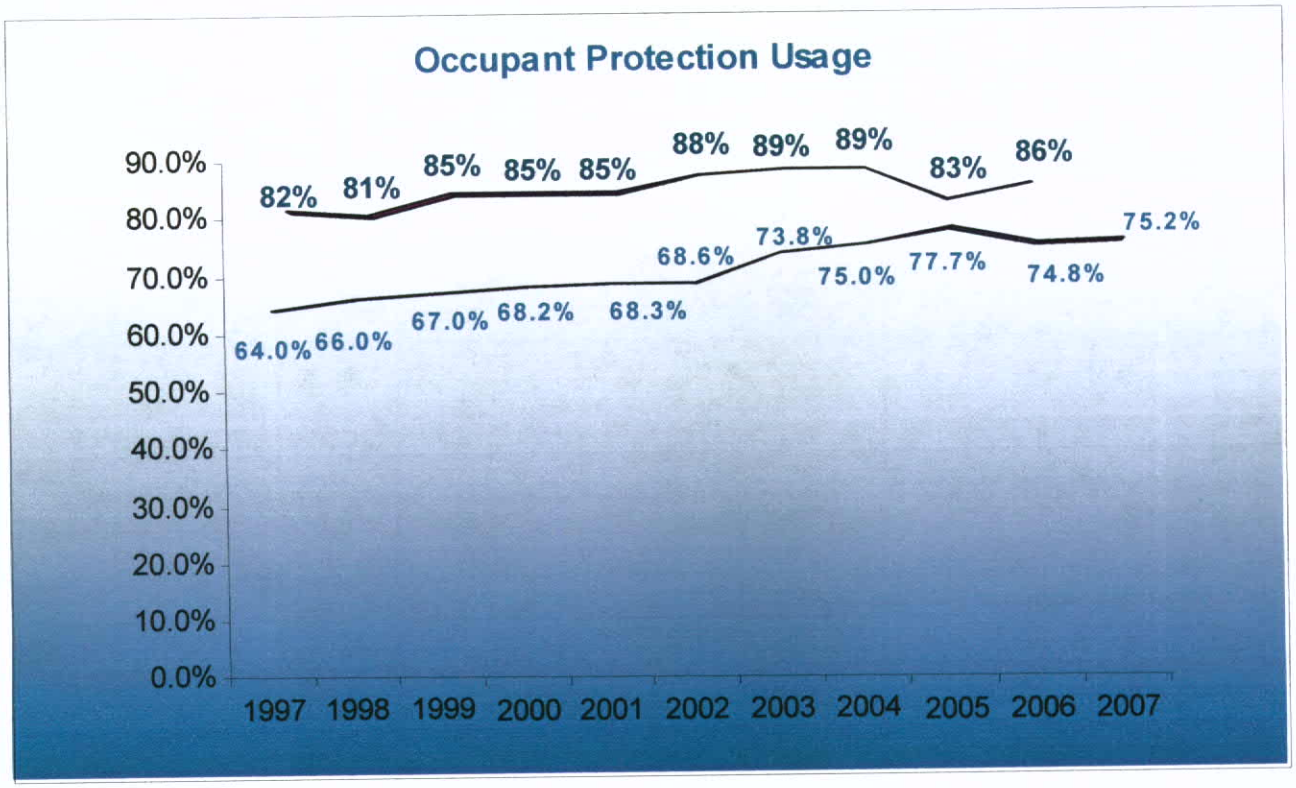
- There were 4.6 deaths per 100 motorcycle crashes in 2006 as compared to 3.9 in 2005
- There were 93 motorcycle fatalities in 2006, which *increased by* 25.7 % from 2005.
- Helmet use in motorcycle crashes was 85% in 2006 as compared to 83% in 2005.
- There were 1,566 injuries in motorcycle crashes in 2006, which *increased by* 5.6 % from 2005.

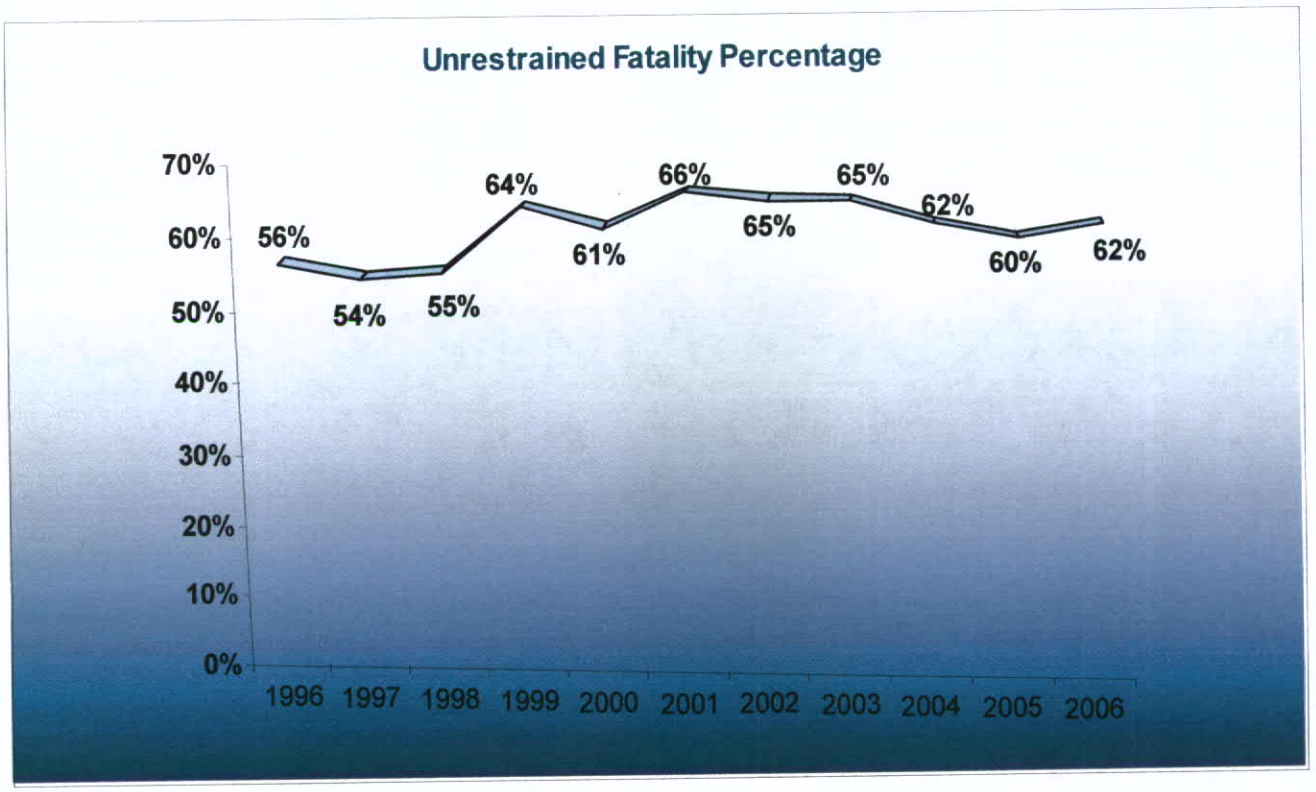


OCCUPANT PROTECTION

- 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.
- 2007 safety belt usage is observed at 75.2%
- In 2006, only 206 (38%) of the 564 drivers killed in motor vehicle crashes were known to be wearing safety belts.
- In 2006, 323 drivers killed in motor vehicles crashes were not wearing a safety belt. This is 61% of the known cases.
- 53% 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 2006, only 36% of all drivers and passengers killed were known to have worn a safety belt.
- Only 5 of the 10 children killed, ages 4 and under, were known to be properly restrained in a child seat.
- Only 57 of the 183 killed passengers 31% ages 5 and older were known to be wearing a safety belt.
- Safety belt usage tends to increase with age.
- 62.3% of male driver fatalities were known to not have worn a seat belt.
- 45% of female driver fatalities were known to not have worn a seat belt.

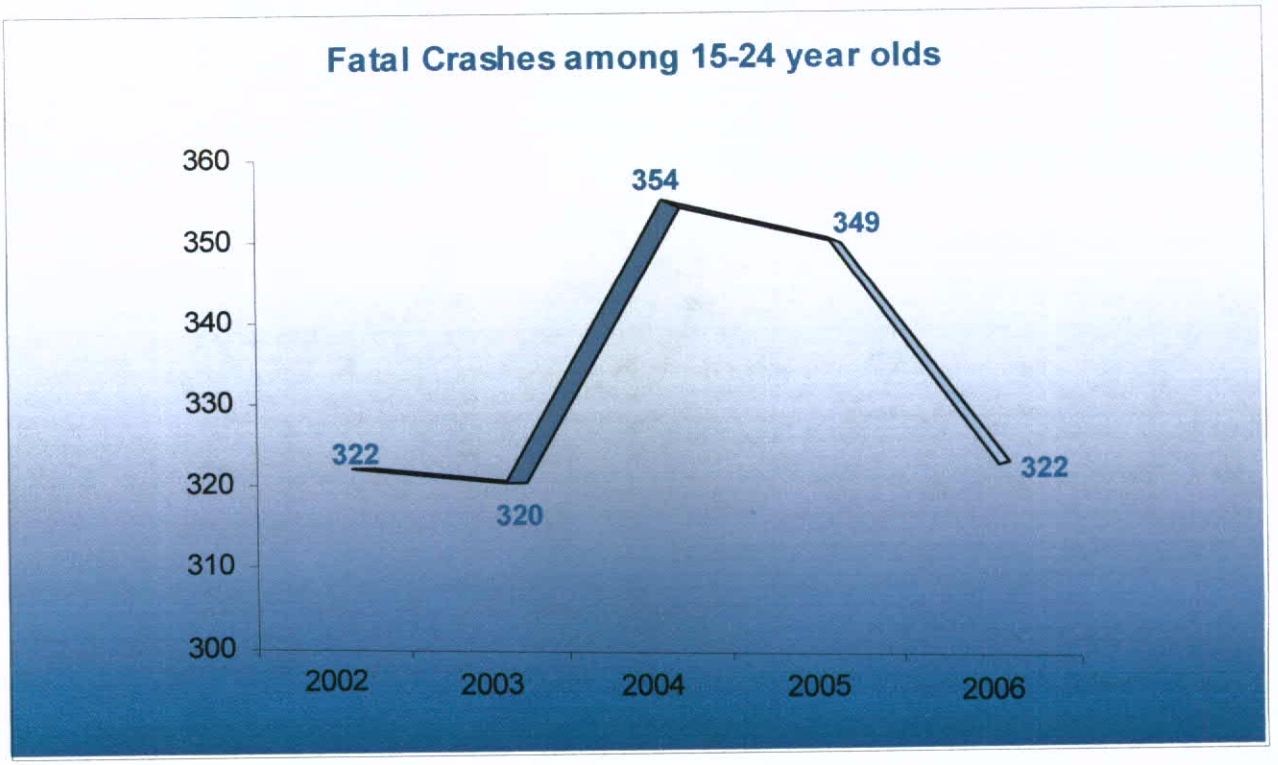
Child occupant usage denoted at the higher usage percentage.





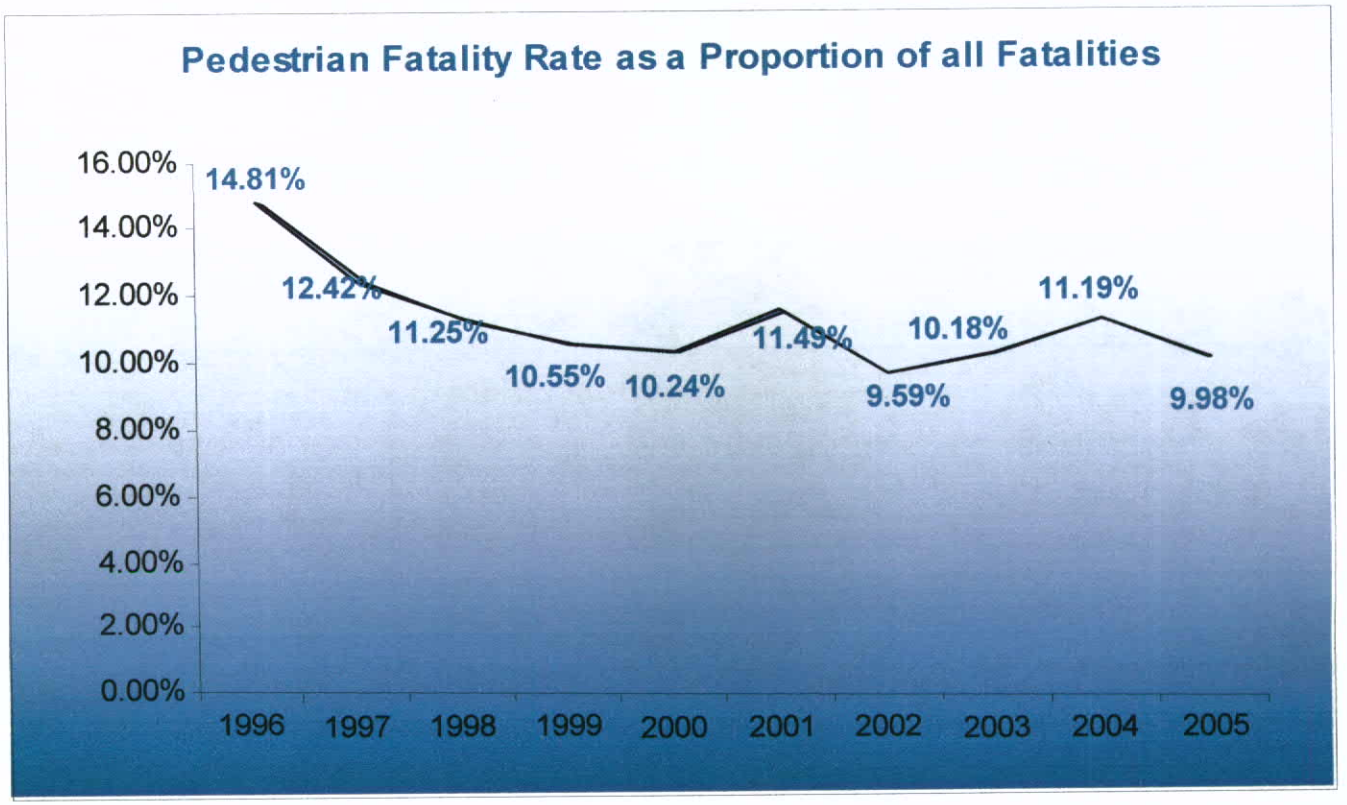
YOUTH SUMMARY

- The age group 18-20 had 5.2% of licensed drivers, but this age group made up 9.6% of drivers involved in fatal crashes.
- For comparison, the age group 35-44 represents 18.6% of licensed drivers in 2006 and 18.8% of drivers in fatal crashes.
- Youth, ages 15-20, made up 2.6% of licensed drivers and 3% of drivers involved in fatal crashes and 2% of drivers killed.
- Youth, ages 15-20, made up 4.4% of drivers involved in injury crashes.
- Youth, ages 15-20, made up about 5.2% of licensed drivers, but were involved in 9.6% of fatal crashes and 9% of drivers killed.
- Youth, ages 15-20, made up 10.3% of drivers involved in injury crashes.
- The fatal crash rate (crashes per 100,000 licensed drivers) for youth 15-20 was nearly twice as high as the average crash rate of all drivers.
- Female drivers ages 18-20 make up 2.6% of licensed drivers and make up 2.7% of drivers involved in fatal crashes.
- Male drivers ages 18-20 make up 2.6% of licensed drivers but make up 6.9% of drivers involved in fatal crashes.



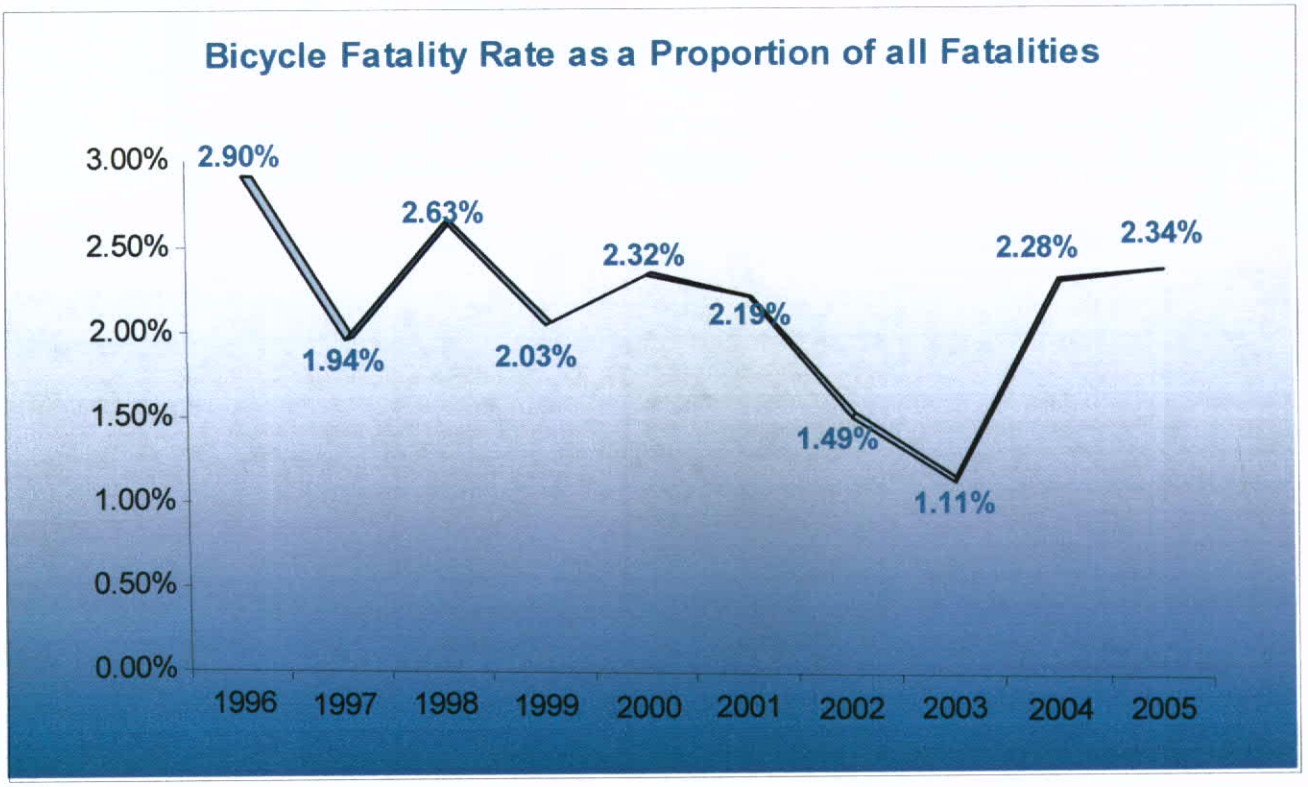
PEDESTRIANS

- Pedestrian fatalities in 2006 made up about 10% of all traffic fatalities.
- The number of pedestrians killed in 2006 was 98, which *decreased by* 9.3% from 2005.
- 891 pedestrians were injured in 2006, which *decreased by* 25% from 2005.
- 4 children, age 5 and below, were killed as pedestrians.
- 3 children, between the ages of 6 and 14, were killed as pedestrians.
- Males made up 66% of the pedestrians killed.
- 34.7% of the pedestrians killed had been drinking.



BICYCLES

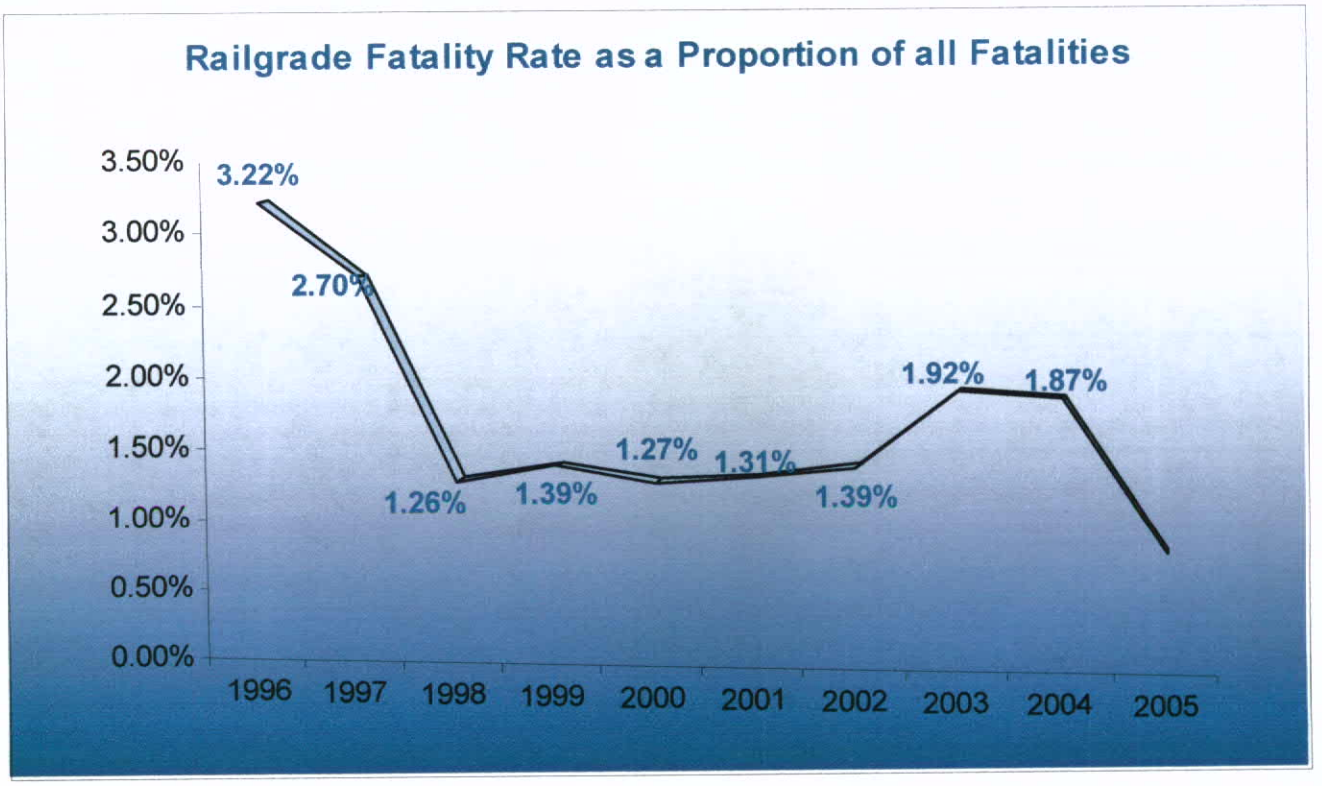
- In 2006, 23 persons were killed on bicycles, which *increased by* 4.5% from 2005.



Other Areas of Data Analysis

VEHICLE TYPE

- In Louisiana, large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in 12.1% of all fatal crashes in 2006, -4.9 percentage points from 2005.
- 42.6% of persons killed in motor vehicles in 2006 were occupants (drivers or passengers) of passenger cars, 0.6 percentage points from 2005.
- 41% of occupants killed (drivers or passengers) of vehicles were in light trucks or vans in 2006, -0.1 percentage points from 2005.
- 1.4% of occupants killed were in large trucks -1.3 percentage points from 2005.
- In 2006, 8 people died as a result of collisions at highway-rail intersections



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 2006 about 51.8% 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* 13% from 2005 to 2006.
- The interstate fatalities *increased by* 9% from 2005 to 2006.
- Interstates account for 17% of the fatal crashes and 18% of the fatalities in 2006.
- Fatal crashes on elevated interstates *increased by* 25% from 2005 to 2006
- Injury crashes on elevated interstates *increased by* 37% from 2005 to 2006

Speed

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.

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

- 95% of the injury crashes had *no* reported road defects in 2006.
- 94% of the fatal crashes had *no* reported road defects in 2006.
- In 0.8% of the injury crashes, a construction or repair was reported.
- In 1.2% of all fatal crashes, a construction or repair was reported.

Driver Information

DRIVER FATALITIES

- In 2006, 685 drivers died in fatal crashes.
- The fatality rate of drivers was 24 fatalities per 100,000 licensed drivers.
- The fatality rates of drivers decline with age, but increase considerably for seniors.
- While only about 5.2% of licensed drivers are of ages 18 to 20, this age group accounted for 8.8% of all driver fatalities in 2006.

DRIVER'S GENDER

- In 2006, 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. 126 compared to 51.
- In 2006, on the average, 24 out of 100,000 licensed female drivers were involved in fatal crashes.
- In 2006, an average of 72 out of 100,000 licensed male drivers were involved in fatal crashes.

VIOLATIONS

- 65% of all drivers involved in fatal crashes had a violation.

Vehicle Information

VEHICLES IN CRASHES

- In 2006, there were 1,380 vehicles in fatal crashes, 91,558 vehicles in injury crashes and 210,081 vehicles in property-damage-only crashes. This amounts to about 11% of all licensed drivers.

TYPE OF CAR

- In 2006, 49.7% of the vehicles involved in injury crashes were passenger cars, while only 37.2% of the vehicles involved in fatal crashes were passenger cars.
- 22.6% of the vehicles in injury crashes were pickup trucks, but 27.2% of the vehicles involved in fatal crashes were pickup trucks.
- 3.4% of the vehicles in injury crashes were large trucks (single unit trucks and trucks with trailers) or buses, but 7.5% of the vehicles involved in fatal crashes were large trucks or buses.
- However, based on the percent of crashes rather than vehicles, 12% of fatal crashes involved single unit trucks, trucks with trailers or a bus in 2006.

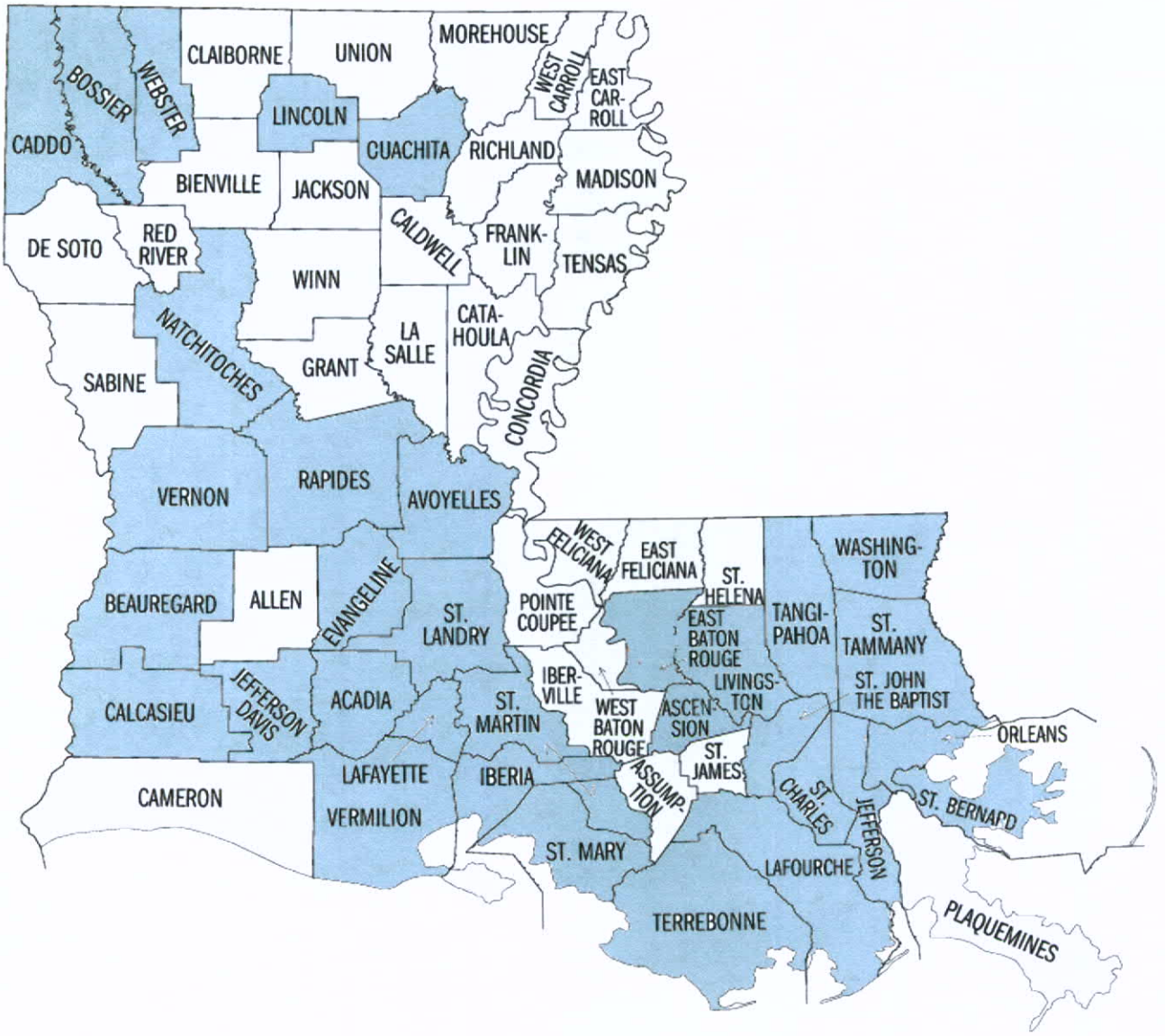
OTHER VEHICLES TYPES

- There were 743 bicycles involved in crashes in 2006 with 23 fatalities.
- 2 children under the age of 12 were killed on bicycles in 2006.
- 2,031 motorcycles were involved in crashes in 2006 and 93 of the occupants of motorcycles were killed.
- Orleans Parish had 2 motorcycle fatalities which made up 2.2% of all motorcycle fatalities in 2006.
- In 2006, there were 45 injuries and 8 deaths reported involving a train.

SENIORS SUMMARY

- Although the injury crash rate declines with age, the fatal crash rate of seniors is the highest of all drivers.
- 21 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%).

The parishes denoted in light blue are the parishes the LHSC has identified as parishes to concentrate various traffic safety programs during the FY 2008. These parishes represent 88% of the population and 92% of the total fatal and injury crashes, as well as 96% of the urban crashes and 87% of rural crashes. 92% of alcohol-related fatalities are within these 33 parishes and an average of 90% of all pedestrian, pedicycle, and motorcycle fatalities.



GOAL AND OBJECTIVE SETTING PROCESS

The LHSC Highway Safety Plan and Performance Plans are developed based on the Louisiana Comprehensive Strategic Plan, the State Strategic Plan, 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.

The Louisiana Highway Safety Commission is also represented as a team member of a collaborative group to address statewide traffic safety issues. This comprehensive approach at identifying goals and objectives with stakeholder input has resulted in a Louisiana State Strategic Plan and is also used to guide the goal and objective setting for the HSP and Performance Plan.

Goal

The primary goal of the LHSC is to reduce fatal and injury crashes on Louisiana roadways.

Objectives

1. Reduce the number of traffic fatalities by six percent per year through 2008.
2. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
3. Establish a legislative framework for the LHSC program throughout 2008.
4. Reduce the percent of impaired driving traffic fatalities in Louisiana from 46% in 2006 to 43% by 2008.
5. Increase statewide safety belt usage for vehicle occupants age 5 and older from 77% in 2006 to 81% by 2008.
6. Increase safety belt usage for all vehicle occupants from 74.8% in 2006 to 78% by 2008.
7. Reduce the number if fatal crashes among drivers age 15-24 from 322 in 2006 to 317 by 2008.
8. Reduce the motorcycle fatality rate from 9.47% in 2006 to 8.1% in 2008.
9. Maintain the highway-rail grade crossing fatalities at 8 through 2008.
10. Reduce the number of motorcarrier crashes (FARS data) from 110 in 2006 to 109 in 2008.
11. Support a comprehensive traffic records management program throughout 2008.

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. LHSC staff collaborates with traffic safety stakeholders, throughout the year, to gain input and agreement on the priority problems, goals and objectives.
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. Assigned LHSC staff meets 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.

The LHSC is currently assessing the overall process of applying for and awarding sub-contracts. Potential changes to the project award process could be implemented as early as spring of 2008 for the FY 2009 contract year.

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 / Child Passenger Restraint, Youth Involved Crashes, Pedestrian, Bicycle, Police Traffic Services, Traffic Records, Paid Media, Railroad, Safe Communities, and Hazard Elimination.

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.

Program cost summary for all program areas can be found in Attachment A.

Planning and Administration Objectives

1. Provide staff training throughout FY 2008 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 2008.

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.
4. Develop HSP and Performance plan for future fiscal year.

Planning and Administration Projects

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
PA	402	Planning and Administration	Program provides for the management of the LHSC programs; including employment of personnel to manage programs, associated travel, operating expenses, and the expenses of Commission meetings and travel associated with Commission members.	$ 320,000.00

Program Management Projects

AL	410	Alcohol Program		$ 147,487.50
OP	405	Occupant Protection Program		$ 157,487.50
PT	402	Police Traffic Services Program		$ 184,985.00
TR	408	Traffic Records Program		$ 129,990.00

Program Support Projects

OP/AL	406	Commodities	Commodity purchases will be approved by the Executive Director and will have a complete distribution plan based upon data driven demographics. Items will be distributed at appropriate venues for traffic safety messaging.	$ 60,000.00
PT	402	LHSC Sponsored Travel/Training	Program provides funding for in and out-of-state travel to conferences and trainings.	$ 75,000.00

The LHSC had not anticipated receiving the full Section 406 balance this year, resulting in $988,854.00 unplanned at time of HSP submission. The LHSC will continue to plan accordingly for Section 406 expenditures and future HSP modifications will reflect new projects.

Funding from Section 410 (high fatality and high visibility) remains unplanned at time of HSP submission. The LHSC plan for the remaining $2,087,930.00 and will include additional 410 projects in future HSP modifications.

POSITIONS AND FUNDING SOURCE

Position	Current Staff		Federal	State	AL	OP	PT	TR
Executive Director	James Champagne	Planning and Administration	50%	50%				
Administrative Secretary III	Vickie Sims	Planning and Administration	50%	50%				
Accountant (LHSC Program Coordinator II)	Linda Tillman	Planning and Administration	100%					
Accountant		Planning and Administration	100%					
Assistant Director (LHSC Program Coordinator III)	Bob Thompson	Planning and Administration	100%					
Planner (LHSC Program Coordinator II)	Ben Pressburg	Planning and Administration	100%					
Program Coordinator II	Angela Jones	Program Management	100%		75%	25%		
Program Coordinator II	Lyrica Johnson	Program Management	100%				100%	
Program Coordinator II	Nichole Davis	Program Management	100%		25%	75%		
Public Information Coordinator (LHSC Program Coordinator II)	Jamie Ainsworth	Program Management	100%		30%	30%	40%	
Grants/Reviewer I	Juanita Crotwell	Program Management	100%		30%	30%	30%	10%
Administrative Secretary	Cindy Wheeler	Program Management	100%		30%	30%	40%	
IT Applications Analyst II	Amy Talley	Program Management	100%					100%
IT Liaison Officer 2	Chuck Miller	Program Management	100%					100%
Statistical Clerk	Paula Franklin	Program Management		100%				100%
Student Worker		Planning and Administration	100%					
Student Worker		Program Management	100%		30%	30%	30%	10%

Alcohol Problem Identification

The analysis of fatal alcohol-related crashes 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.

- 448 traffic fatalities were estimated to be alcohol-related in 2006.
- 411 of the 448 fatalities in alcohol-involved crashes (91.7%) had either alcohol themselves or were driving with a person who had alcohol.
- Alcohol is more often involved in rural-area crashes than in urban area crashes. In 2006, alcohol was involved in 45% of rural and in 46% 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. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
2. Establish a legislative framework for the LHSC program throughout 2008.
3. Reduce the percent of impaired driving traffic fatalities in Louisiana from 46% in 2006 to 43% by 2008.

Alcohol Strategies

1. Provide sustained enforcement of statutes addressing impaired driving per certifications and assurances.
2. Support the National Drunk Driving. Over the Limit. Under Arrest. Campaign. with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
3. The LHSC will contract with the expectation that each of the participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year. The 44 agencies are contracted to work a total of nearly 27,000 hours of overtime and represent approximately 60% of all overtime awarded under PTS contracts. See PTS section for alcohol specific contracts for enforcement. Additional impaired driving overtime will be contracted through Louisiana State Police, the Louisiana Alcohol Tobacco Control Agency, and the East Baton Rouge Alcohol Beverage Control Board.

4. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the Drunk Driving. Over the Limit. Under Arrest. Campaign.
5. Identify, fund, and assist in the implementation of impaired driving prevention programs.
6. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.
7. Administer public information and education concentrating on youth age 15-24, including parent education and "no use messages".
8. Partner with various organizations to develop and implement impaired driving prevention programs for youth.
9. Conduct "sting" and other enforcement operations to prevent underage drinking violations.
10. Develop new educational and prevention programs utilizing the Safe Communities concept.
11. Develop new, and strengthen existing, impaired driving prevention networks and associations.
12. Support the continued development of DWI courts in Louisiana.
13. Address repeat offenders through legislation, education, and public information.
14. Continue research and implementation planning of a streamlined DWI processing system (i.e. LEADRS)
15. Conduct annual attitudinal surveys on impaired driving issues.
16. Conduct one SFST Instructor and one Drug Recognition Expert (DRE) course in 2008.

Alcohol Projects

Program Area	Funding Source	Project Name	Summary / Equipment over $5,000	2008 Proposed Funding
PT	410 HVE	Louisiana State Police - Impaired Driving Enforcement	Impaired Driving as a separate initiative funded from 410 HVE. This impaired driving effort would include enforcement, DWI equipment, and DWI specific training.	$ 500,000.00
AL	410 FR	Cops in Shops La ATAC	Conducts Cops in Shops operations statewide and distributes impaired driving prevention education and informational materials to ABC outlets.	$ 150,300.00
AL	410 FR	EBR ABC Office	Provides for parish-wide enforcement of underage drinking laws to include underage surveillances and sting operations.	$ 105,900.00
AL	410 HVE	Grambling State University	Campus enforcement of impaired driving laws.	$ 24,340.00
AL	410 HVE	McNeese State University	Campus enforcement of impaired driving laws.	$ 11,210.00
AL	410 HVE	Southeastern University	Campus enforcement of impaired driving laws.	$ 23,320.00
AL	410 HVE	Southern Baton Rouge	Campus enforcement of impaired driving laws.	$ 29,717.00
AL	410 HVE	University of Louisiana at Lafayette	Campus enforcement of impaired driving laws. Purchase of 3 in car digital cameras estimated cost per camera $7,000.	$ 40,300.00
AL	410 HVE	University of Louisiana at Monroe	Campus enforcement of impaired driving laws.	$ 21,400.00
AL	410 HVE	University of New Orleans	Campus enforcement of impaired driving laws.	$ 9,310.00
AL	410 HVE	University Outreach	Campus enforcement of impaired driving laws.	$ 15,101.00

AL	410	RMS Consulting	Individual contractor to concentrate on development and implementation of "LEADRS".	$	30,000.00
AL	410	LEADRS	Implementation of "LEADRS"	$	571,687.00
AL	410	Judicial Prosecutor Training	Provides for various awareness training sessions on DWI and other alcohol related traffic safety issues to prosecutors and district attorneys.	$	108,140.00
AL	410	Terrebonne DWI Court	District court designed to prosecute and adjudicate 2nd offense DWI in a nationally certified program.	$	85,000.00
AL	410	DWI Court Development	New development of a court designed to prosecute and educate DWI offenders.	$	80,000.00
AL	410	La. MADD	Program provides for coordination and maintenance of the impaired driving victim impact panels and court monitoring.	$	149,999.00
AL	402	H & M Consultants	Analysis of the LHSC AL programs; to include enforcement, PIE, paid media, and statistical analysis of both program areas.	$	7,000.00
AL	410 FR	Impaired Driving Marketing Research	Marketing research to identify appropriate messaging, education, and impaired driving behavior change models. Conducted via focus groups, attitudinal, and longitudinal research.	$	250,000.00
AL	410 / 410 HVE	Paid Media	Additional explanation listed in paid media section. The amount listed here is also listed in the paid media section.	$	1,724,838.00

Funding from Section 410 (high fatality and high visibility) remains unplanned at time of HSP submission. The LHSC plan for the remaining $2,087,930.00 and will include additional 410 projects in future HSP modifications.

Motorcycle Problem Identification

The reinstatement of mandatory helmet usage has increased motorcycle helmet usage and will continue to have direct impact motorcycle fatality rates.

- There were 93 motorcycle fatalities in 2006, which *increased by* 25.7% from 2005.
- Helmet use in motorcycle crashes was 85% in 2006 as compared to 83% in 2005.
- There were 1,566 injuries in motorcycle crashes in 2006, which *increased by* 5.6% from 2005.

Motorcycle Objectives

1. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
2. Establish a legislative framework for the LHSC program throughout 2008.
3. Reduce the motorcycle fatality rate from 9.47% in 2006 to 8.1% in 2008.

Motorcycle Strategies

1. Maintain membership in the Motorcycle Awareness Committee.
2. Support the Department of Education motorcycle operator training courses.
3. Encourage the adoption of a comprehensive motorcycle helmet law.
4. Provide public information and education program to educate on the awareness of motorcycle riders and prevention of impaired motorcyclists.

Motorcycle Projects

Program Area	Funding Source	Project Name	Summary / Equipment over $5,000	2008 Proposed Funding
MC	2010	American Iron, Inc.	Web site design and maintenance for the Motorcycle Awareness Committee.	$ 7,500.00
MC	2010	MAC	Printed materials to support "Rider Education" and promotional materials to educate motorists and motorcyclists.	$ 15,000.00
MC	2010	ABATE	Educational programs to educate motorists on "share the road" and motorcyclists safety.	$ 10,000.00
MC	2010	Media	New commercial to increase public awareness of motorcyclists and the concerns of impaired motorcyclists.	$ 17,500.00
MC	2010	Paid Media	This amount is also listed in the paid media section. These funds will support motorcycle awareness campaigns in Jefferson, Caddo, Rapides, St. Tammany, and Lafayette parishes.	$ 50,000.00

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 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 2006, only 206 (38%) of the 564 drivers killed in motor vehicle crashes were known to be wearing safety belts.
- In 2006, 323 drivers killed in motor vehicles crashes were not wearing a safety belt. This is 61% of the known cases.
- 53% 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 2006, only 36% of all drivers and passengers killed were known to have worn a safety belt.
- Only 5 of the 10 children killed, ages 4 and under, were known to be properly restrained in a child seat.
- Only 57 of the 183 killed passengers 31% ages 5 and older were known to be wearing a safety belt.
- Safety belt usage tends to increase with age.
- 62.3% of male driver fatalities were known to not have worn a seat belt.
- 45% of female driver fatalities were known to not have worn a seat belt.

Occupant Protection Objectives

1. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
2. Establish a legislative framework for the LHSC program throughout 2008.
3. Increase statewide safety belt usage for vehicle occupants age 5 and older from 77% in 2006 to 81% by 2008.
4. Increase safety belt usage for all vehicle occupants from 74.8% in 2006 to 78% by 2008.

Occupant Protection Strategies

1. Provide sustained enforcement of statutes addressing occupant protection per certifications and assurances.
2. Contract with 51 law enforcement agencies for occupant protection enforcement overtime. The 51 agencies are contracted to work a total 13,000 hours of overtime. Additional occupant protection overtime will be worked with the Louisiana State police. The OP hours represent approximately 29% of all overtime hours awarded under PTS contracts. See PTS section for occupant protection contracts for enforcement.
3. Support the National Seat belt mobilization Click it or Ticket. with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations.
4. Recruit law enforcement agencies, in addition to the agencies participating on LHSC overtime, to support the Click it or Ticket campaign.
5. Encourage nighttime enforcement practices to be adopted by both contracted and non-contracted law enforcement agencies.
6. Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
7. Provide safety belt restraint, child safety seat restraint, safety enforcement information and educational materials to the public.
8. Provide training opportunities to potential and existing child passenger safety technicians and instructors.
9. Maintain a CPS seat distribution program for low income families.
10. Conduct annual observational and attitudinal surveys on occupant protection usage.

Occupant Protection Projects

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
OP	405	Charity Hospital of Louisiana	Program provides for the operation of a statewide child passenger safety coalition through the nine corresponding LSP Troop Regions.	$ 147,750.00
OP	406	Louisiana Safe Kids Coalition (helmets and booster seats)	Provides bicycle safety education and helmets in southeast Louisiana and provides for the purchase and distribution of approximately 25 booster seats. Provides for an education program as it relates to child restraint. Events are concentrated in rural areas of the state via the SAFE KIDS chapters.	$ 27,450.00
OP	406	Dinnika Lawrence	Assistant for the La. Passenger Safety Task Force and coordinator for the SELA DWI Task Force.	$ 41,000.00
OP	406	Kevin Boatner, Diversity Coordinator	LHSC Diversity Coordinator	$ 26,000.00
OP	406	Diversity Coordinator	LHSC Diversity Coordinator	$ 26,000.00
OP	406	Diversity Coordinator	LHSC Diversity Coordinator	$ 26,000.00
OP	406	Nu Gamma Omega	Program provides for the distribution of NHTSA seat belt and impaired driving materials at the Bayou Classic and Southern and Grambling football games.	$ 15,000.00
OP	406	Applied Technology	Included in the LHSC RFP for Research and Assessment to conduct the annual occupant protection observational usage survey, pre and post attitudinal surveys for Click It Or Ticket and Over / Under Campaigns, two mini observational usage surveys (Dec and April).	$ 210,000.00
OP	402	H & M Consultants	Analysis of the LHSC OP programs; to include enforcement, PIE, paid media, and statistical analysis of both program areas.	$ 7,000.00
OP	406 / 405	Paid Media	Additional explanation listed in paid media section. The amount listed here is also listed in the paid media section.	$ 852,117.00

Youth Problem Identification

- The age group 18-20 had 5.2% of licensed drivers, but this age group made up 9.6% of drivers involved in fatal crashes.
- For comparison, the age group 35-44 represents 18.6% of licensed drivers in 2006 and 18.8% of drivers in fatal crashes.
- Youth, ages 15-20, made up 2.6% of licensed drivers and 3% of drivers involved in fatal crashes and 2% of drivers killed.
- Youth, ages 15-20, made up 4.4% of drivers involved in injury crashes.
- Youth, ages 15-20, made up about 5.2% of licensed drivers, but were involved in 9.6% of fatal crashes and 9% of drivers killed.
- Youth, ages 15-20, made up 10.3% of drivers involved in injury crashes.
- The fatal crash rate (crashes per 100,000 licensed drivers) for youth 15-20 was nearly twice as high as the average crash rate of all drivers.
- Female drivers ages 18-20 make up 2.6% of licensed drivers and make up 2.7% of drivers involved in fatal crashes.
- Male drivers ages 18-20 make up 2.6% of licensed drivers but make up 6.9% of drivers involved in fatal crashes.

Youth Objectives

1. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
2. Establish a legislative framework for the LHSC program throughout 2008.
3. Reduce the number if fatal crashes among drivers age 15-24 from 322 in 2006 to 317 by 2008.

Youth Strategies

1. Support ongoing youth outreach education and public information programs.
2. Research existing graduated license laws and develop recommendations to potential legislation.
3. Research driver education practices.

Youth Projects

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
AL	410	LYP SERVICES	Youth Programs Coordination - Taking Action, Youth Advisory Board, Courage to Live, State Coordination of youth programs	$ 149,500.00
AL	410	U Drink, U Drive, U Walk ; Louisiana Department of Justice	Provides educational and resource commodities to support for the Attorney General's program, U Drink U Drive U Walk.	$ 140,000.00
AL	410	Baton Rouge Collegiate Alliance	On campus impaired driving education and use prevention program.	$ 100,000.00
AL	410	DC Sills	Not on Your Life, Parental Guidance, and youth alcohol education programs.	$ 46,000.00
AL	410	Callaway Consulting	Provides impaired driving programs to middle and high school age youth.	$ 48,675.00
AL	410	West Feliciana Sheriff / ADAC	Provides public awareness events for students K-12 on legal and social consequences of alcohol use.	$ 20,000.00
AL	410	Empowering Youth to Save Lives/Council on Alcohol and Drug Abuse	Program 317 impaired driving modules in schools in the Greater New Orleans area.	$ 28,650.00
OP	406	Think First	Provides a safety program for the delivery of occupant protection education and information to school age children in Northwest Louisiana. Donna has additional ideas about print materials and packets to assist teachers reinforce the messaging throughout the school year.	$ 49,000.00
OP	406	GDL Research	Research current practice and effectiveness of Louisiana's Graduated License Law.	$ 49,000.00
AL	410	Dennis Mitchell	Highway Safety Impaired Driving Prevention Speaker program	$ 36,000.00
AL	410	Craig Tornquist	Highway Safety Impaired Driving Prevention Speaker program	$ 36,000.00

AL	410	Rick Minniefield	Highway Safety Impaired Driving Prevention Speaker program	$	36,000.00
AL	410	Gerald King	Highway Safety Impaired Driving Prevention Speaker program	$	36,000.00
AL	410	John King	Highway Safety Impaired Driving Prevention Speaker program	$	36,000.00
AL	410	Margot Fleet	Highway Safety Impaired Driving Prevention Speaker program	$	36,000.00

PEDESTRIAN

Pedestrian Problem Identification

- There were 98 pedestrian fatalities in 2006, making up about 10% of all traffic fatalities.
- 4 children pedestrians of age 5 and below were killed by vehicles.
- 3 children between the ages of 6 and 14 were killed as pedestrians.
- 57 adults between the ages of 25-54 were killed as pedestrians.
- Males made up 66% of the pedestrians killed.
- 34.7% of the pedestrians killed had been drinking.
- In 2006, 24 (24.5%) of the pedestrian fatalities had a positive BAC, i.e., 0.01 or above.
- However, 28.6% of the pedestrian fatalities' BAC test results were pending at the time when this report was prepared.

Pedestrian Objectives

1. Support the Department of Transportation and Development pedestrian program throughout 2008.

Pedestrian Strategies

1. Continue to support the Department of Transportation and Development pedestrian program.

Pedestrian Projects

The LHSC has no planned pedestrian projects funded in FY 2008.

Pedicycle Problem Identification

- There were 743 bicycles involved in crashes in 2006 with 23 fatalities.
- 2 children under the age of 12 were killed on bicycles in 2006.
- In 2006, 23 persons were killed on bicycles, which *increased by* 4.5% from 2005.

Pedicycle Objectives

1. Support the Department of Transportation and Development pedestrian program throughout 2008.

Pedicycle Strategies

2. Continue to support the Department of Transportation and Development pedestrian program

Pedicycle Projects

The LHSC has no planned pedicycle projects funded in FY 2008.

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 2006 there were:

- 886 fatal crashes which *increased by* 1.4 % from 2005
- 982 persons killed which *increased by* 1.8% from 2005
- 48,066 injury traffic crashes which *decreased by* 2.9% from 2005
- 78,978 injuries in traffic crashes which *decreased by* 4.7% from 2005
- 111,139 property-damage-only crashes which *increased by* 2.8% from 2005

Of the 982 fatalities:

- 98 were killed as pedestrians which *decreased by* 9.3% from 2005
- 685 were killed as drivers of vehicles which *increased by* 5.5% from 2005
- 93 were killed on motorcycles which *increased by* 25.7% from 2005
- 23 were killed on bicycles which *increased by* 4.5% from 2005

NHTSA has identified aggressive driving as the cause of one-third of traffic crashes and about two-thirds of fatalities. In Louisiana, 54% of fatal crashes and 68% of serious injury crashes involve aggressive driving (2004).

Police Traffic Services Objectives

1. Reduce the number of traffic fatalities by six percent per year through 2008.
2. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
3. Establish a legislative framework for the LHSC program throughout 2008.
4. Reduce the percent of impaired driving traffic fatalities in Louisiana from 46% in 2006 to 43% by 2008.
5. Increase statewide safety belt usage for vehicle occupants age 5 and older from 77% in 2006 to 81% by 2008.
6. Increase safety belt usage for all vehicle occupants from 74.8% in 2006 to 78% by 2008.
7. Reduce the number if fatal crashes among drivers age 15-24 from 322 in 2006 to 317 by 2008.
8. Maintain the highway-rail grade crossing fatalities at 8 through 2008.
9. Support a comprehensive traffic records management program throughout 2008.

Police Traffic Services Strategies

1. Provide sustained enforcement of statutes addressing impaired driving and occupant protection laws per certifications and assurances and support the overall effort to enforce all moving violations.

2. Support NHTSA campaigns. Drunk Driving. Over the Limit. Under Arrest. Campaign. and Click it or Ticket. with specific overtime enforcement and paid media outreach based on data driven demographic and geographic locations. The enforcement contracts include 60% impaired driving overtime, 29% occupant protection, and 5% speed. The remaining 6% enforcement supports railgrade crossing and other moving violations enforcement

3. Continue to provide traffic law enforcement technical and managerial support to local law enforcement agencies and highway safety professionals

4. The LHSC will contract with the expectation that each participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the year.

5. Encourage nighttime occupant protection enforcement practices in both contracted and non-contracted law enforcement agencies.

6. Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the Drunk Driving. Over the Limit. Under Arrest. Campaign. and the Click it Or Ticket campaign.

7. Provide sustained enforcement of statutes addressing enforcement of speed per certifications and assurances.

8. Contract with 52 law enforcement agencies to conduct speed enforcement. The 52 agencies are contracted to work nearly 10,000 hours of speed enforcement. Additional speed enforcement will be conducted by the Louisiana State Police. The hours for speed enforcement represent approximately 5% of all overtime hours awarded under PTS.

9. Conduct "sting" and other enforcement operations to prevent underage drinking violations.

10. Conduct one SFST Instructor and one Drug Recognition Expert (DRE) course in 2008.

11. Support manpower allocation studies among enforcement agencies to ensure appropriate staffing.

Police Traffic Services Projects

Included in the list of law enforcement overtime contracts is the purchase of equipment. Equipment exceeding $5,000 is listed below for region approval.

Program Area	Funding Source	Project Name	Equipment over $5,000	2008 Proposed Funding
PT	402	Abbeville Police Department		$ 13,495.50
PT	402	Alexandria Police Department	Portable lighting system estimated cost $9,000.00	$ 52,438.36
PT	402	Ascension Sheriff		$ 20,844.00
PT	402	Baker Police Department	Speed trailer estimated cost $6,000	$ 12,500.00
PT	402	Baton Rouge Police Department		$ 173,507.00
PT	402	Beauregard Sheriff		$ 46,807.53
PT	402	Bogalusa Police Department		$ 22,113.80
PT	402	Bossier City Police Department		$ 20,356.72
PT	402	Broussard Police Department		$ 16,432.00
PT	402	Caddo Sheriff		$ 11,625.00
OP	402	Caddo / Bossier Safety Town		$ 25,624.75
PT	402	Calcasieu Sheriff	Portable lighting system estimated cost $9,000.00	$ 42,562.80
PT	402	Causeway Police Department		$ 13,645.00
PT	402	Covington Police Department		$ 20,012.75
PT	402	Denham Springs		$ 33,060.00
PT	402	DeRidder Police Department	Portable lighting system estimated cost $5,500.00	$ 15,375.00
PT	402	EBR Sheriff	2 in car cameras estimated cost $6,500.00 each.	$ 50,200.00
PT	402	Gonzales Police Department		$ 15,859.52
PT	402	Gretna Police Department		$ 15,952.00
PT	402	Hammond Police Department		$ 38,762.00

PT	402	Houma Police Department	3 in car cameras estimated cost $6,000.00 each.	$	60,975.00
PT	402	Jefferson Sheriff		$	923.68
PT	402	Kenner Police Department		$	37,365.75
PT	402	Lafayette Police Department	Portable lighting system estimated cost $8,000.00	$	68,210.00
PT	402	Lafayette Sheriff's Office		$	36,758.16
PT	402	Lafourche Sheriff		$	36,720.00
PT	402	Lake Charles Police Department		$	30,770.00
PT	402	Leesville Police Department		$	16,550.88
PT	402	Lincoln Sheriff		$	8,500.00
PT	402	Livingston Sheriff		$	65,305.00
PT	402	Lockport Police Department		$	10,600.00
PT	402	Mandeville PD		$	19,140.00
PT	402	Monroe Police Department		$	20,250.00
PT	402	Natchitoches Police Department		$	20,730.12
PT	402	New Orleans Police Department		$	40,224.00
PT	402	Opelousas Police Department		$	87,300.00
PT	402	Pineville Police Department	1 in car camera estimated cost $5,500.00.	$	50,442.00
PT	402	Rapides Sheriff		$	42,120.00
PT	402	Rosepine Police Department	2 in car cameras estimated cost $8,000.00 each.	$	38,638.00
PT	402	Ruston Police Department		$	10,250.00
PT	402	Shreveport Police Department	2 Speed trailers with data collection and analysis estimated cost $16,435.00	$	81,448.00
PT	402	Slidell Police Department	1 variable message sign estimated cost $9,000.00	$	57,308.00
PT	402	Sorrento Police Department		$	21,332.50
PT	402	St. Bernard Sheriff		$	5,000.00
PT	402	St. Charles Sheriff		$	9,092.48
PT	402	St. James Sheriff		$	16,742.00
PT	402	St. John Sheriff		$	80,190.00

SA	402	St. Landry Sheriff		$	90,100.00
PT	402	St. Tammany Sheriff		$	137,202.00
PT	402	Tangipahoa Sheriff	1 dual antenna radar unit estimated cost $10,000.00	$	16,368.04
PT	402	Terrebonne Sheriff	1 Speed trailers with data collection and analysis estimated cost $16,500.00	$	68,750.00
PT	402	Ville Platte Police Department		$	17,258.20
PT	402	Walker Police Department		$	25,110.00
PT	402	West Monroe		$	54,680.00
PT	402	Zachary Police Department	Total workstation for accident reconstruction estimated cost $8,500.00	$	49,305.90
PT	402	Pete Stout / LEL		$	40,500.00
PT	402	Marc Ducote / LEL		$	40,500.00
PT	402	Fred Teurlin / LEL		$	40,500.00
PT	402	Brad Stewart / LEL		$	40,500.00
PT	402	Ted Riser / LEL		$	40,500.00
PT	402	Bobby Potter / LEL		$	40,500.00
PT	406	Louisiana State Police	Clerical, Radio Operators, PIE, and Occupant Protection overtime, to include travel and incident management. Commodities, other specified equipment, and training are also incorporated into the total contract amount.	$	450,000.00
PT	406	Linden Claybrook: Safe Drive Louisiana	Program provides for the delivery of traffic safety education through display booths, or personal contacts in industry, safety associations, and the public at large.	$	31,290.00
PT	406	Bobby Breland	Research and development of DWI Crash Report, GDL Review, DWI Courts and traffic safety legislation. Completes weekly, monthly, quarterly and annual reports to LHSC and NHTSA.	$	41,000.00
PT	406	Ronnie Jones	Two PIE training courses offered to law enforcement and other LHSC traffic contractors.	$	12,900.00
PT	406	Conference Planning	Two traffic safety conferences planned in separate geographic regions.	$	49,000.00
	410 / 406 / 405	Paid Media	Additional explanation listed in paid media section. The amount listed here denotes speed pm, excludes AL and OP, and is also listed in the paid media section.	$	150,000.00

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.

Section 408 funds provide guidance for traffic records projects be planned, implemented, and managed by the Traffic Records Committee. In practice, a Highway Safety Information System Strategic Plan is the guiding document for a statewide Traffic Records Coordinating Committee, a body composed of members from the different stakeholders involved in collecting and using data related to highway safety. The plan essentially acts as the committee's charter and provides guidance and a yardstick for measuring progress. In Louisiana that Committee is chaired by the Director of Louisiana Department of Transportation and Development Highway Safety Section. The LHSC will continue to act as fiscal agent on Traffic Records Committee Approved Projects.

Traffic Records Objectives

1. Implement an effective, comprehensive, systems approach for improving road user behavior.
2. Use a systems approach in engineering to strike a balance between single unique locations and addressing the safety of the road network.
3. Develop a comprehensive, timely, and accurate information and decision support system.
4. Develop a comprehensive, data driven legislative agenda that all partners actively support and implement.

Traffic Records Strategies

Please see Attachment B for the complete Highway Safety Information System Strategic Plan, lead agency Louisiana Department of Transportation and Development.

1. Maintain membership in the Louisiana Traffic Records Committee.
2. Support the collection and submission of accurate traffic crash data to FARS and LSU and provide training when necessary.
3. Work with parish and municipal agencies to increase their level of timely crash data reporting as it pertains to CVARS.
4. Support the Traffic Records Committee as they work towards the identified performance measures.
    - Identification and implementation of a system for identifying and prioritizing high-crash road segments, corridors, and intersections;
    - Process for working with engineers and other safety stakeholders at all jurisdiction levels to address high-crash locations;
    - Passing measures on the legislative agenda.

Traffic Records Projects

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
CV		CVARS (not listed in GTS)	Expenditures include Crash Investigation Training, Crash Investigation Manuals, Development and printing of the Crash Report Form, and required staffing positions. Staffing includes a Director and three field liaisons. CVARS is an annual award is managed with direction from the Traffic Records committee. Specific projects are not recommended by the LHSC staff or presented to the Commission.	$ 293,000.00
TR	408	Traffic Records Committee	Data Records grant awarded to the LHSC that is managed by the Traffic Records Committee (TRC) The TRC has complete authority over expenditures per Federal Guidelines.	$ 825,000.00
TR	402	DPS Data project		$ 80,466.56

Paid Media Explanation

The LHSC is quite aware of the advantages of utilizing paid and earned media to support saturation patrols and sobriety checkpoints. The FY 2008 Marketing and Communications plan, Attachment A, has been developed to provide guidance to the LHSC a well as sub-contractors and highway safety partners. The LHSC will continue to conduct paid media under the requirements set forth in the 402 Advertising Space Guidelines.

Paid Media Objectives

1. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
2. Reduce the percent of impaired driving traffic fatalities in Louisiana from 46% in 2006 to 43% by 2008.
3. Increase statewide safety belt usage for vehicle occupants age 5 and older from 77% in 2006 to 81% by 2008.
4. Increase safety belt usage for all vehicle occupants from 74.8% in 2006 to 78% by 2008.
5. Reduce the number if fatal crashes among drivers age 15-24 from 322 in 2006 to 317 by 2008.
6. Reduce the motorcycle fatality rate from 9.47% in 2006 to 8.1% in 2008.
7. Maintain the highway-rail grade crossing fatalities at 8 through 2008.

Paid Media Strategies

1. Maintain the LHSC request for proposal for paid media efforts throughout Louisiana.
2. Maintain 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 Drunk Driving. Over the Limit. Under Arrest. Campaign and Click it or Ticket Campaign.
4. Provide paid media outreach for state planned impaired driving, occupant protection, railgrade, and motorcycle education.
5. Begin process for FY 2009 RFP for Marketing and Communications.
6. Assess the paid media outreach via attitudinal surveys for both the occupant protection and the impaired driving outreach programs (contracted via Applied Technology pg. 46).
7. The LHSC will measure the Gross Rating Point average for both the CIOT and OTLUA campaigns for network buys at the end of the fiscal year.

Paid Media Projects

A Marketing and Communications contract is issued under RFP to cover the following program areas. Further information can be found on the FY 2008 Marketing and Communications calendar, Attachment A. All paid media efforts will be implemented in identified areas of high crash parishes and support an on-the-ground enforcement campaign for each of the identified program areas in the Marketing and Communications plan.

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
AL	410	Paid Media	Paid Media under RFP	$ 131,349.00
AL	410 HVE	Paid Media	Paid Media under RFP	$ 1,569,489.00
AL	410 HVE	Earned Media	Paid Media under RFP – press releases, events, VNR production, distribution/pitch of earned pieces, photography on alcohol programs only	$ 24,000.00
			TOTAL ALCOHOL	**$ 1,724,838.00**
OP	406	Paid Media	Paid Media under RFP	$ 371,554.00
OP	405	Paid Media	Paid Media under RFP	$ 480,563.00
			TOTAL OP	**$ 852,117.00**
RS	406	Paid Media	Paid Media under RFP - Railgrade	$ 25,000.00
PTS	406	Paid Media	Paid Media under RFP - Speed	$ 150,000.00
MC	2010	Motorcycle Paid Media	Paid Media under RFP	$ 50,000.00
OP	406	Earned Media	Paid Media under RFP – press releases, events, VNR production, distribution/pitch of earned pieces, photography on program areas other than AL	$ 50,000.00
			TOTAL MARKETING AND COMMUNICATIONS CONTRACT	**$ 2,851,955.00**

Railgrade Problem Identification

- There were 45 injuries and 8 deaths reported involving a train in 2006.

Railgrade Objectives

1. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
2. Establish a legislative framework for the LHSC program throughout 2008.
3. Maintain the highway-rail grade crossing fatalities at 8 through 2008.

Railgrade Strategies

1. Support Louisiana Operation Lifesaver.
2. Conduct highway-rail grade crossing public education programs.
3. Conduct highway-rail grade crossing 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

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
RS	406	Louisiana Operation Lifesaver	Programmatic implementation of the Louisiana Operation Lifesaver (LOL) and LHSC objectives. Traffic Safety Summit via DOTD.	$ 70,000.00
RS	406	Paid Media	Additional explanation listed in paid media section. The amount listed here is also listed in the paid media section.	$ 25,000.00

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, continues to strengthen in a second, and beginning a strong base in multiple other communities. The LHSC will continue to target local communities that have the potential to embrace this concept and in working with our local partners we will have greater impact at local levels in developing the most effective approaches to improving traffic safety issues.

Safe Communities Objectives

1. Reduce the number of traffic fatalities by six percent per year through 2008.
2. Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2008.
3. Establish a legislative framework for the LHSC program throughout 2008.
4. Reduce the percent of impaired driving traffic fatalities in Louisiana from 46% in 2006 to 43% by 2008.
5. Increase statewide safety belt usage for vehicle occupants age 5 and older from 77% in 2006 to 81% by 2008.
6. Increase safety belt usage for all vehicle occupants from 74.8% in 2006 to 78% by 2008.
7. Reduce the number if fatal crashes among drivers age 15-24 from 322 in 2006 to 317 by 2008.
8. Reduce the motorcycle fatality rate from 9.47% in 2006 to 8.1% in 2008.
9. Maintain the highway-rail grade crossing fatalities at 8 through 2008.
10. Reduce the number of motorcarrier crashes (FARS data) from 110 in 2006 to 109 in 2008.
11. Support a comprehensive traffic records management program throughout 2008.

Safe Communities Strategies

1. Support the four existing Safe Community programs through maintained funding.
2. Identify potential new safe community groups to further the Safe Communities growth.

Safe Communities Projects

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
SA	406	Robert Canfield	LSHC Liaison to Safe Community organizations, AASHTO and SELA. Prepares quarterly SMS Newsletter. Performs traffic engineering services for local governments.	$ 19,000.00
SA	402	SC Planning Commission/SC Safe Community	Program modeling the NHTSA SAFE Community concept in a six parish area in the South Central Louisiana area.	$ 100,000.00
SA	402	St. Martin Parish Safe Community	Program modeling the NHTSA SAFE Community concept in St. Martin Parish.	$ 80,000.00
SA	402	Lincoln Parish Safe Community	Program modeling the NHTSA SAFE Community concept in Lincoln Parish.	$ 39,750.00
SA	402	Lafayette Safe Community	Program modeling the NHTSA SAFE Community concept in Lafayette Parish area.	$ 40,000.00

Hazard Elimination Transfer

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

Program Area	Funding Source	Project Name	Summary	2008 Proposed Funding
HE	154	Open Container	Hazard Elimination program is administered by the LADOTD per formal agreement.	$ 25,411,735.00
HE	164	Repeat Offender	Hazard Elimination program is administered by the LADOTD per formal agreement.	$ 25,411,735.00

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.

<u>Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions</u>

(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 is 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.

<u>Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:</u>

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 2008 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).

James E. Champagne

James E. Champagne

Governor's Representative for Highway Safety

August 31, 2007

Seat Belt Use Rate for Calendar Year 2007: 75.2%

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

1. The seat belt use rate reported above is based on a survey whose design was approved by NHTSA, in writing, on or after June 29, 1992, under provisions of the grant program authorized by 23 USC 153.

2. The survey design has remained unchanged since the survey was approved (except to the extent that the requirements of paragraph 3 constitute a change).

3. The survey samples all passenger motor vehicles (including cars, pickup trucks, vans, minivans, and sports utility vehicles), measures seat belt use by all front board occupants in the sampled vehicles, and counts seat belt use completely within the calendar year for which the seat belt use rate is reported.

James E. Champagne

James E. Champagne

Governor's Representative for Highway Safety

August 31, 2007

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

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

The projects listed in the alcohol program are primarily funded from Section 410, including 410 High Visibility and High Fatality Rate. Section 410 also provides support to Louisiana's youth programs and paid media outreach. As a high fatality rate state, Louisiana provides at least half of the allocated funding for high visibility enforcement conducted quarterly via saturation patrols and checkpoints and provides a paid media program to support the high visibility enforcement. Funds are planned based upon allowable activities found in 23 CFR 1313.6. The high fatality funds and high visibility funds are not fully planned at initial submission of the FY 2008 HSP.

	Enforcement	Research / Judicial	Paid/Earned Media	Public Information and Education	Unplanned at time of HSP submission	Total
410		$874,827.00	$131,349.00	$898,824.00		$1,905,000.00
410 High Fatality	$256,200.00	$250,000.00			$1,587,930.00	$2,094,130.00
410 High Visibility	$668,000.00		$1,593,489.00			$2,261,489.00

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

LOUISIANA HIGHWAY SAFETY COMMISSION

SECTION 402 CALCULATION

A. FY 2007 Indirect Cost	$255,379
B. Carry Forward	-0-
C. Total Indirect Cost Pool (A + B)	$255,379
D. FY 2005 Direct Salary Expenditure	$681,028
E. FY 2005 Proposed Indirect Cost Rate (C/D)	37.50%

* 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 2003 at 43.05%. Documentation of this rate may be obtained from the LHSC and has been provided to the NHTSA South Central Region.

NHTSA Planning and Administration	Federal	State	Total
Cash	$320,000.00	$64,621.00	$384,621.00
In-Kind	-0-	$255,379.00	$255,379.00
NHTSA Total	$320,000.00	$320,000.00	$640,000.00

2008 Estimated Available Funding

Section	2007 Underrun Funds Total	2008 Anticipated New Funds	08 PLANNED $$
Section 402 State & Community Highway Safety Funds	$ 450,000.00	$3,200,000.00	$ 3,650,000.00
Section 405a (K2) Occupant Protection SAFETEA-LU	480,563.00		480,563.00
Section 410 (K8) Alcohol SAFETEA-LU Programmatic	1,905,000.00		1,905,000.00
Section 410 Alcohol SAFETEA-LU High Visibility Enforcement	2,094,130.00		2,094,130.00
Section 410 Alcohol SAFETEA-LU High Fatality Rate	2,261,489.00		2,261,489.00
Section 408 Traffic Records	825,000.00	-	825,000.00
Section 2010 Motorcycle	100,000.00	-	100,000.00
Section 406 Seatbelt Incentive	3,026,798.00	-	3,026,798.00
Section 154 Hazard Elimination Funds to DOTD	25,411,000.00		25,411,000.00
Section 164 Hazard Elimination Funds to DOTD	25,411,000.00		25,411,000.00
CVARS*	293,000.00		293,000.00
TOTALS	62,257,980.00	3,200,000.00	65,457,980.00

*Not in GTS

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

State: Louisiana

Highway Safety Plan Cost Summary

2008-HSP-1

For Approval

Report Date: 08/31/2007

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2008-00-00-00	Planning and Administration	$.00	$320,000.00	$.00	$320,000.00	$320,000.00	$.00
Planning and Administration Total			**$.00**	**$320,000.00**	**$.00**	**$320,000.00**	**$320,000.00**	**$.00**
Alcohol								
	AL-2008-01-00-00	Alcohol Program Management	$.00	$.00	$.00	$147,487.50	$147,487.50	$.00
Alcohol Total			**$.00**	**$.00**	**$.00**	**$147,487.50**	**$147,487.50**	**$.00**
Occupant Protection								
	OP-2008-00-00-00	Occupant Protection Projects	$.00	$.00	$.00	$39,624.75	$39,624.75	$25,624.75
	OP-2008-01-00-00	Occupant Protection Programs Management	$.00	$.00	$.00	$157,487.50	$157,487.50	$.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$197,112.25**	**$197,112.25**	**$25,624.75**
Police Traffic Services								
	PT-2008-00-00-00	Police Traffic Services Projects	$.00	$.00	$.00	$2,330,208.69	$2,330,208.69	$2,087,208.69
	PT-2008-01-00-00	Police Traffic Services Programs Managem	$.00	$.00	$.00	$184,985.00	$184,985.00	$.00
	PT-2008-99-00-00	State Match for Section 402 Program	$.00	$832,500.00	$.00	$.00	$.00	$.00
Police Traffic Services Total			**$.00**	**$832,500.00**	**$.00**	**$2,515,193.69**	**$2,515,193.69**	**$2,087,208.69**
Traffic Records								
	TR-2008-00-00-00	Traffic Records Projects	$.00	$.00	$.00	$80,466.56	$80,466.56	$.00
	TR-2008-01-00-00	Traffic Records Programs Management	$.00	$.00	$.00	$129,990.00	$129,990.00	$.00
Traffic Records Total			**$.00**	**$.00**	**$.00**	**$210,456.56**	**$210,456.56**	**$.00**
Safe Communities								
	SA-2008-00-00-00	Safe Communities Projects	$.00	$.00	$.00	$259,750.00	$259,750.00	$.00
Safe Communities Total			**$.00**	**$.00**	**$.00**	**$259,750.00**	**$259,750.00**	**$.00**

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

State: Louisiana

Highway Safety Plan Cost Summary

2008-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA 402 Total			***$.00***	***$1,152,500.00***	***$.00***	***$3,650,000.00***	***$3,650,000.00***	***$2,112,833.44***
405 OP SAFETEA-LU								
	K2-2008-99-00-00	State Match for Section 405 Program	$.00	$480,563.00	$.00	$.00	$.00	$.00
405 Occupant Protection Total			**$.00**	**$480,563.00**	**$.00**	**$.00**	**$.00**	**$.00**
405 Paid Media								
	K2PM-2008-01-00-00	Paid Media for Occupant Protection	$.00	$.00	$.00	$480,563.00	$480,563.00	$259,750.00
405 Paid Media Total			**$.00**	**$.00**	**$.00**	**$480,563.00**	**$480,563.00**	**$259,750.00**
405 OP SAFETEA-LU Total			***$.00***	***$480,563.00***	***$.00***	***$480,563.00***	***$480,563.00***	***$259,750.00***
NHTSA 406								
	K4PA-2008-00-00-00	LHSC Website Design	$.00	$.00	$.00	$16,000.00	$16,000.00	$.00
406 Planning and Administration Total			**$.00**	**$.00**	**$.00**	**$16,000.00**	**$16,000.00**	**$.00**
406 Safety Belts Paid Media								
	K4PM-2008-00-00-00	Paid Media Projects	$.00	$.00	$.00	$596,554.00	$596,554.00	$.00
406 Safety Belts Paid Media Total			**$.00**	**$.00**	**$.00**	**$596,554.00**	**$596,554.00**	**$.00**
406 Alcohol								
	K4AL-2008-00-00-00	Alcohol Projects	$.00	$.00	$.00	$30,000.00	$30,000.00	$.00
406 Alcohol Total			**$.00**	**$.00**	**$.00**	**$30,000.00**	**$30,000.00**	**$.00**
406 Occupant Protection								
	K4OP-2008-00-00-00	Occupant Protection Projects	$.00	$.00	$.00	$598,200.00	$598,200.00	$.00
406 Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$598,200.00**	**$598,200.00**	**$.00**
406 Police Traffic Services								
	K4PT-2008-00-00-00	Police Traffic Services Projects	$.00	$.00	$.00	$659,190.00	$659,190.00	$.00
	K4PT-2008-02-00-00	Future Planned Projects	$.00	$.00	$.00	$988,854.00	$988,854.00	$.00
406 Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$1,648,044.00**	**$1,648,044.00**	**$.00**

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

State: Louisiana

Highway Safety Plan Cost Summary

2008-HSP-1

For Approval

Report Date: 08/31/2007

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
406 Driver Licensing								
	K4DL-2008-00-00-00	Drivers License Project	$.00	$.00	$.00	$49,000.00	$49,000.00	$.00
406 Driver Licensing Total			**$.00**	**$.00**	**$.00**	**$49,000.00**	**$49,000.00**	**$.00**
406 Safe Communities								
	K4SA-2008-00-00-00	Safe Community Projects	$.00	$.00	$.00	$19,000.00	$19,000.00	$.00
406 Safe Communities Total			**$.00**	**$.00**	**$.00**	**$19,000.00**	**$19,000.00**	**$.00**
406 Railroad/Highway Crossings								
	K4RH-2008-00-00-00	Railroad Safety Projects	$.00	$.00	$.00	$70,000.00	$70,000.00	$.00
406 Railroad/Highway Crossings Total			**$.00**	**$.00**	**$.00**	**$70,000.00**	**$70,000.00**	**$.00**
NHTSA 406 Total			***$.00***	***$.00***	***$.00***	***$3,026,798.00***	***$3,026,798.00***	***$.00***
408 Data Program SAFETEA-LU								
	K9-2008-00-00-00	Traffic Records Committee Projects	$.00	$.00	$.00	$825,000.00	$825,000.00	$.00
	K9-2008-99-00-00	State Match for Section 408 Funds	$.00	$206,250.00	$.00	$.00	$.00	$.00
408 Data Program Incentive Total			**$.00**	**$206,250.00**	**$.00**	**$825,000.00**	**$825,000.00**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$206,250.00***	***$.00***	***$825,000.00***	***$825,000.00***	***$.00***
410 Alcohol SAFETEA-LU								
	K8-2008-00-00-00	410 Alcohol Projects	$.00	$.00	$.00	$1,773,651.00	$1,773,651.00	$.00
	K8-2008-99-00-00	State Match for Section 410 Funds	$.00	$635,000.00	$.00	$.00	$.00	$.00
410 Alcohol SAFETEA-LU Total			**$.00**	**$635,000.00**	**$.00**	**$1,773,651.00**	**$1,773,651.00**	**$.00**
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2008-00-00-00	410 Paid Media Projects	$.00	$.00	$.00	$131,349.00	$131,349.00	$.00
410 Alcohol SAFETEA-LU Paid Media Total			**$.00**	**$.00**	**$.00**	**$131,349.00**	**$131,349.00**	**$.00**
410 Alcohol SAFETEA-LU Total			***$.00***	***$635,000.00***	***$.00***	***$1,905,000.00***	***$1,905,000.00***	***$.00***
410 High Fatality Rate								
	K8FR-2008-00-00-00	High Fatality Rate Projects	$.00	$.00	$.00	$2,094,130.00	$2,094,130.00	$.00

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

State: Louisiana

Highway Safety Plan Cost Summary

2008-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	K8FR-2008-99-00-00	State Match for Fatality Rate Funds	$.00	$698,043.33	$.00	$.00	$.00	$.00
410 High Fatality Rate Total			***$.00***	***$698,043.33***	***$.00***	***$2,094,130.00***	***$2,094,130.00***	***$.00***
410 High Visibility								
	K8HV-2008-00-00-00	High Visibility Enforcement Projects	$.00	$.00	$.00	$2,261,489.00	$2,261,489.00	$.00
	K8HV-2008-99-00-00	State Match for High Visibility Funds	$.00	$753,829.67	$.00	$.00	$.00	$.00
410 High Visibility Total			***$.00***	***$753,829.67***	***$.00***	***$2,261,489.00***	***$2,261,489.00***	***$.00***
2010 Motorcycle Safety								
	K6-2008-00-00-00	Motorcycle Projects	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
2010 Motorcycle Safety Incentive Total			**$.00**	**$.00**	**$.00**	**$100,000.00**	**$100,000.00**	**$.00**
2010 Motorcycle Safety Total			***$.00***	***$.00***	***$.00***	***$100,000.00***	***$100,000.00***	***$.00***
154 Transfer Funds								
	154HE-2008-00-00-00	Hazard Elimination Project	$.00	$.00	$.00	$25,411,000.00	$25,411,000.00	$.00
154 Hazard Elimination Total			**$.00**	**$.00**	**$.00**	**$25,411,000.00**	**$25,411,000.00**	**$.00**
154 Transfer Funds Total			***$.00***	***$.00***	***$.00***	***$25,411,000.00***	***$25,411,000.00***	***$.00***
164 Transfer Funds								
	164HE-2008-00-00-00	Hazard Elimination Projects	$.00	$.00	$.00	$25,411,000.00	$25,411,000.00	$.00
164 Hazard Elimination Total			**$.00**	**$.00**	**$.00**	**$25,411,000.00**	**$25,411,000.00**	**$.00**
164 Transfer Funds Total			***$.00***	***$.00***	***$.00***	***$25,411,000.00***	***$25,411,000.00***	***$.00***
NHTSA Total			***$.00***	***$3,926,186.00***	***$.00***	***$65,164,980.00***	***$65,164,980.00***	***$2,372,583.44***
Total			***$.00***	***$3,926,186.00***	***$.00***	***$65,164,980.00***	***$65,164,980.00***	***$2,372,583.44***

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

State: Louisiana

HSP Match Review

2008-HSP-1

For Approval

Report Date: 08/31/2007

Program Area	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Planning and Administration Total	$320,000.00	$320,000.00 50%	$145,000.00	$175,000.00	$.00 0%	$320,000.00 50%	$320,000.00 100%
Alcohol Total	$147,487.50	$.00 0%	$72,487.50	$75,000.00	$.00 0%		
Occupant Protection Total	$197,112.25	$.00 0%	$122,112.25	$75,000.00	$25,624.75 13%		
Police Traffic Services Total	$2,515,193.69	$832,500.00 25%	$2,440,193.69	$75,000.00	$2,087,208.69 83%		
Traffic Records Total	$210,456.56	$.00 0%	$160,456.56	$50,000.00	$.00 0%		
Safe Communities Total	$259,750.00	$.00 0%	$259,750.00	$.00	$.00 0%		
NHTSA 402 Total	*$3,650,000.00*	*$1,152,500.00 24%*	*$3,200,000.00*	*$450,000.00*	*$2,112,833.44 58%*	*$320,000.00 50%*	*$320,000.00 9%*
405 Occupant Protection Total	$.00	$480,563.00 100%	$.00	$.00	$.00 0%		
405 Paid Media Total	$480,563.00	$.00 0%	$.00	$480,563.00	$259,750.00 54%		
405 OP SAFETEA-LU Total	*$480,563.00*	*$480,563.00 50%*	*$.00*	*$480,563.00*	*$259,750.00 54%*		
406 Planning and Administration Total	$16,000.00	$.00 0%	$.00	$16,000.00	$.00 0%	$.00 0%	$16,000.00 100%
406 Safety Belts Paid Media Total	$596,554.00	$.00 0%	$.00	$596,554.00	$.00 0%		

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

State: Louisiana

HSP Match Review

2008-HSP-1

For Approval

Report Date: 08/31/2007

Program Area	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
406 Alcohol Total	$30,000.00	$.00 0%	$.00	$30,000.00	$.00 0%		
406 Occupant Protection Total	$598,200.00	$.00 0%	$.00	$598,200.00	$.00 0%		
406 Police Traffic Services Total	$1,648,044.00	$.00 0%	$.00	$1,648,044.00	$.00 0%		
406 Driver Licensing Total	$49,000.00	$.00 0%	$.00	$49,000.00	$.00 0%		
406 Safe Communities Total	$19,000.00	$.00 0%	$.00	$19,000.00	$.00 0%		
406 Railroad/Highway Crossings Total	$70,000.00	$.00 0%	$.00	$70,000.00	$.00 0%		
NHTSA 406 Total	*$3,026,798.00*	*$.00* *0%*	*$.00*	*$3,026,798.00*	*$.00* *0%*	*$.00* *0%*	*$16,000.00* *1%*
408 Data Program Incentive Total	$825,000.00	$206,250.00 20%	$.00	$825,000.00	$.00 0%		
408 Data Program SAFETEA-LU Total	*$825,000.00*	*$206,250.00* *20%*	*$.00*	*$825,000.00*	*$.00* *0%*		
410 Alcohol SAFETEA-LU Total	$1,773,651.00	$635,000.00 26%	$.00	$1,773,651.00	$.00 0%		
410 Alcohol SAFETEA-LU Paid Media Total	$131,349.00	$.00 0%	$.00	$131,349.00	$.00 0%		
410 Alcohol SAFETEA-LU Total	*$1,905,000.00*	*$635,000.00* *25%*	*$.00*	*$1,905,000.00*	*$.00* *0%*		

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

State: Louisiana

HSP Match Review

2008-HSP-1

For Approval

Report Date: 08/31/2007

Program Area	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
410 High Fatality Rate Total	*$2,094,130.00*	*$698,043.33 25%*	*$.00*	*$2,094,130.00*	*$.00 0%*		
410 High Visibility Total	*$2,261,489.00*	*$753,829.67 25%*	*$.00*	*$2,261,489.00*	*$.00 0%*		
2010 Motorcycle Safety Incentive Total	$100,000.00	$.00 0%	$.00	$100,000.00	$.00 0%		
2010 Motorcycle Safety Total	*$100,000.00*	*$.00 0%*	*$.00*	*$100,000.00*	*$.00 0%*		
154 Hazard Elimination Total	$25,411,000.00	$.00 0%	$.00	$25,411,000.00	$.00 0%		
154 Transfer Funds Total	*$25,411,000.00*	*$.00 0%*	*$.00*	*$25,411,000.00*	*$.00 0%*		
164 Hazard Elimination Total	$25,411,000.00	$.00 0%	$.00	$25,411,000.00	$.00 0%		
164 Transfer Funds Total	*$25,411,000.00*	*$.00 0%*	*$.00*	*$25,411,000.00*	*$.00 0%*		
NHTSA Total	*$65,164,980.00*	*$3,926,186.00 6%*	*$3,200,000.00*	*$61,964,980.00*	*$2,372,583.44 4%*	*$320,000.00 49%*	*$336,000.00 1%*
Total	*$65,164,980.00*	*$3,926,186.00 6%*	*$3,200,000.00*	*$61,964,980.00*	*$2,372,583.44 4%*	*$320,000.00 49%*	*$336,000.00 1%*

Attachment A

LHSC FY 2008 Marketing and Communications Plan

October

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

December

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

January

S	M	T	W	T	F	S
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

February

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

March

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

April

S	M	T	W	T	F	S
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

May

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

September

S	M	T	W	T	F	S
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

		PAID MEDIA	ENFORCEMENT	NEWS RELEASE	PRESS EVENT	VNR	HEALTHY HIGHWAYS	EDITORIAL BOARDS
University Football	OP Usage Mini Survey							
	Pedestrian (Jefferson, EBR, Orleans)	October 1-6	October 1-6	y				
Data Report				y	at LSU	y		y
	TARGETS	October 18 - 31	October 17 - 31	y				
Halloween (31)				y				
University Football								
							y	
Thanksgiving Day (22)	Occupant Protection	November 18-24	November 16-30	y				
Bayou Classic				y	in N.O.			
Christmas (25)	Impaired Driving / TARGETS	December 21- 31	December 21- 31	y				
New Year's Day (1)	Impaired Driving / TARGETS	January 1-5	January 1-6					
Distracted Driving				y			y	
MLK (21)								
University Basketball								
Superbowl (3)	"Fan's Don't Let Fans Drive Drunk"							
Mardi Gras (5)	TARGETS	February 1-9	February 1-10	y				
	"Fan's Don't Let Fans Drive Drunk"			y	in N.O	y		
NBA All Star game in New Orleans (17)								
University Baseball				y			y	
Older Driver	Impaired Driving Pre-Attitudinal							
Legislative Effort				y				
	Pedestrian (Jefferson, EBR, Orleans)	March 9-16	March 9-16					
Easter (23)	"Buzzed Driving is Drunk Driving"				join OL			
	Railroad	March 15-29	March 15-29					
University Baseball								
Alcohol Awareness Month								
Prom / Grad / Underage	Impaired Driving / TARGETS	April 6-19	April 1-30	y				
potential Work Zone FHWA & DOTD								
University Baseball								
	OP Usage Pre-Attitudinal Survey							
	Motorcycle (10 high fatality parishes)	May 1-17		y		y	y	y
Motorcycle	Occupant Protection	May 18-31	May 17-31	pre				
Memorial Day (26)								
	Occupant Protection		June 1-7	post				
	OP Usage Survey and Post Attitudinal							
Father's Day (15)				y	joint DOTD	y		
potential Move It FHWA& DOTD	Roll Call Training							
Independence Day (4)	TARGETS	July 1-14	July 1-17	y				
Speed	Speed	July 20 -31	July 11 -31	pre	y		y	
Back to School								
	Speed	August 1- 16	August 1- 16	post	y			
National Stop on Red								
potential Tailgating FHWA & DOTD								y
Over / Under	Impaired Driving / TARGETS	August 24-31	August 22-31	pre	2 events			
University Football								
Labor Day (1)	Impaired Driving / TARGETS	September 1-6	September 1-13	post		y		
	Impaired Driving Post-Attitudinal							
Child Passenger Safety	Child Passenger OP	September 21-27	September 15-27	y	y	y	y	

TARGET PARISHES		RAILGRADE PARISHES	PEDESTRIAN PARISHES	MOTORCYCLE PARISHES	
Ascension	Jefferson	Ouachita	Allen	Jefferson	Orleans	Calcasieu
Bossier	Lafayette	Rapides	EBR	East Baton Rouge	EBR	Livingston
Caddo	Lafourche	St. Landry	Tangipahoa	Orleans	Caddo	Bossier
Calcasieu	Livingston	St. Tammany			Lafayette	Terrebonne
EBR	Orleans	Tangipahoa			St. Tammany	Ascension
		Terrebonne				

State of Louisiana

Highway Safety Information System Strategic Plan

final report

prepared for

Department of Public Safety
Louisiana Highway Safety Commission

prepared by

Cambridge Systematics, Inc.

June 14, 2006

Department of Public Safety and Corrections
Public Safety Services

KATHLEEN BABINEAUX BLANCO
GOVERNOR

JAMES E. CHAMPAGNE
EXECUTIVE DIRECTOR

The following Traffic Records Strategic Plan has been reviewed and approved by the Traffic Records Committee. The Traffic Records Strategic Plan is a requirement of the Section 408 application and we are optimistic that the Strategic Plan will continue to improve Louisiana's efforts in improving highway safety data and traffic records systems.

Len Bencaz
Chairman
Louisiana Traffic Records Committee

6-14-2006
Date

James E. Champagne
Executive Director
Governor's Highway Safety Representative

6/14/06
Date

final report

State of Louisiana

Highway Safety Information System Strategic Plan

prepared for

Department of Public Safety
Louisiana Highway Safety Commission

prepared by

Cambridge Systematics, Inc.
4800 Hampden Lane, Suite 800
Bethesda, MD 20814

June 14, 2006

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List of Acronyms

CODES	Crash Outcome Data Evaluation System
COTS	Commercial-off-the-shelf
CVARS	Commercial Vehicle Accident Reporting System
DHH	Department of Health and Hospitals
DOTD	Department of Transportation and Development
EMS	Emergency Medical Services
GIS	Geographic Information System
GPS	Global Positioning System
FARS	Fatality Analysis Reporting System
FMCSA	Federal Motor Carrier Safety Administration
HPMS	Highway Performance Monitoring System
ICC	Interstate Commerce Commission
IHSDM	Interactive Highway Safety Design Model
MCSAP	Motor Carrier Safety Assistance Program
MPO	Metropolitan Planning Organization
MMUCC	Model Minimum Uniform Crash Criteria
LA-HSISSP	Louisiana Highway Safety Information System Strategic Plan
LHSC	Louisiana Highway Safety Commission
MVI	Motor Vehicle Identification
NEMSIS	National EMS Information System
NGA	National Governors Association
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
OMV	Office of Motor Vehicles
PAR	Police Accident Report
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SMS	Safety Management System
TRA	Traffic Records Assessment
TRB	Transportation Research Board
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
VIN	Vehicle Identification Number
VMT	Vehicle-Miles of Travel

1.0 Introduction

1.1 Overview: What a Highway Safety Information System Strategic Plan Aims to Achieve

Strategic planning in general is a process by which agencies or firms describe their long-term direction and the steps needed to move in that direction. A Highway Safety Information System Strategic Plan lays out the goals, objectives, and actions needed **to improve the timeliness, quality, completeness, integration, and accessibility of data used in traffic safety analyses.** It is meant to answer the basic questions of: what do we want to achieve and how do we get there? Its domain covers the entire "data stream," from beginning to end:

- Data collection;
- Data processing (quality control, editing, aggregation, and transformation);
- Data integration;
- Data use in safety analyses:
  - Problem identification:
    - High-crash locations; and
    - Crash typologies.
  - Countermeasure effectiveness; and
  - Predictive model building.

In practice, a Highway Safety Information System Strategic Plan is the guiding document for a statewide Traffic Records Coordinating Committee, a body composed of members from the different stakeholders involved in collecting and using data related to highway safety. The plan essentially acts as the committee's charter and provides guidance and a yardstick for measuring progress.

In addition, a Highway Safety Information System Strategic Plan should be a "living document," which may need to be altered on a continuous basis to take into account the amount of progress that has (or has not) been made and any other changes in circumstances. The Traffic Records Coordinating Committee performs the review process

as a way to be fully informed about the State's progress in implementing the strategic plan and about other circumstances as they unfold.

1.2 Specific Purposes for the Louisiana Highway Safety Information System Strategic Plan

This Plan, the Louisiana Highway Safety Information System Strategic Plan (LA-HSISSP), provides Louisiana's Traffic Records Coordinating Committee (TRCC) with a ***basis for moving forward in upgrading and integrating the data systems used to conduct highway safety analyses in the State. It is focused on specific actions and projects that should be undertaken to accomplish this goal. The Plan is based on the information system and data collection deficiencies identified by a number of avenues, as detailed in Section 1.6. The Plan covers a five-year period from 2006 through 2010.***

Development of the LA-HSISSP was one of the key recommendations of the Traffic Records Assessment (TRA) conducted in June 2005.[1] In fact, all traffic records assessments encourage the development of strategic plans, or the updating of older plans. The Louisiana TRA recommended:

Task the TRCC with oversight of the development of a Traffic Records Strategic Plan based on the present assessment findings. This Strategic Plan should:

- Specify the requirements for and from each component of the traffic records system;
- Identify the goals for improvements for each of the traffic records system components;
- Set priorities for each goal with a timeline for implementation;
- Secure commitment to the goal implementation and the timeline; and
- Develop a monitoring process to track progress for each goal and a mechanism to modify, or replace goals as required.

Therefore, ***the first purpose of the LA-HSISSP is to fulfill the requirements of the Louisiana TRA.***

---

[1] *State of Louisiana Traffic Records Assessment,* June 13-17, 2005; National Highway Traffic Safety Administration Technical Assessment Team (Leslie Nelson-Taullie, Langston A. Spell, Joan Vecchi, Carol Wright, John J. Zogby).

However, the LA-HSISSP is not merely seen as an administrative necessity – it also is an opportunity to raise the visibility of the importance of traffic records improvements and to provide a focal point for bringing the many agencies involved in traffic records together. Data systems which contain information useful for highway safety research and planning have been developed independently for various administrative purposes, usually not related to highway safety. Therefore, ***the second purpose of the LA-HSISSP is to provide Louisiana state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis.*** The intent is not to dictate each agencies' direction and mission, but rather to integrate and coordinate their activities to achieve a process for routinely analyzing highway safety problems in a comprehensive fashion. The mechanism for meeting this second purpose is the Action Plan provided in Section 3.0. This is a description of activities to be undertaken by the TRCC and individual state agencies in Louisiana. The activities range from relatively simple actions that can be accomplished with existing state staff to defining specific projects that require more intense levels of effort.

Beyond being a foundation for guiding traffic safety records improvements, as specified in the TRA, Highway Safety Information System Strategic Plans (more commonly called "Traffic Records Strategic Plans") have a very practical use: they will be used as a basis for determining grants to state agencies available under the recent reauthorization of highway programs.[2] The legislation specifies:

> ... a state shall demonstrate to the satisfaction of the Secretary that the State has ...
>
> ... (2) developed a multiyear highway safety data and traffic records system strategic plan:
>
> (A) that addresses existing deficiencies in the State's highway safety data and traffic records system;
>
> (B) that is approved by the highway safety data and traffic records coordinating committee;
>
> (C) that specifies how existing deficiencies in the State's highway safety data and traffic records system were identified;
>
> (D) that prioritizes, on the basis of the identified highway safety data and traffic records system deficiencies of the State, the highway safety data and traffic records system needs and goals of the State, including the activities under subsection (a);

[2] "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users'' or ''SAFETEA–LU."

(E) that identifies performance-based measures by which progress toward those goals will be determined; and

(F) that specifies how the grant funds and any other funds of the State are to be used to address needs and goals identified in the multiyear plan.

So, ***the third purpose of the LA-HSISSP is to provide a basis for Louisiana's grant requests to the National Highway Traffic Safety Administration (NHTSA; to receive first- and successive-year grants under Section 408, Title 23) and for grants to FMCSA under the CVARS and MCSAP programs.***

1.3 Louisiana Safety Goals and Objectives

Setting goals and objectives are typical steps in any planning process, including planning in the private sector. The process starts with general statements of what is desired to achieve and gets successively more specific so that tangible results can be achieved.

- **Vision** is a statement that relates a general (almost abstract) ideal that agencies will strive for in meeting customer needs.
- **Goals** are broad policy-oriented statements that are given more specificity with one or more specific objectives supporting them.
- **Objectives** turn the general goals are turned into more specific statements regarding what should be done.
- **Strategies** are general categories of the types of actions that can be taken to achieve goals and objectives.
- **Actions** are specific steps or activities that should be undertaken; they're descriptions of how the general strategies will be implemented.

Integrated with all of these levels is the development of performance measures that track progress toward achieving the goals and objectives. The final step is to develop performance "target" values for the performance measures, which can be stated in absolute terms (a fixed number) or in relative terms (e.g., annual percentage reductions.) Setting performance targets usually means that some analysis of current conditions and past trends be conducted in order to determine what conditions are and what realistic targets should be. Targets can be applied at any or all levels of the process, from goals through performance measures.

Louisiana Safety Vision, Goals, Objectives, and Performance Measures

As of this writing, Louisiana is still developing its safety goals and objectives as part of the Strategic Highway Safety Plan. Preliminary elements (subject to change) for safety in Louisiana are:

Vision

Louisiana travelers arrive safely at their destinations.

Goal

Reduce the fatality rate (fatalities per 100 million vehicle-miles traveled).

Objectives

1. Implement an effective, comprehensive, systems approach for improving road user behavior.

2. Use a systems approach in engineering to strike a balance between single unique locations and addressing the safety of the road network.

3. Develop a comprehensive, timely, and accurate information and decision support system.

4. Develop a comprehensive, data driven legislative agenda that all partners actively support and implement.

Performance Measures

- Number of fatalities per 100 MVMT;
- Ratio of alcohol-related fatalities to all fatalities;
- Number of citations and convictions for impaired driving;
- Safety belt use rate;
- Proportion of unbelted fatal and serious injury victims;
- Percentage of fatal and serious injury crashes that are related to young drivers, pedestrians, bicyclists, motorcyclists, distracted and aggressive drivers, and trucks;

- Identification and implementation of a system for identifying and prioritizing high-crash road segments, corridors, and intersections;
- Process for working with engineers and other safety stakeholders at all jurisdiction levels to address high-crash locations;
- Number of fatal and serious injury crashes related roadway departure;
- Ratio of fatal and serious injury crashes related to roadway departure as a percentage of all such crashes;
- Number of fatal and serious injury crashes related to intersections;
- Ratio of fatal and serious injury crashes related to intersections as a percentage of all ROR crashes; and
- Passing measures on the legislative agenda.

Note that Objective 3 above is directly related to this HSISSP. Note also that data derived directly from traffic records systems are required to support all of the performance measures.

1.4 Stakeholders for a Louisiana Traffic Records System

Agencies and organizations recognized in this plan as being vested with a responsibility for transportation safety, and that could benefit from a comprehensive traffic records systems, include:

- **Louisiana Highway Safety Commission (part of the Louisiana Department of Public Safety), the designated unit for the Governor's Highway Safety Office for Louisiana** – Responsible for traffic safety program management, problem identification, and countermeasure grant funding;
- **Louisiana Department of Transportation and Development (DOTD)** – Responsible for planning, constructing, and maintaining the roadway infrastructure, and responsible for collecting and maintaining crash data.
- **Louisiana State Police** – Responsible for enforcing laws on state highways and truck inspection data;
- **Louisiana Office of Motor Vehicles (OMV; part of the Department of Public Safety)** – Registers vehicles and drivers and maintains registration and licensing data and motor vehicle conviction data;

- **Louisiana Supreme Court** – Maintains court and adjudication data;
- **Louisiana Courts (all levels)** – Administers convictions and sentences;
- **Metropolitan Planning Organizations; City and County Governments** – Agencies with a vested interest in promoting safety in the urban areas of the State;
- **Department of Health and Hospitals (DHH)** – Emergency Medical Services and Trauma Systems Section – responsible for coordinating and improving the delivery of emergency medical services in the State and collecting EMS trip report and state trauma data;
- **Trauma Care Providers** – Those physicians, hospitals, emergency medical services, and long-term care providers who treat persons injured in motor vehicle crashes; and
- **Local Law Enforcement Agencies** – That enforce traffic laws and regulations at the local level.

1.5 Benefits of Implementing a Traffic Records System

Implementing a systematic approach to managing safety resources is a sound management practice. A traffic records system can provide many benefits that justify the cost and the effort it takes to implement the system. The information it provides can improve an agency's efforts to save lives, reduce injuries, and save agency time and money.

Implementing a traffic records system provides a variety of important benefits by identifying existing safety problems and providing the means for evaluating safety improvement strategies. The most important benefit gained through a traffic records systems will be fewer and less severe collisions on the State's highways. These reductions are the result of consistent, systematic identification of the most critical safety needs and selection of the most effective countermeasures. This is achieved by integrating data from multiple agencies. In general, by integrating a variety of different data sources, it is possible to achieve:

- Better safety problem identification;
- Evaluation of program and countermeasure effectiveness; and
- Tracking of statewide trends.

Specific action that can be achieved with a traffic records systems include the ability to:

- Identify trends in crash patterns (e.g., large trucks, alcohol-involved);

- Identify components of the highway infrastructure that produce unsafe conditions (e.g., geometric deficiencies, outdated design, highway "furniture");
- Identify locations that have a higher rate of crashes than otherwise might be expected;
- Track individuals involved in risky driving behavior from citation through conviction;
- Evaluate education and enforcement strategies for their effectiveness in reducing crashes;
- Develop performance measures for ongoing tracking of progress toward safety goals;
- Provide an efficient communication and information sharing network among all agency transportation safety administrators, including Emergency Services, Law Enforcement, and Education;
- Provide greater certainty that the highest-priority needs are identified; and
- Integrate drivers and vehicles with roadways into safety programs.

1.6 Methodology: How Deficiencies in Current Traffic Records System Were Identified

Several efforts converged to identify deficiencies in current data systems and institutional processes:

- As previously mentioned, the Traffic Records Assessment conducted in June 2005 provided a comprehensive critique of current data and processes;
- Independent of traffic records reviews, several state agencies have undertaken information system upgrades to support their core missions. Deficiencies in those systems were identified during the user requirements process; and
- Interviews conducted in May 2006 by the LA-HSISSP contractor.

1.7 Performance Measures for Tracking Progress of Traffic Records System Improvement

Identification of Performance Measures and Setting Performance Targets

Table 1.1 provides the NHTSA-recommended performance measures for tracking the overall progress of improvements to the components of the Louisiana traffic records system. Wherever possible, feasible quantifiable performance measures and targets have been established over a four-year timeframe. In other cases, qualitative measures have been established because they more closely match the situation in Louisiana.

Accountability at Plan and Project Level

The performance measures and targets listed above form the basis for monitoring progress at the Plan level. In addition, milestones and a "Measurement of Progress" item have been included in the individual project descriptions.

1.8 Scope of the LA-HSISSP

The period intended to be covered by the LA-HSISSP is a five-year period from September 2006 to December 2010. It is recommended that the LA-HSISSP be reviewed no later than 2008 for relevance to current safety data problems in Louisiana. The Action Plan presented in Section 3.0 should be reviewed every year and adjusted accordingly.

Table 1.1 Performance Measures for Tracking Progress of LA-HSISSP Actions

Data Type	Data Quality Attribute	Deficiency/Performance Measure	Benchmark	2006	2007	2008	2009	Comments
Crash Data	Timeliness	Time between crash and entry	40 days	40 days	30 days	20 days	20 days	
	Consistency	MMUCC compliance	95%	95%	95%	95%	100%	Make fully MMUCC compliant on next PAR revision
		ANSI D16.1-1996	95%	95%	95%	95%	100%	
		ANSI D20.1-1993			Compliant			
	Completeness	All fields completed for all records	85%	85%	90%	90%	95%	
	Accuracy	% passing new QC procedures	(unknown)	(unknown)	75%	90%	95%	
	Accessibility	Database accessible to primary users			Compliant			
		Database accessible to local users	Not accessible	Not accessible	Not accessible	Accessible	Accessible	
	Data Integration	Capable of being automatically integrated with other sources	Roadway only	Roadway only	Roadway + Driver	Roadway + Driver + Vehicle + Conviction	All systems integrated	Recommended in HSISSP
Roadway Information	Timeliness	Annual updates		No significant deficiencies				
	Consistency	Same data collected statewide		No significant deficiencies				
	Completeness	All fields completed for all		No significant deficiencies				Yes

records

Table 1.1 Performance Measures for Tracking Progress of LA-HSISSP Actions (continued)

Data Type	Data Quality Attribute	Deficiency/Performance Measure	Benchmark	2006	2007	2008	2009	Comments
	Accuracy	Data collection methods should be verified and use latest technology/ Percent of data capable of being linked with GIS	Unknown	Unk.	10%	20%	30%	
	Accessibility	Database accessible to primary users	No significant deficiencies					
	Data Integration	Capable of being integrated with other sources	No significant deficiencies (see GIS recommendation under "Accuracy")					Recommended in HSISSP
Vehicle Information	Timeliness	Annual updates	Compliant; updated daily					
	Consistency	Same data collected statewide	Compliant					
	Completeness	All fields completed for all records	Compliant					
	Accuracy	Data collection methods should be verified and use latest technology	No significant deficiencies					
	Accessibility	Database accessible to primary users	No significant deficiencies					
	Data Integration	Capable of being integrated with other sources	Compliant					Recommended in HSISSP
Driver Information	Timeliness	Conviction backlog; Average length of time to update driver convictions	60 days	60 days	30 days	14 days	7 days	
	Consistency	Compatible with NDR	Compliant					
		Compatible with CDLIS	Compliant					
		Compatible with AAMVANet	Compliant					
	Completeness	Percent of courts submitting conviction data	33%	33%	33%	50%	75%	

Accuracy	Data collection methods should be verified and use latest technology	No significant deficiencies

Table 1.1 Performance Measures for Tracking Progress of LA-HSISSP Actions (continued)

Data Type	Data Quality Attribute	Deficiency/Performance Measure	Benchmark	2006	2007	2008	2009	Comments
	Accessibility	Database accessible to primary users	Accessible	Accessible	Accessible	Accessible	Accessible	
	Data Integration	Capable of being integrated with other sources			Compliant			
Citation/ Adjudication	Timeliness	Delays in posting convictions to driver histories/Average number of days between conviction and driver history posting	90 days	90 days	60 days	30 days	14 days	
	Consistency	All jurisdictions using same citation form/Percent of jurisdictions using same form			Unknown			
	Completeness	All fields completed for all records			Unknown			
	Accuracy	Data subjected to QC; Percent passing newly developed QC checks			Unknown			
	Accessibility	Tracking individuals through multiple courts;	Not accessible	Not accessible	Accessible	Accessible	Accessible	
	Data Integration	Capable of being integrated with other sources			Compliant			Recommended in HSISSP
Injury Surveillance	Louisiana currently does not have and Injury Surveillance System. As progress is made in this area, performance measures will be developed.							

2.0 Current Louisiana Information Systems Related To Traffic Records

2.1 Introduction

The 2005 TRA report provides a thorough critique of existing information systems connected to traffic records and this critique will not be repeated here. Only topics not covered in the TRA and development since the TRA was completed are included here. A summary of the TRA's recommendations and their current status is provided in Section 2.8.

2.2 Louisiana Traffic Records Coordinating Committee

Louisiana's TRCC is comprised of several agencies, as shown below. A single tier structure currently exists, with membership primarily composed of midlevel managers from participating agencies. As shown later in this Plan, the TRCC will be expanded to a two-tiered structure, with the current TRCC intact as the Staff level and a new Executive level will be created that is composed of senior managers from seven or nine agencies. The current TRCC roster includes:

- Audrey Palmer – East Baton Rouge Sheriff's Office Records Department;
- Barbara Spears – Baton Rouge Police Department, Records Department;
- Bill Norris – FMCSA;
- Bob Canfield – Retired East Baton Rouge Traffic Engineer/Consultant;
- Brian Wilson – Caddo Sheriff's Office, Information Technology Department;
- Charles Hardin – LA Supreme Court;

- Chuck Miller – Louisiana Highway Safety Commission[3];
- Jim Champagne – Executive Director, Louisiana Highway Safety Commission;
- Dan Magri – LA DOTD;
- Teri Monahan- LA DOTD;
- Donald Marson – Retired DOTD;
- Liz Hardin – Department of Public Safety, State Police Records;
- Eloise Lewis – Shreveport Police Department, Records Department;
- Hadi Shirazi – LA DOTD;
- Jeff Pilcher – Monroe Police Department, Patrol;
- Darren Naquin – State Police Troop "C" Executive Officer;
- Joel Bolton – Lake Charles Police Department, Office of Administration;
- John Ricca – Director, State Police Crime Lab;
- Mary Stringfellow – FHWA Division Office;
- Rhonda Lamendola – OMV (Drivers License);
- Severiano Serna – FHWA Division Office;
- Mike Monk – State Police Motor Carrier Unit;
- Wanda Hill – LA DOTD;
- Ken Hughes – Jefferson Sheriff Controller;
- Len Bencaz – Department of Public Safety, Data Center (TRC Chairman);
- Richard Lejuene – Office of Risk Management;
- Helmut Schneider – Louisiana State University (manager of current highway safety information system);
- Michel Barron – Department of Public Safety, Staff Attorney (and LHSC attorney);
- Charles Borchers – St. Bernard Sheriff;
- Michael Zelden – LA Office of the Attorney General;
- Van Dupuy – DPS Data Center;
- Will Crawford – LA Office of the Attorney General;
- Kenny Williams – CVARS Director;
- Richard Salley – Shreveport Police Department, Patrol;

[3] The LHSC is the designated Governor's Highway Safety Office

- Robert Stone- East Baton Rouge Traffic Supervisor;
- Julie Sukkar – Retired DOTD;
- Darrell Hebert – CVARS Field Officer;
- Daryle Graham – CVARS Field Officer;
- Sterlin Williams – local FMCSA Manager;
- Karla Schiro – LA DOTD;
- Ralph Mitchell – State Police Region I Major; and
- Steve Andry – New Orleans Police Department.

2.3 Crash Records – Louisiana Accident Records System

The DPS is responsible under State statute to receive all crash reports from investigating agencies. An interagency agreement between the DOTD and the DPS, designated the DOTD to be the repository of all Motor Vehicle Crash data in the state of Louisiana. The DOTD in turn entered into a contract with LSU to maintain and operate a crash information database in support of the DOTD's and LHSC's respective highway safety missions. Thus the LSU is the *de facto* official source of crash information and statistics needed to support the highway safety programs in Louisiana.

The State has made commendable progress in the past few years in improving the processing of crash data.

Implementation of an electronic crash data collection reporting methodology and other efficiency measures have reduced the data entry time into the crash file from about 500 days in 1999 to 40 days in 2005. The primary electronic data collection application is the system developed by LSU. Twenty five agencies have installed the LSU system which, with some proprietary packages and the Louisiana State Police (LSP) system described below, will account for nearly 80 percent of crashes being reported electronically. The LSU has very successfully promoted its software package to law enforcement agencies and has provided excellent training in its use.

The LSP developed its own field data collection system for transmitting reports electronically to the crash database at LSU. State Police submits electronically using other vendor software which is transmitted to LSU. LSU provides specifications to those agencies using non-LSU software for transmitting their data to the LSU crash database. Though the electronic data collection and reporting initiative has been successful, local law enforcement agencies are yet to completely adopt this process. Further, necessary interfaces need to be implemented between the LSU system and the data collection packages of other agencies.

The LSU system contains other attractive and noteworthy features such as the use of GPS for locating crashes, a drawing package for diagramming the crash scene, and the means to auto-populate driver information on the crash report. The LSU has also established a web access capability whereby users can obtain published statistics, view current crash report counts, or use a dynamic query tool to generate individually requested statistics.

While these measures have considerably reduced the processing time and increased the adoption of electronic data collection methodologies, there are some shortcomings. The LSU's practice is to look only for serious errors during data entry or uploads and to generate listings of other errors for later analysis and resolution. While this may be justified as a matter of expediency and priority to satisfy the immediate needs of the principal users within DPS and DOTD, it nevertheless deprives the broader highway safety user community of an optimally reliable crash data source. Although not a deficiency attributable to the crash data system alone, it cannot be easily linked for analytical purposes with the other traffic records data systems (driver records, vehicle records, arrest records, etc.). The LHSC's problem identification and program management processes rely almost exclusively on the crash data produced at LSU.

2.4 Roadway Inventory Data

The DOTD uses various roadway inventory files to help in the management of the State system. The more significant of these are:

- **Highway Needs File**, which contains HPMS data (which contains data such as lane width, number of lanes, and pavement roughness data); apparent right-of-way; and data on 3,026 traffic signals.
- **Bridge Inventory**, which contains inspection information and sufficiency rating data on 7,938 DOTD-maintained bridges.
- **Average Daily Traffic (ADT) file**, which contains traffic count data on all State system and selected local system roads.
- **Pavement Management file**, which contains road characteristic data
- **Video Log**, which contains digital images of the physical roads.
- **Crash file**, which contains information on police reported traffic crashes on all public roads.

Updates to the various road files are conducted periodically through surveys and also when a construction or reconstruction project is completed.

The Location Reference System (LRS) used by DOTD to spot crash locations on state highways is a route-milepost system. Milepost maps and milepost listings are maintained by DOTD and available to all law enforcement agencies. Latitude/longitude coordinates are also being captured through the use of GPS technology for the location identification of various road features on the state system. Coordinates are captured on a percentage of police crash reports and are entered into the DOTD crash file managed by LSU. The most common location method used by local jurisdictions on their streets and highways is by street name of each leg at intersections and distance from an intersection for mid-block locations.

The DOTD has provided funding for GPS devices for use by DOTD personnel for survey activities in the field. DOTD also is funding the purchase of GPS units for State and local enforcement agencies that have the ability to capture crash data electronically. A GIS for all State maintained roads is used to map query results. These roads were surveyed and latitude/longitude coordinates were recorded using GPS technology.

The DOTD has an effective highway safety program process that is supported by crash and road features data. Potential study sites are determined by an abnormal crash location procedure that uses a "number rate" method. The "number rate" method considers both the frequency and crash rate at a given location. The frequency criteria require a minimum of five crashes in a year and the crash rate criteria require that the crash rate is twice the rate for the class of road systemwide. Roadways are classified by characteristics such as rural, urban, two-lane, four-lane, four-lane divided, and freeway. These results are then applied to various road and vehicle characteristics and human behaviors for further refinement of candidate locations for traffic safety project selection. Among these are: intersection and sections, vehicle type, pedestrian/bicycle, hazardous materials cargo, etc.

2.5 Vehicle and Driver Information

In Louisiana, both vehicle titling and driver information are the responsibility of the Office of Motor Vehicles (OMV) within the DPS.

2.5.1 Vehicle Information

Vehicle registration is performed by the Louisiana OMV and by 88 public tag agencies throughout the state. The registration file contains information on approximately five million vehicles including motor homes and trailers. Commercial vehicle registrations are contained in this file as well. It is updated in real time, and includes flagging of stolen

vehicles and title branding of salvage vehicles. Stolen vehicle information is updated once daily.

R.L.Polk's VINA software is used by the State to verify and enhance the ability to capture correct Vehicle Identification Numbers in data entry.

Vehicle registration renewal can be conducted on-line. Registration periods vary from one to four years depending on the type of vehicle. Annual vehicle inspections are required. Insurance companies report insurance coverage inception or termination within 15 days on each vehicle registered in the state.

The registration file contains the information recommended in the Advisory, and has proven adequate for participation in applications developed by the American Association of Motor Vehicle Administrators (AAMVA). Louisiana is a participant in AAMVA's National Motor Vehicle Title Information System (NMVTIS). The vehicle file includes odometer readings taken upon initial registration, registration renewal and ownership transfer.

Vehicles are classified by type, use, and weight, but it is reported that the registration file does not include the Gross Vehicle Weight Rating (GVWR) information and that classifications vary somewhat from those used on the state crash report. It is reported that in the absence of weight information on the registration documents, law enforcement officers may be tempted to utilize information provided by the vehicle owner regarding the weight of the vehicle.

Access to the vehicle file is provided pursuant to the provisions of the Driver Privacy Protection Act (DPPA). Law enforcement and other government users can access the file via the Law Enforcement Management System (LEMS).

2.5.2 Driver Information

Information contained in the Driver Information file meets the recommendations of the Advisory and is adequate for participation in applications developed by the American Association of Motor Vehicle Administrators (AAMVA) such as the Commercial Driver License Information System (CDLIS) and the Problem Driver Pointer System (PDPS). Driver licensing and control functions are generally supported by the file as well.

The State enacted a graduated driver licensing law in January 1998.

Louisiana is a participant in the Driver License Agreement. Driving records for applicants new to Louisiana are transferred from the previous State and applied to the Louisiana record based on appropriate conversion of the charges to Louisiana references using the AAMVA Coding Dictionary (ACD) code.

The driver history file does not contain information regarding crash involvement unless the crash results in the suspension of the driver's license for failure to comply with Financial Responsibility (FR) requirements. The file does not contain information regarding driver education, with the exception of driving school attended as part of a deferred judgment for a traffic violation.

Besides crash involvement for FR, the driver history file is potentially lacking in information regarding convictions of traffic violations. It is suspected that all courts do not report all convictions required to be included on the driver history file. There is no audit methodology to determine the consistency of reporting by each court or to cross-check the conviction information against Implied Consent cases or the automated criminal history files which are accessible by the OMV personnel to assure consistent and complete reporting.

Some users expressed doubts about the reliability of the driver history file citing poor reporting by the courts and conviction diversions. The OMV, however, does capture data on the driver history record (the long version of the motor vehicle record referred to as the 101) regarding Driving While Intoxicated (DWI) violators who have been offered pre-trial intervention, referred to as 892s and 894s based on the related statutory reference. These charges are ultimately dismissed and are not placed on the criminal history record. When district attorneys check the criminal history record or "rap sheet" for an offender who had been given deferrals for previous alcohol-involved driving violations, the violators are often treated as first time DWI offenders. Such processes do little to assure adequate education and therapy or to prevent future repeat offenses.

The State has provisions for Administrative License Restraints for alcohol-related violations as well as for other serious traffic convictions. It does not, however, assign points to traffic violations, although a point system is under consideration by the legislature.

Conviction data are retained on driving records as follows: Moving Violations for 3 years; DWI for 10 years from the date of conviction; Underage DWI for 2 to 4 years; and suspensions for fifteen years or as long as the suspension is active.

Regardless of whether courts send conviction information related to DWI charges, an administrative license restraint may be taken. The administrative sanction provides a means by which to exact consistent and timely withdrawal of a license in order to remove potentially dangerous drivers from the highways as quickly and efficiently as possible. In FY 2004, the Office of Motor Vehicles received 24,220 Implied Consent/Refusal cases from law enforcement, of which 6,722 persons requested an administrative hearing. The courts reported 7,919 DWI convictions during that same period, indicating a conviction rate of approximately one third of the DWI cases. An additional 4,646 DWIs were reported as having been handled through pre-trial intervention. A repeat offender can potentially be treated repeatedly as a first offender. Since the 894 pre-trial intervention allows DWI

charges to be dismissed, it is possible for a violator to avoid felony DWI charges that would otherwise warranted and appropriate.

The Supreme Court is working to assist the variety of courts that handle traffic violations within Louisiana's non-unified court system to use their case management systems to transmit conviction data electronically to the OMV. During FY 2004, the OMV received approximately 175,000 convictions from the various courts. This figure is significantly lower than other statistics on the total number of convictions, suggesting a failure to report all convictions to OMV. Twenty seven percent of other court reported convictions to OMV are transmitted electronically. This methodology should increase the reporting of convictions to OMV in the future.

Driver data does not appear to be widely used in safety programs. Such data has the potential of providing a rich source of information related to countermeasure development and assessment. The availability of demographic data related to drivers, as well as driver status information would be of value to researchers, analysts, and planners in the development of enforcement and education programs.

2.6 Injury Tracking Information

Louisiana does not have a functional Statewide Injury Surveillance System. However, there are several key programs (components) that exist in the Office of Public Health (Emergency Medical Services, Trauma Systems, Injury Prevention, Hospital In-patient, Emergency Department, and Vital Statistics).

The 1997 Legislative Session established the Bureau of Emergency Medical Services (BEMS) in Louisiana's Office of Public Health (OPH). BEMS does not have a stable source of funding and has felt the strain of the reduction in funding for essential processes and regulatory oversight of the over 20,000 EMS professionals, thereby restricting the technical assistance, regulatory oversight, and system evaluation processes. Louisiana's BEMS has adopted the National Registry Certification Curriculum as the certification process for Emergency Medical Technician, Emergency Medical Technician Intermediate, and Paramedic. A separate certification process is used for First Responders. There are 66 EMS providers (65 paid services and one volunteer service) that are providing pre-hospital services in Louisiana. Currently there are no Statewide patient care transport protocols, treatment protocols, or EMS system evaluation processes.

There is no Legislative mandate or regulatory process that creates a mechanism for the collection of pre-hospital patient care data and a state EMS data repository. There is no uniform pre-hospital run sheet, set of data elements, data dictionary, and data collection and analysis processes. It was reported that there was a uniform pre-hospital run sheet

that was created by the BEMS and data collection process using the paper run form in the 1990's; however those processes were abandoned after the decrease and loss of state and federal funding. During the interview process it was reported that there are new efforts being undertaken by the BEMS to re-establish the pre-hospital data collection and analysis system. In addition, there is a large EMS ambulance firm in Louisiana that electronically collects patient care information for evaluation of their EMS personnel's treatment modalities and response times. The data that are collected at the EMS firm could be used as a model for the statewide EMS data system.

In 2002 the Department of Health and Hospitals (DHH), Office of Public Health (OPH), received a Health Resources and Services Administration (HRSA) grant to assist in the creation of a Statewide trauma system. This is an implementation grant that is currently in its first phase. In addition, the Governor established a new Regional Trauma Patient Care Statewide System Task Force to develop a five year trauma system implementation plan. To date there have been nine meetings to discuss the development of a regionalized system of triage, transport, and treatment.

There is not a process for designation or verification of trauma facilities. The Louisiana Trauma System is in the embryonic stage of development at this time. Currently, there are no trauma patient routing protocols, trauma center designation/verification processes, or trauma system evaluation processes. There is no statewide trauma data collection and analysis system that is functional and operational. Each of these critical components of a statewide trauma system is in the early stages of development and is overseen by the new Regional Trauma Patient Care Statewide System Task Force.

The Department of Health and Hospitals, OPH, is the state mortality data repository. There are interagency negotiations currently in progress that will assist in obtaining electronic mortality data for statistical analysis and developing traffic safety initiatives. In addition, OPH is the in-patient hospital data state repository. Information related to the mandatory reporting requirements and data quality and accessibility was not available during this assessment. There is no statewide emergency department data collection process or system that captures the cases involving the evaluation, treatment, and discharge of injured patients who present to the emergency room for treatment.

It is encouraging that Louisiana recognizes the critical need to develop and implement a functional statewide EMS and trauma system that is inclusive of the critical oversight processes, patient treatment and transport guidelines, and data collection and analysis systems that are necessary to evaluate the cause of injury or medical conditions. This essential information can be used for surveillance, prevention, and traffic safety activities at the state, regional, and local levels. These critical data can be used by local, regional, and state policy makers to identify injury prevention and traffic safety problem areas that can assist in reducing motor vehicle fatalities and injuries in Louisiana.

2.7 Conviction and Disposition Data

There is no Statewide citation tracking system containing information about enforcement and adjudication of all citations issued by all enforcement agencies. This lack of information prevents the State from evaluating and determining the effectiveness of enforcement countermeasures. There are few procedures in place to account for citations from the point of issuance to their disposition and to posting on the driver history file.

Louisiana does not require law enforcement officers to use a standardized citation form to document violations of state statutes. Each law enforcement agency uses its own form to collect information that is necessary to address their needs. At this time no department or agency is pursuing the use of electronic citations.

Oversight for the content of the citation form is the responsibility of the DPS. Louisiana Criminal and Vehicle Code (Article 398.1) requires law enforcement agencies to submit their citation form to the DPS for approval. The information collected on the various citation forms meets the requirements of the Advisory.

Louisiana's Supreme Court has minimal administrative oversight for all courts within Louisiana. The courts are decentralized and independent but coordinated through the Judicial Administrator Office at the Supreme Court.

Violations of Louisiana's Traffic Code are adjudicated within district, parish, juvenile, and city and in some mayor's courts. There are 242 District, Family and Juvenile courts, 73 City and Parish Courts and approximately 250 mayor's courts. In 2003 there were a total of 711,045 traffic cases filed in Louisiana. A majority of the courts have a case management system to follow cases from the point of filing through disposition. However, the implementation of these systems has not been coordinated with other courts or the Supreme Court.

The lack of a centralized and networked court case management system makes it impossible for courts to have complete information about defendants regarding any other actions or cases that may be pending adjudication in another court's jurisdiction. Individual court case management systems contain complete information about enforcement actions and dispositions that is useful in evaluating and determining the effectiveness of countermeasures but only within each court's jurisdiction.

The Supreme Court has an initiative to establish a portal and repository that contains information relating to traffic cases (arrest and disposition) from each of the individual court case management system. It is known as the Traffic Project, and funding was provided by the Federal Motor Carrier Safety Administration (FMCSA). Currently there are 28 courts participating in the project. The goal is to have all of the 42 district courts and one parish court submitting traffic citation/arrest and disposition data to this

repository. Additionally, the Traffic Project has established a portal to the Office of Motor Vehicles (OMV) for electronically reporting conviction information for placement on the driver history file. The Supreme Court is to be commended for their vision to establish this repository by gathering the information from existing court case management systems. The inter-agency partnership that was essential to this Traffic Project could be the catalyst for reenergizing the currently dormant Integrated Criminal Justice Information System (ICJIS).

The individual driver history records located at OMV include information to compare original charges with dispositions including the finding of "not guilty." However, published statistics from the courts indicate a far greater volume of convictions than those reported to have been received by OMV.

Louisiana Code of Criminal Procedure Laws (Article 892.1 and Article 894) provides the court with procedures for giving defendants the opportunity to prevent a conviction from being posted to their "official" driving record. Defendants agree to pay a fine and attend a court ordered driver's education course. Defendants are allowed to plead "not guilty" to the offense upon the successful completion of all court sanctions.

There are numerous databases in place that could account for some portions of the citation life cycle. However a Statewide system that tracks the entire citation process as called for in the Advisory is unavailable in Louisiana.

2.8 Summary of Louisiana Information Systems Related to Crash Records

Since the 2005 TRA, there has been much activity in the upgrading of individual information systems that play a role in a comprehensive traffic records system. As a result, many of the TRA's recommendations are being, or will be, addressed. Table 2.1 provides a status report on how the major recommendations from the TRA are, or will be, dealt with.

Nonetheless, there still are a few remaining issues that must be faced. These issues, along with the results of the interviews, form the basis for the recommendations in this Plan:

- Improving the functioning of the TRCC, including establishing an Executive Level comprised of agency representatives with budget authority;
- More comprehensive and ubiquitous training for local police agencies in colleting crash data;
- Automated geocoding of crashes and linking to roadway features;

- Building linkages between the existing safety information system and newly improved agency information systems;
- Expanding the analysis and accessibility characteristics of the safety information system; and
- Initiating injury surveillance data collection and integrating it into the safety information system.

Table 2.1 Status of Louisiana Traffic Records Assessment Recommendations

Management and System Issues	Responsible Office and Personnel	Status of Activities	Issues and Problems
Crash Data			
Restore the edits necessary to achieve data consistency within individual reports.	Dan Magri (DOTD) Helmut Schneider (LSU)	Automated QC checks being implemented in software for 2007 as a separate DOTD project.	
Develop training materials for officers and supervisors to enable their optimum use of the electronic reporting procedures and to correct the deficiencies known now and those that become known when the new file matures.	Dan Magri (DOTD) Chuck Miller (DPS) Helmut Schneider (LSU)	Additional outreach and training is planned for FY 2007 as a separate DOTD project; will leverage CVARS-funded trainers.	
Acquire links with the driver and vehicle files for entry of correct and current information on drivers and vehicles and to auto-populate report fields. Extend linkage to the EMS/Trauma data stores when those are established.	Dan Magri (DOTD) Helmut Schneider (LSU) Chuck Miller (DPS)	Major system upgrade to vehicle and driver information systems underway.	Linkage to vehicle and driver file must wait for system completion; EMS linkage being studied
Revise the forms–electronic and paper–as necessary	Dan Magri (DOTD) Chuck Miller (DPS) Lt. Darrin Naquin (LSP)	None planned in the short term.	Louisiana has not established a target date for PAR revision
Roadway Data			
Continue providing funds for the acquisition of GPS devices for local police agencies to locate crashes.	Dan Magri (DOTD)	Underway as a separate DOTD project.	
Continue the capture of local road data to eventually develop an electronic local road	Dan Magri (DOTD)	Underway as a separate DOTD	

Management and System Issues	Responsible Office and Personnel	Status of Activities	Issues and Problems
inventory system.		project.	

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

Management and System Issues	Responsible Office and Personnel	Status of Activities	Issues and Problems
Aid local safety officials in the development of traffic safety roadway projects that would be eligible for state and local funding support.	Dan Magri (DOTD)	Underway as a separate DOTD project, *Local Roads Safety Program*	
Vehicle Data			
Add temporary registration information to the file or create a separate file in order to make such information readily available to law enforcement officers and other users in a timely manner.	Jack Green (OMV)	Being included in major system upgrade.	
Add Gross Vehicle Weight Rating information to the registration documents in order to improve accuracy of information on crash reports and to assure that vehicles whose weight classification requires reporting to SafetyNet actually do get reported for that purpose.	Jack Green (OMV)	Being included in major system upgrade; GVWR linked to VIN via RL Polk data.	
Provide summary reports regarding vehicle registrations for use in normalization of crash data.	Jack Green (OMV)	Being included in major system upgrade; eventual linkage to LSU Crash Analysis System.	

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

Management and System Issues	Responsible Office and Personnel	Status of Activities	Issues and Problems
Driver Data			
Accelerate the development of a points system as a means by which to withdraw driving privileges from the frequent and serious violators.	Jim Champagne (DPS)		Requires legislative approval
Support the effort of the Supreme Court to develop a centralized case management system and the by-product thereof: electronic conviction transmission to the OMV driver history files.	Charlie Hardin (Louisiana Supreme Court)	*Traffic Project* currently underway will address this issue	Linking citation with conviction still a problem; project identified in HSISSP
Take an active role in the Traffic Records Coordinating Committee to facilitate open and continued communication with court personnel.	Jack Green (OMV)	Underway	
Add driver education information to the driver history file in order to gauge the impact of such training on subsequent driving behavior.	Jack Green (OMV) Jim Champagne (DPS)		
Add crash involvement to the driver history file, as such data provides an excellent source of measurement of the effect of programs such as Graduated Licensing and driver education programs	Jack Green (OMV) Dan Magri (DOTD) Helmut Schneider (LSU)	Being included in major system upgrade; eventual linkage to LSU Crash Analysis System	
Develop an outreach and open communication with courts to assure that they are accurately and fully reporting conviction information.	Charlie Hardin (Louisiana Supreme Court)	Project identified in HSISSP	
Develop an audit function for conviction information. For example, a random sample comparison of Implied Consent cases could be checked to determine	Charlie Hardin (Louisiana Supreme Court)	*Traffic Project* currently underway will address this issue	

Management and System Issues	Responsible Office and Personnel	Status of Activities	Issues and Problems
whether final dispositions were received from the courts.			

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

Management and System Issues	Responsible Office and Personnel	Status of Activities	Issues and Problems
Enforcement/Adjudication Data			
Task the Traffic Records Coordinating Committee (TRCC) to design and implement a centralized statewide citation tracking system containing information about a citation's entire life cycle.	Charlie Hardin (Louisiana Supreme Court)	Project identified in HSISSP	
Explore through the TRCC an electronic citation module that contains the State prescribed data elements and has the flexibility to include additional data elements that meet local requirements.	Charlie Hardin (Louisiana Supreme Court)	Project identified in HSISSP	
Injury Surveillance Data			
Educate the new Regional Trauma Patient Care Statewide System Task Force on the critical need to develop an electronic EMS and trauma data collection and analysis system.	Nancy Bourgeois (DHH) Chuck Miller (DPS)	Underway	
Perform a statewide data collection needs assessment.	Nancy Bourgeois (DHH)	Project identified in HSISSP	
Perform a statewide EMS and hospital data collection software and hardware and an Internet availability assessment that will assist in developing a statewide EMS and trauma data collection system that will meet the needs of the providers.	Nancy Bourgeois (DHH)	Project identified in HSISSP (demonstration project)	
Contact those EMS providers and hospitals that have established an electronic data collection system to gain information on their processes and activities.	Nancy Bourgeois (DHH) Chuck Miller (DPS)	Underway	

Table 2.1 Status of Traffic Records Assessment Recommendations (continued)

Management and System Issues	Responsible Office and Personnel	Status of Activities	Issues and Problems
Develop and implement an electronic statewide EMS and trauma data and analysis system.	Nancy Bourgeois (DHH)	Project identified in HSISSP (feasibility/ design project)	Long-range goal is to implement a statewide system; HSISSP project will determine what needs to be done
Develop a collaborative data sharing partnership between OPH and traffic safety agencies (Louisiana Highway Safety Commission, Department of Transportation and Development, Department of Public Safety and Corrections, etc.).	Nancy Bourgeois (DHH) Chuck Miller (DPS)	Will be part of TRCC activities in 2007	
Garner representation from local and state EMS, hospital, and medical agencies on traffic safety and injury prevention committees.	Chuck Miller (DPS)	Will be part of TRCC activities in 2007	

3.0 Highway Safety Information System Strategic Plan Plan Elements

3.1 The Role of the TRCC

The TRCC is a statewide stakeholder forum created to facilitate the planning, coordination and implementation of projects to improve the State's traffic records system. As such, the TRCC is the body responsible for improving the timeliness, quality, completeness, integration, and accessibility of the data used to support highway safety analyses in Louisiana. The TRCC is a partnership of state and local interests from the transportation, law enforcement, criminal justice, and health professions. This traffic records coalition fosters understanding among stakeholders and promotes the use of safety data in identifying highway safety problems and developing effective countermeasures to improve highway safety.

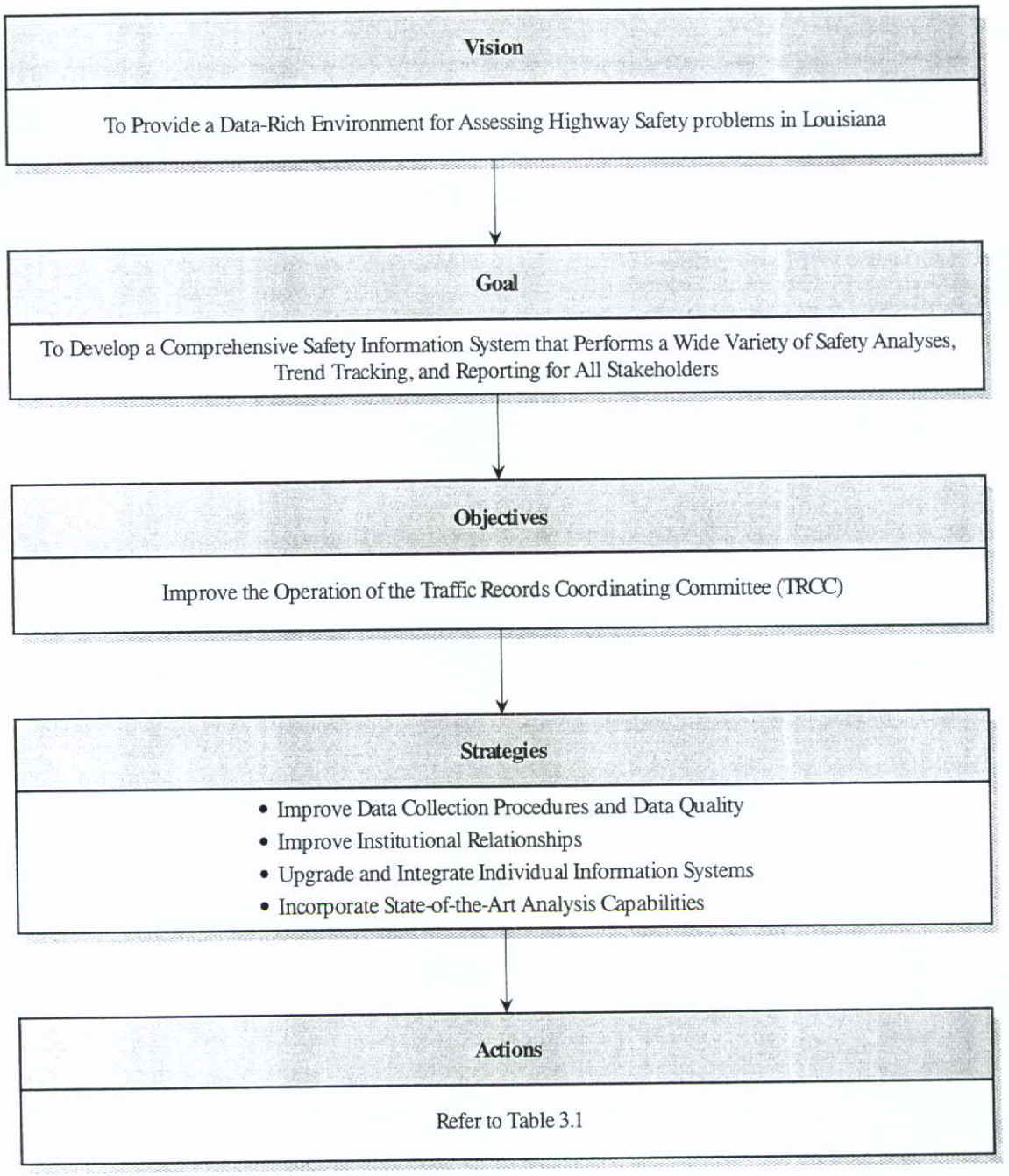
This Plan is the blueprint for TRCC activities over the next five years. The Action Plan presented below includes many self-contained projects that must be undertaken either by state personnel or contractors. The TRCC is responsible for overseeing these projects from start to finish. This responsibility will include contractor selection if it is decided that a project is best suited to contractor support. It will probably be more effective if subcommittees of two to four members are formed to oversee the conduct of individual projects, rather than burden the entire TRCC with responsibility for all projects. In the Action Plan presented below, suggestions have been made for lead agencies for each activity. TRCC members representing those agencies should be responsible for directing these activities. TRCC members also will be asked to foster awareness of highway safety analyses and the need to supply data for it within their home agencies.

3.2 LA-HSISSP Vision, Goals, Objectives, and Strategies

The starting point for the LA-HSISSP is the definition of strategic planning guidance elements: a vision, goals, objectives, and strategies. (Performance measures were provided in Section 2.) These were based on what aspects of traffic records system

development need to take place, after reviewing what recommendations from the 2005 TRA have not been fulfilled and what agencies felt needed to be done (derived from the interviews). Figure 3.1 summarizes the Plan elements.

Figure 3.1 Strategic Plan Elements for the LA-HSISSP



The overall goal of the LA-HSISSP is to improve the traffic records systems used to conduct highway safety analyses in Louisiana. The ideal result in this regard is the development of an enhanced Safety Information System, designed to integrate data from several sources and to perform sophisticated highway safety analyses.

To achieve this goal, four objectives were identified:

1. **Improve the Operation of the Traffic Records Coordinating Committee (TRCC)** – The TRCC is the main body for developing and overseeing a traffic records system. It also is the mechanism for bringing together the stakeholder agencies, and the primary way in which outreach can be accomplished internally to Louisiana state government In addition, the TRCC should be the focal point for most (maybe all) interaction with Federal agencies when it relates to traffic records and their supporting data systems (FARS and MCSAP). This includes supporting grant requests from individual agencies as well as applying for the newly authorized Section 408 grants specifically targeted at improving traffic records systems. The major action in this area is the establishment of an Executive Level TRCC in addition to the existing Staff Level TRCC.

2. **Improve the Processes and Procedures Used by State Agencies Involved with Traffic Records** – Before data from the source systems can be linked, several additional activities (beyond those already discussed in Table 2.1) need to occur.

3. **Develop a Comprehensive Highway Safety Information System** – the current crash analysis system needs to be expanded to include data from others sources so that several new forms of safety analysis can be undertaken:

   - Support vehicle-related safety analyses with data on and physical characteristics, age, condition, and safety devices present;
   - Support human-related safety analyses with data on experience, physiological and psychological condition, and driver training; and
   - Support safety analyses of the interaction between post-collision factors (EMS, hospital treatment, rehabilitation).

4. **Advocate and Promote Highway Safety Through Improved Traffic Records** – Many of the proposed actions will either require or will be greatly facilitated by legislative changes.

3.3 LA-HSISSP Action Plan

Table 3.1 shows the specific new actions that are recommended in order to implement a comprehensive traffic records system and process in Louisiana. (As shown in Table 2.1, there already are many activities underway that address system deficiencies.) These are tied to the three objectives. Many of the actions have been defined as projects to be undertaken by Louisiana agency staff or under contract. Approximate budgets and schedules have been assigned. Figure 3.2 shows the schedule for implementing the

activities and projects over the five-year period (calendar years 2006-2010) covered by this Plan.

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
1. Improve the Operation of the Traffic Records Coordinating Committee (TRCC)	***1.1 Establish a Two-Tiered TRCC*** *Purpose:* To develop Executive and Working Levels for the TRCC. *Description:* The current TRCC will be expanded to include additional stakeholders, especially those from the EMS and justice communities. An Executive level comprised of approximately seven or nine members who have budget authority for their agencies also will be established. The Working level will prepare briefings for the Executive level and will occasionally ask that actions be approved by the Executive level, especially those with budget implications. *Measurement of Progress:* Regular meetings both levels of the TRCC.	DPS, Chuck Miller	Ongoing *Milestones, Deliverables, and Reporting:* At least quarterly meetings Working level and at least annual meetings of the Executive level	In-kind effort
	1.2 Publish a Web-Based TRCC Newsletter *Purpose:* To ensure that TRCC members and other interested highway safety parties are kept up to date on TRCC and general highway safety activities within the State. *Description:* The content of the Newsletter will include: summaries of TRCC meetings; documentation of the progress of information system upgrades and integration; annual highlights and trends in highway safety in Louisiana; status of grant requests; upcoming events related to highway safety. *Measurement of Progress:* Number of Newsletters per year.	DPS, Chuck Miller	Ongoing *Milestones, Deliverables, and Reporting:* Published quarterly	$15K per year (Section 408)
	1.3 Meeting Support for Executive and Working TRCC *Purpose:* To provide resources for holding TRCC meetings. *Description:* Meeting support will include obtaining meeting arrangements and travel for invited speakers. Also, travel to the annual Traffic Records Forum for up to five persons is envisioned.	DPS, Chuck Miller	Ongoing *Milestones, Deliverables, and Reporting:* TRCC meetings	$30K per year (Section 408)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	Measurement of Progress: Regular meetings both levels of the TRCC.			

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget

2. Improve the Processes and Procedures Used by State Agencies Involved with Traffic Records	***2.1 Support for a Full-Time Traffic Records Coordinator***
	Purpose: To hire an individual responsible for organizing and promoting traffic records development and coordination in Louisiana
	Description (position requirements):
	• Management and reporting of traffic records activities, including projects described in this Plan
	• Spokesperson/advocate for traffic records system development
	• Ability to provide information technology support in the form of:
	  ○ Training to local agencies in development and use of information systems
	  ○ Requirements specification and system documentation
	  ○ Software testing
	• Responsible for HSISSP updates
	Measurement of Progress: N/A
		DPS, Chuck Miller	Ongoing beginning 2007
			Milestones, Deliverables, and Reporting: Determined by activities undertaken
				$75K per year (Section 408)

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	2.2 *Specification of Standards and Protocols to be Used in Developing Traffic Records Systems* *Purpose:* To establish standard procedures related to software development and procurement *Description (Tasks):* 2.2.1 Review and identify most applicable process from available software engineering procedures and adapt it to Louisiana (e.g., user requirements, data modeling using UML, software development cycles, software documentation rules) 2.2.2 Establish procedures for procuring software directly related to traffic records systems (e.g., crash and roadway data collection, graphics and analysis systems) 2.2.3 Development of QC and data entry procedures for crash and roadway data, including the specification of routine QC reports and a process for feedback to data collectors regarding data quality	LSU, Helmut Schneider DOTD, Dan Magri	12 months *Milestones, Deliverables, and Reporting:* Individual Task reports at 12 months	$75K (Section 408)
	2.3 *Location Referencing of Crash Data* *Purpose:* To obtain location referencing for crash data for integration with roadway data *Description:* Although some crash data are now being reported with GPS coordinates, the majority of crash data must be matched to locations on the state highway system manually. These locations are critical because it allows more in-depth study of high-crash locations and of specific roadway and traffic features. This project provides the effort required to assign location references to the crash data. The project also will complete the geocoding of DOTD roadway "Control Sections" as a precursor to eventual automated location referencing of	DOTD, Dan Magri	2006 through 2008 *Milestones, Deliverables, and Reporting:* Monthly tallies of crash reports that have been processed	$160K per year (Section 408)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	traffic records data. *Measurement of Progress:* Percent of crashes with assigned location references			

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	2.4 Automated System for Crash Data Location Referencing: System Design *Purpose:* To provide the background needed for eventual automation of crash data location referencing *Description (Tasks):* 2.4.1 Review status of GPS use by police officers for coding crash locations 2.4.2 Assess costs of expanding GPS-based data collection to all police departments. 2.4.3 Develop GPS guidelines to be used when police upgrade to MDTs, including use of GPS devices in the field 2.4.4 Establish funding support for police agencies to purchase GPS and integrate with MDTs if required 2.4.5 LSU system to accept GPS coordinates *Measurement of Progress:* Percent of crash reports with GPS coordinates used, tracked annually	DOTD, Dan Magri	15 months *Milestones, Deliverables, and Reporting:* Final Report at 15 months	$60K (Section 408)
	2.5 Traffic Records Training Course Development *Purpose:* To provide training materials for data collectors and system implementers *Description:*	DPS, Chuck Miller LSU, Helmut Schneider	12 months *Milestones, Deliverables, and Reporting:*	$80K (Section 408) Note: Trainers will include the TR Coordinator and the

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	• Course 1: Traffic Crash Investigation and Reporting – aimed primarily at local police officers; should be adapted for use as stand-alone training as well as in academies. Course materials should include easy to use guides for use in the field. • Course 2: Information Systems for Local Agencies – aimed at conveying the results of previous tasks on standards for development and procurement *Measurement of Progress:* Number of individuals receiving training	DOTD, Dan Magri	Course curricula at 3 months Course materials at 12 months	technical experts already under contract with CVARS funds

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
3. Develop a Comprehensive Highway Safety Information System	***3.1 Comprehensive Data Integration: Linkage Building*** *Purpose:* To integrate vehicle, driver, citation, adjudication, and injury surveillance data with the current crash/roadway data system *Description:* As data become available from individual system upgrades, the current safety analysis system will be expanded to include them. This project will build the interfaces necessary to obtain data periodically from the source systems for use in highway safety analyses. 3.1.1 Develop Architecture – consider alternatives for integration, including periodic uploads and real-time "virtual" linkages 3.1.2 Expand database 3.1.3 Build interfaces *Measurement of Progress:* Number of data systems successfully integrated	DOTD, Dan Magri DPS, Chuck Miller LSU, Helmut Schneider OMV, Jack Green LA Supreme Court, Charlie Hardin	24 months *Milestones, Deliverables, and Reporting:* Task 1 Report: at 5 months Expanded data dictionary at 12 months Interface, Build 1 at 15 months Interface, Build 2 at 22 months. Users Guide and Technical Documentation at 24 months	$300K (Section 408)

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	3.2 Development of a Safety Analysis Interface *Purpose:* To provide an interface that allows both technical analysts and casual users access to safety data summaries and reports. It is critical that providers of the data be able to access the integrated information easily to support their core missions. Also, increased use of the data by providers will increase the quality and timeliness of data submittals. *Description (Tasks):* 3.2.1 User Interface. Determine how a wide variety of users will use the system through a formal user requirements process (including local engineers, local police, and the general public). Build prototype and test. 3.2.2 Comprehensive Safety Analysis Software. Review commercial and government-sponsored analysis software (e.g., *SafetyAnalyst*); determine to what extent analysis needs can be met. Determine additional requirements. Develop analysis procedures to support: • Identification of high-crash locations • Identification of effective countermeasures • Support for performance measure tracking and annual GHSP report • Custom analysis and program evaluations *Measurement of Progress:* Number of system users	DOTD, Dan Magri	18 months *Milestones, Deliverables, and Reporting:* Task 1: User Requirements @ 3mos Prototype @ 12mos Final System and Users Manual at 18 months Task 2: Software Evaluation at 4 months Functional Requirements at 6 months Prototype analysis system at 12 months Final analysis system and Users Guide at 18 months	$250K (Section 408)

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	3.3 Improved Communications and Procedures for Crash Data Submittal: Part 1 *Purpose:* To improve the transmittal of crash data collected by police officers who use MDTs *Description:* This project will examine current software used in MDTs to identify improved methods for transmitting the data directly from MDTs to the central crash database. Wireless broadband connection appears to be the most promising method for achieving this. The project will develop the software needed to allow this transmittal to take place. It also will develop the procedures to be used by police officers in using the system *Measurement of Progress:* Number of local police agencies successfully integrated	DOTD, Dan Magri DPS, Chuck Miller	12 months *Milestones, Deliverables, and Reporting:* Assessment Report @ 3mos Prototype Software at 6 months Final Software and Users Guide at 12 months	$100K (Section 408)
	3.4 Improved Communications and Procedures for Crash Data Submittal: Part 2 *Purpose:* To develop the interface needed to auto-populate MDT-based crash forms with key data items *Description:* Crash data quality will be improved and officers' workloads will be decreased if data can be auto-populated by linking to central state databases. Examples include: driver history, vehicle configuration, and intersection configurations for the collision diagram. NOTE: This project requires other software upgrades to be enacted prior to undertaking. 3.4.1 Develop system requirements 3.4.2 Development and testing of prototype software 3.4.3 Development of final software *Measurement of Progress:* Number of local police agencies successfully integrated	DOTD, Dan Magri DPS, Chuck Miller OMV, Jack Green	15 months *Milestones, Deliverables, and Reporting:* System Requirements at 5 months Prototype Software at 9 months Final Software and User's Guide at 15 months	$250K (Section 408)

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	3.5 Local Assistance Program for Equipment and Software *Purpose:* To provide funds for local purchases of equipment and software related to improving traffic records *Description:* Funds will be made available for equipment, including, but not limited to: • MDT devices and software • Field data entry devices • Communications upgrades, especially wireless connections • GPS devices *Measurement of Progress:* Number of devices deployed	DPS, Chuck Miller	Ongoing, beginning 2007 *Milestones, Deliverables, and Reporting:* Annual report on assistance given to local agencies	$200K per year (Section 408)
	3.6 Citation Tracking System for State Police *Purpose:* To develop and implement a citation system (from issuance through conviction) that not only collects valuable information but serves as a model for local systems *Description (Tasks):* 3.6.1 Evaluate current e-ticket and citation tracking systems (e.g., TraCS) for use in Louisiana. 3.6.2 Develop requirements for either adapting existing systems or developing a new one. Explore integration with the Supreme Court's *Traffic Project*. 3.6.3 Develop prototype system; perform testing 3.6.4 Final system development	DPS, Chuck Miller Charlie Hardin (LA Supreme Court) LSP, Major Ralph Mitchell	18 months *Milestones, Deliverables, and Reporting:* Task 1 Report at 4 months Task 2 Report at 9 months Prototype at 15 months Final System and Users Guide at 18 months	$300K (should be supported with a grant request to FMCSA)

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	3.7 Feasibility and Design Study for Obtaining "Linked" MMUCC Crash Data Elements *Purpose:* To explore the possibility and design a system whereby "linked" data elements may be obtained from data integration rather than from direct police coding *Description:* Once system integration is achieved (Project 3.1), explore how data can be obtained automatically through linkages. This will include linking the data after submittal from the field as well as "auto-populating" data directly to MDTs *Measurement of Progress:* Number of data elements capable of being linked; number of PARs where linkage is achieved	DOTD, Dan Magri DPS, Chuck Miller LSU, Helmut Schneider	12 months *Milestones, Deliverables, and Reporting:* Final report at 12 months	$100K (Section 408)
	3.8 EMS Data Needs and System Integration Study *Purpose:* To identify the data required to support both EMS and highway safety missions and to design a system that meets these needs *Description (Tasks):* Document and evaluate what the 75+ ambulance services are currently collecting (e.g., CAD data) 3.8.1 Review other states' progress in establishing EMS Run data systems; review commercial products as well 3.8.2 Explore feasibility of establishing a statewide trauma registry 3.8.3 Explore feasibility and requirements for becoming a CODES state 3.8.4 Design data collection system for EMS Run and Trauma Registry	DHH, Nancy Bourgeois DPS, Chuck Miller	15 months *Milestones, Deliverables, and Reporting:* Draft Report at 12 months Final Report at 15 months	$200K (Section 408)

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
	3.9 EMS Run Demonstration Project *Purpose:* To build on the Needs and Integration Study by implementing a limited program of collecting EMS Run data *Description:* Identify one urban and one rural ambulance service with the infrastructure to support an EMS Run data collection system. Provide funds to upgrade systems to meet requirements. Allow systems to collect data for 6 months. Conduct evaluation: • Ease of system use • Data quality (accuracy, completeness, consistency, and timeliness) • Operating costs • Institutional problems	DHH, Nancy Bourgeois DPS, Chuck Miller	12 months *Milestones, Deliverables, and Reporting:* System Implementation Guide at 3 months Evaluation Report @12months	$300K (Section 408)
	3.10 Software Implementation and Maintenance *Purpose:* To provide resources for implementing and maintaining field software modules and the central Highway Safety Information System	Dan Magri, DOTD	Ongoing, beginning 2007	$75K per year (Section 408)

Table 3.1 Action Plan for the Louisiana Highway Safety Information System Strategic Plan (continued)

LA-HSISSP Objective	Activity/Description	Responsible Agencies	Schedule	Budget
4. Advocate and Promote Highway Safety Through Improved Traffic Records	4.1 Prepare Legislative Briefings and Public Relations Materials *Purpose*: To provide information to legislative and executive personnel that promotes improved data used in highway safety *Description*: Prepare PowerPoint briefings and brochures on the following topics: • Value of maintaining a comprehensive Highway Safety Information System • Establishing mandatory statewide injury surveillance (EMS Run) data submittals, especially as a precursor for becoming a CODES state • Making crash investigation and reporting mandatory in all police academy training curricula • Mandatory BAC testing requirements for all persons involved in fatal crashes	DPS, Chuck Miller	9 months *Milestones, Deliverables, and Reporting:* Individual briefings and brochures at 9 months	$75K (Section 408)

Figure 3.2 Schedule
2006-2010

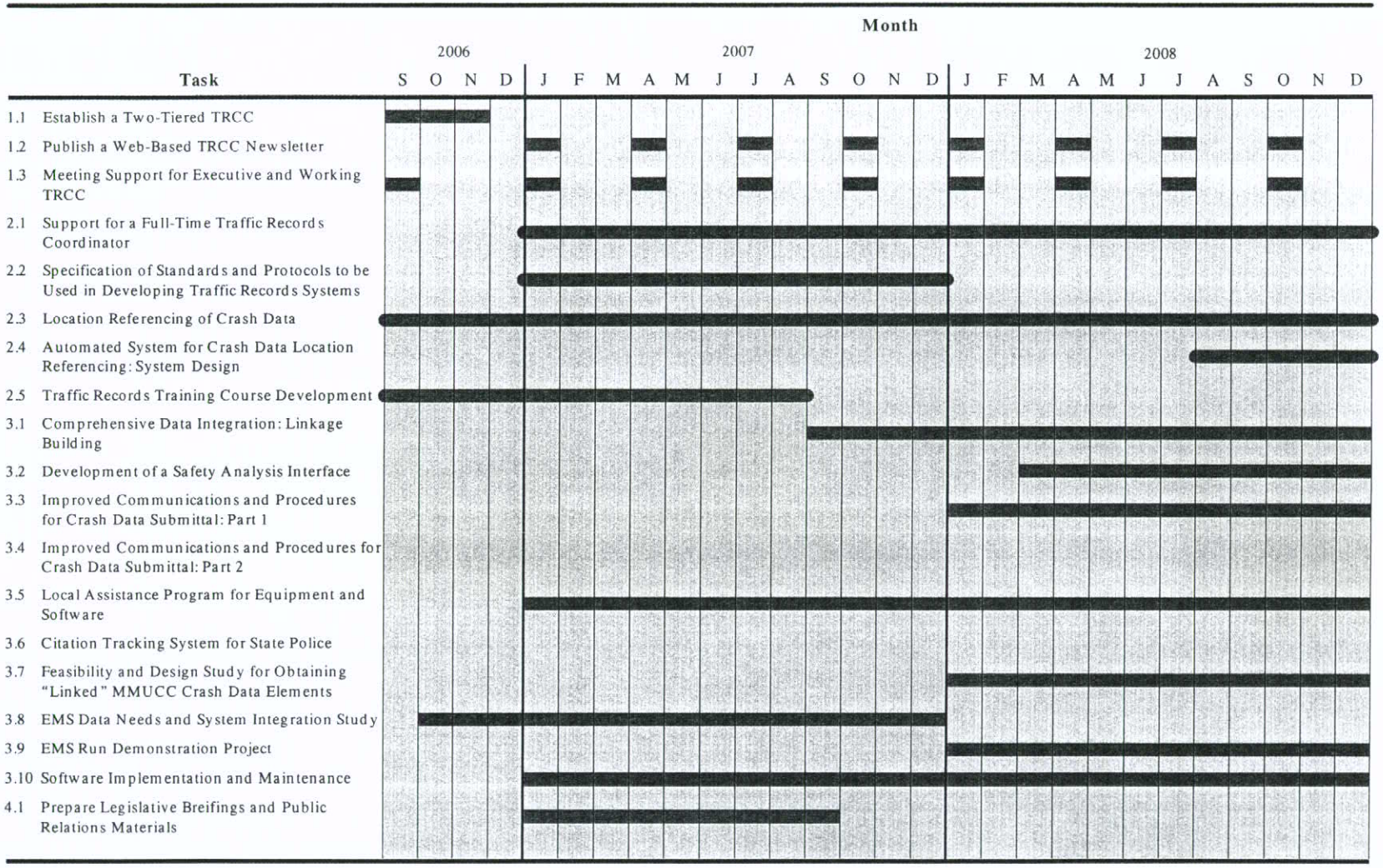
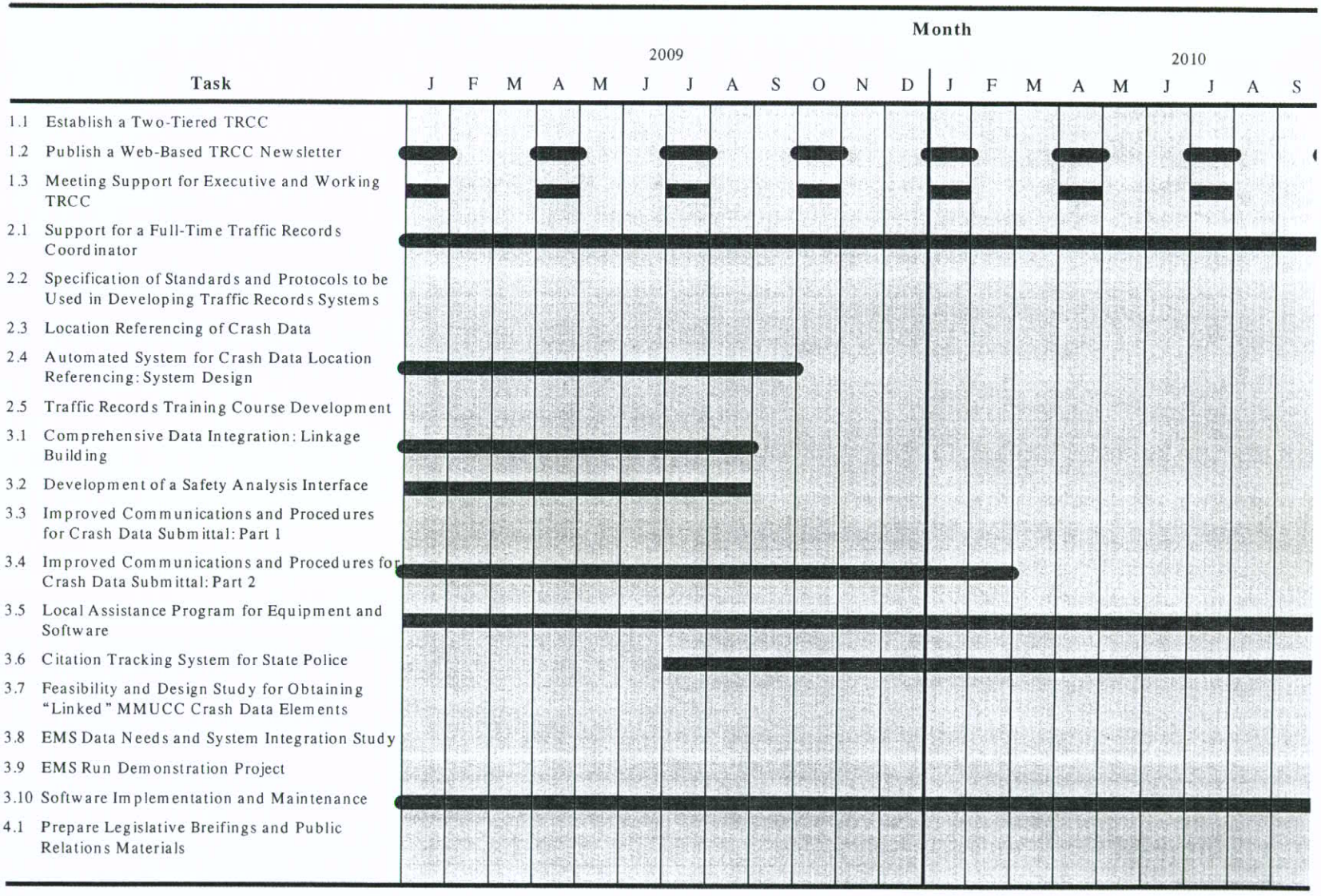

Month
2006
2007
2008
Task
S O N D J F M A M J J A S O N D J F M A M J J A S O N D
1.1 Establish a Two-Tiered TRCC
1.2 Publish a Web-Based TRCC Newsletter
1.3 Meeting Support for Executive and Working TRCC
2.1 Support for a Full-Time Traffic Records Coordinator
2.2 Specification of Standards and Protocols to be Used in Developing Traffic Records Systems
2.3 Location Referencing of Crash Data
2.4 Automated System for Crash Data Location Referencing: System Design
2.5 Traffic Records Training Course Development
3.1 Comprehensive Data Integration: Linkage Building
3.2 Development of a Safety Analysis Interface
3.3 Improved Communications and Procedures for Crash Data Submittal: Part 1
3.4 Improved Communications and Procedures for Crash Data Submittal: Part 2
3.5 Local Assistance Program for Equipment and Software
3.6 Citation Tracking System for State Police
3.7 Feasibility and Design Study for Obtaining "Linked" MMUCC Crash Data Elements
3.8 EMS Data Needs and System Integration Study
3.9 EMS Run Demonstration Project
3.10 Software Implementation and Maintenance
4.1 Prepare Legislative Breifings and Public Relations Materials

Figure 3.2 **Schedule (continued)**
2006-2010


Month
2009
2010
Task
J F M A M J J A S O N D J F M A M J J A S
1.1 Establish a Two-Tiered TRCC
1.2 Publish a Web-Based TRCC Newsletter
1.3 Meeting Support for Executive and Working TRCC
2.1 Support for a Full-Time Traffic Records Coordinator
2.2 Specification of Standards and Protocols to be Used in Developing Traffic Records Systems
2.3 Location Referencing of Crash Data
2.4 Automated System for Crash Data Location Referencing: System Design
2.5 Traffic Records Training Course Development
3.1 Comprehensive Data Integration: Linkage Building
3.2 Development of a Safety Analysis Interface
3.3 Improved Communications and Procedures for Crash Data Submittal: Part 1
3.4 Improved Communications and Procedures for Crash Data Submittal: Part 2
3.5 Local Assistance Program for Equipment and Software
3.6 Citation Tracking System for State Police
3.7 Feasibility and Design Study for Obtaining "Linked" MMUCC Crash Data Elements
3.8 EMS Data Needs and System Integration Study
3.9 EMS Run Demonstration Project
3.10 Software Implementation and Maintenance
4.1 Prepare Legislative Breifings and Public Relations Materials

NOTE: The projects defined in Table 3.1 were developed specifically for this Plan and have not yet been implemented. In addition, the projects chronicled in Table 2.1, which are either currently underway or will be shortly, are an integral part of the LA-HSISSP. For the most part, this latter group of projects have been developed to enhance information systems owned by individual state agencies in order to advance their primary missions, but they also have residual effects for enhancing traffic records in Louisiana.

In order to fund the actions, Louisiana must rely on successful application to NHTSA for Section 408 funds (State Traffic Safety Information System Improvements grants). Under the SAFETEA-LU legislation, states that submit successful grant applications will receive no less than $300,000 in the first year and no less than $500,000 in successive years. Assuming these funding levels, it will require five years of successive grant applications to fully fund all the activities in the Action Plan, currently budgeted at $3,015,000 over a five-year period. Additionally funding beyond the Section 408 grants also are proposed for the new projects listed in Figure 3.1, including in-kind service and FMSCCA grants (CVARS and MCSAP).

In terms of funding, approximately 40 percent of the budgeted $3,015,000 is targeted at the third goal area, Enhance the Safety Information System to Promote Additional Types of Safety Analyses. This will be a relatively large-scale information management system development that will be difficult to fund without Section 408 grant assistance. While many other activities in the Action Plan can be absorbed within agency operating budgets, the Enhanced SMS cannot, nor has any other source of funding been identified to finance it. However, even without it, if the other activities are acted upon, substantial gains in the quality, coverage, and use of safety data will be attained. It may be possible that FMCSA grants may be used to cover system development costs at least partially.

3.4 Prioritizing the Action Plan

The Action Plan has been developed assuming that funding is available to undertake all of the activities over the five-year period covered by this Plan. However, there is no guarantee that Section 408 funds can be obtained for all five years. Therefore, a three-tiered prioritization of projects is being made as a contingency, with high priority associated with Tier 1, and priority associated with Tier 3. These priorities were established by:

- Reviewing the Action Plan for critical projects upon which one or more future activities rest; and
- Reaching consensus among TRCC members that the priority order is appropriate.

Tier 1 – Essential Activities That Must be Undertaken Regardless of the Availability of Grant Funding

- Project 1.1 Establish a Two-Tiered TRCC
- Project 1.3 Meeting Support for TRCC
- Project 2.1 Support for a Full-Time Traffic records Coordinator
- Project 2.3 Location Referencing of Crash Data
- Project 3.2 Development of a Safety Analysis Interface
- Project 3.8 EMS Data Needs and System Integration Study

Tier 2 – Activities That Would Improve Safety Data But Are Not Essential

- Project 1.2 Publish a Web-Based TRCC Newsletter
- Project 2.2 Specification of Standards and Protocols to be Used in Developing Traffic Records Systems
- Project 2.4 Automated System for Crash Data Location Referencing
- Project 2.5 Traffic Records Training Course Development
- Project 3.1 Comprehensive Data Integration: Linkage Building
- Project 3.3 Improved Communications and Procedures for Crash Data Submittal: Part 1
- Project 3.5 Local Assistance Program for Equipment and Software
- Project 3.9 EMS Run Demonstration Project
- Project 3.10 Software Implementation and Maintenance
- Project 4.1 Prepare Legislative Briefings and Public Relations Materials

Tier 3 – Additional Activities To be Undertaken If Funding Was Available

- Project 3.4 Improved Communications and Procedures for Crash Data Submittal: Part 2

- Project 3.6 Citation Tracking System for State Police
- Project 3.7 Feasibility and Design Study for Obtaining "Linked" MMUCC Crash Data Elements

3.5 How the LA-HSISSP Meets SAFETEA-LU Requirements for Section 408 Grants

An assessment of how the Section 408 grant requirements are met by the LA-HSISSP and other activities underway in Louisiana follows.

1. ... established a highway safety data and traffic records coordinating committee with a multidisciplinary membership **A TRCC ALREADY EXISTS AND WILL BE EXPANDED TO INCLUDE AN EXECUTIVE LEVEL AS PER THIS PLAN.**

2. ... developed a multiyear highway safety data and traffic records system strategic plan:

   - that addresses existing deficiencies in the State's highway safety data and traffic records system **ACCOMPLISHED BY THIS PLAN AND THE 2005 TRAFFIC RECORDS ASSESSMENT;**
   - that is approved by the highway safety data and traffic records coordinating committee **COMPLETED AS PART OF THIS PLAN;**
   - that specifies how existing deficiencies in the State's highway safety data and traffic records system were identified **ACCOMPLISHED BY THIS PLAN;**
   - that prioritizes, on the basis of the identified highway safety data and traffic records system deficiencies of the State, the highway safety data and traffic records system needs and goals of the State **ACCOMPLISHED BY THIS PLAN; THE SCHEDULE AND BUDGETED AMOUNTS FOR EACH ACTIVITY IN THE ACTION PLAN INDICATE THE PRIORITY;**
   - that identifies performance-based measures by which progress toward those goals will be determined **SAFETY PERFORMANCE MEASURES ARE DEFINED IN LOUISIANA'S COMPREHENSIVE SAFETY PLAN, TRAFFIC RECORDS PERFORMANCE MEASURES ARE INLCUDED IN THIS PLAN, AND "MEASUREMENT OF PROGRESS" INDICATORS HAVE BEEN INCLUDED IN THE PROJECT DESCRIPTIONS;** and
   - that specifies how the grant funds and any other funds of the State are to be used to address needs and goals identified in the multiyear plan **PROVIDED BY THE ACTION PLAN IN THIS SECTION.**

3. ... Certifies to the Secretary that an assessment or audit of the State's highway safety data and traffic records system has been conducted or updated within the preceding five years *TRAFFIC RECORDS ASSESSMENT COMPLETED IN 2005.*

4. ... Certifies to the Secretary that its highway safety data and traffic records coordinating committee continues to operate and supports the multiyear plan *COMPLETED.*

5. ... Specifies how the grant funds and any other funds of the State are to be used to address needs and goals identified in the multiyear plan *PROVIDED BY THE ACTION PLAN IN THIS SECTION.*

6. ... Demonstrates to the Secretary measurable progress toward achieving the goals and objectives identified in the multiyear plan *MUST BE INCLUDED IN THE ANNUAL "Traffic Safety Problem Identification Report" AS SPECIFIED IN THE ACTION PLAN.*

7. ... Submits to the Secretary a current report on the progress in implementing the multiyear plan *MUST BE INCLUDED IN THE ANNUAL "Traffic Safety Problem Identification Report" AS SPECIFED IN THE ACTION PLAN.*

3.6 System Coverage of the Plan

Table 3.2 shows the relationship between the projects in the Action Plan and the type of Louisiana information systems covered.

Table 3.2 Action Plan Projects and Their Effect on Information Systems

Project	Information System					
	Crash	Roadway	Driver	Vehicle	Court	Inj. Surv.
1.1 Establish a Two-Tiered TRCC	○	○	○	○	○	○
1.2 Publish a Web-Based TRCC Newsletter	○	○	○	○	○	○
1.3 Meeting Support for Executive and Working TRCC	○	○	○	○	○	○
2.1 Support for a Full-Time Traffic Records Coordinator	○	○	○	○	○	○
2.2 Specification of Standards and Protocols to be Used in Developing Traffic Records Systems	●	●	●	●	●	●
2.3 Location Referencing of Crash Data	●	●				
2.4 Automated System for Crash Data Location Referencing: System Design	●	●				
2.5 Traffic Records Training Course Development	●	○	○	○	○	○
3.1 Comprehensive Data Integration: Linkage Building	●	●	●	●	●	●
3.2 Development of a Safety Analysis Interface	●	●	●	●	●	●
3.3 Improved Communications and Procedures for Crash Data Submittal: Part 1	●					
3.4 Improved Communications and Procedures for Crash Data Submittal Part 2	●					
3.5 Local Assistance Program for Equipment and Software	●	●				●
3.6 Citation Tracking System for State Police			●		●	
3.7 Feasibility and Design Study for Obtaining "Linked" MMUCC Crash Data Elements	●					
3.8 EMS Data Needs and System Integration Study						●
3.9 EMS Run Demonstration Project						●
3.10 Software Implementation and Maintenance	●	●	●	●	●	●
4.1 Prepare Legislative Briefings and Public Relations Materials	●				●	●

○ = Indirectly Affected

● = Directly Affected