

# Louisiana Highway Safety Plan

Federal Fiscal Year 2018



*prepared for*  
National Highway Traffic Safety Administration  
*prepared by*

Louisiana Highway Safety Commission

John Bel Edwards - Governor  
Katara A. Williams Ph.D. - Executive Director  
and Governor's Highway Safety Representative



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**National Highway Traffic Safety Administration**

*prepared by*

**Louisiana Highway Safety Commission**

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<http://www.lahighwaysafety.org>

*date*

**July 3, 2017**

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## List of Acronyms

BAC	Blood Alcohol Concentration
BRCA	Baton Rouge Collegiate Alliance
CDS	Crash Data System
CTW	Countermeasures That Work
CMV	Commercial Motor Vehicle
CPS	Child Passenger Safety
DOTD	Louisiana Department of Transportation and Development
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DWI	Driving While Intoxicated
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America’s Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HSIP	Highway Safety Improvement Program
ISDS	Information Systems and Decision Sciences (at LSU)
JUDE	Juvenile Underage Drinking Enforcement
LaHEC	Louisiana Higher Education Coalition to Reduce Alcohol, Tobacco, and Other Drugs
LEL	Law Enforcement Liaison
LHSC	Louisiana Highway Safety Commission
LSP	Louisiana State Police
LSU	Louisiana State University

MAC	Motorcycle Awareness Campaign
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MPO	Metropolitan Planning Organizations
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
NPSP	National Priority Safety Programs
OLA	Office of Legal Affairs (DPS)
OP	Occupant Protection
P&A	Planning and Administration
PDO	Property Damage Only
PI&E	Public Information and Education
PIO	Public Information Officer
PTS	Police Traffic Services
SCPDC	South Central Planning and Development Commission
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TRCC	Traffic Records Coordinating Committee
VIP	Victim Impact Panels
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled

# Governor's Letter

Office of the Governor  
State of Louisiana

JOHN BEL EDWARDS  
GOVERNOR



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May 19, 2017

Dear Friends,

I am pleased to share with you the Louisiana Highway Safety Plan (LHSP) for the 2018 Federal Fiscal Year. This plan is a result of strategic data analyses, stakeholder input, research and guidance on trends that affect traffic safety. These pages, produced by the Louisiana Highway Safety Commission (LHSC), contain Louisiana's blueprint for reducing crashes and fatalities, with a focus on "*Changing Behaviors, Saving Lives.*"



Louisiana invests significant resources into engineering, construction, and maintenance of modern roads that are safe to navigate. Our law enforcement officers patrol those roads and often put their own lives at risk to keep all drivers and passengers safe through the enforcement of our traffic laws. The LHSC works with its partners in law enforcement, transportation, health and education in the public and private sectors to design programs to improve safety. The role of the LHSC is to help drivers make better decisions, especially when it comes to impaired driving, wearing your seat belt, and reducing distractions while driving.

The cost of maintaining these programs is steep, but it is nothing compared to the cost Louisiana suffers through vehicle crashes. In 2015, vehicle crashes cost our State more than \$8.6 billion in property damage, medical costs, and lost productivity according to the Highway Safety Research Group. Even those costs are dwarfed by the human suffering caused by more than 750 deaths and 81,000 injuries from vehicle crashes. We must do better, and the LHSP is our plan of attack.

I'd like to take this opportunity to thank Executive Director Dr. Katara Williams and her staff for diligently working to make Louisiana a safer place to live. I also appreciate the efforts of our safety partners, including the National Highway Traffic Safety Administration, Louisiana State Police and Louisiana Department of Transportation and Development, to reduce the number of injuries and deaths on our highways.

Most of all, I want to thank you, the citizens of Louisiana, for making a conscious effort to be part of a safer society that values good judgment, respect for the law, and respect for our fellow citizens. Your continued support is critical in promoting safety across our State and offers the promise of saving even more lives.

Sincerely,

A handwritten signature in black ink, appearing to read "John Bel Edwards".

John Bel Edwards  
Governor



# A Message from Katara Williams, Ph.D.

*Governor's Representative for Highway Safety*



The human and economic consequences of motor vehicle crashes in Louisiana are unacceptable. The Louisiana Highway Safety Commission (LHSC) recognizes that future improvements can only be attained through increased collaboration and the expansion of partnerships with multiple state and Federal agencies; municipal, parish, and state law enforcement agencies; and nonprofit organizations throughout Louisiana. This Highway Safety plan serves as our strategic foundation for the upcoming Federal Fiscal Year, and we are pleased to include a host of new partners to help carry out this work.

Over the last ten years traffic fatalities and serious injuries have gone down 24 percent. We've seen encouraging improvements in some safety areas, such as a historic high seat belt use rate, a 57 percent decrease in fatalities among drivers under age 21, and a 36 percent decrease in speeding-related fatalities since 2006. However, some areas, such as impaired driving that represent 34 percent of our fatalities, continue to be a safety concern on our roadways. Overall, in 2015 a total of 752 lives were lost on Louisiana roadways, after seeing fatalities decrease to 680 in 2011. In 2015, Louisiana recorded 102 pedestrian fatalities, 91 motorcyclist fatalities, and 34 bicyclist fatalities among these vulnerable road users. In 2015, the motor vehicle fatality crash rate per 100 million vehicle miles traveled (VMT) was 1.51 as compared to the national average of 1.13. Louisiana highway safety partners and stakeholders recognize the need to coordinate activities and resources to achieve safer roadways for all of our state's travelers.

This year the LHSC is expanding delivery of our program by increasing our educational initiatives and outreach. We have forged new partnerships with organizations who are dedicated to the cause, and recently welcomed our inaugural class of highway safety ambassadors who will help us spread our traffic safety messages. Our ambassador program will serve as a national model for greater engagement with primary, secondary, and post-secondary partners. We have also extended our commitment to Louisiana's Strategic Highway Safety Plan (SHSP) and our shared traffic safety vision for reducing traffic-related deaths and serious injuries known as Destination Zero Deaths, by designating a LHSC liaison to work directly with the nine SHSP regional coalitions.

The LHSC remains committed to working with our partners and stakeholders to identify the State's most serious traffic safety problems and implement the most effective approaches to solve them.





## Legislative Summary

Legislation passed in the 2016 and 2017 legislative sessions has prompted a number of administrative changes to Louisiana's laws pertaining to highway safety. The LHSC is confident these legislative changes will lead to safer roadways in the future.

1. Act 613, passed June 17, 2016 and effective January 1, 2017 is a bail reform bill which would remove the mandate that offenders failing to install an ignition interlock device as a condition of bail be revoked and incarcerated. They may still be revoked and incarcerated in the discretion of the judge, but that is no longer mandatory.
2. HB 97, effective August 1, 2017, exempts officers investigating vehicular homicides from completing the homicide investigator training program required of peace officers leading homicide investigations.
3. HB 241, effective August 1, 2017, requires driver's education curriculum to include instruction on appropriate conduct when a driver is stopped by a law enforcement officer and additionally requires instruction on the economic and adverse effects of littering.
4. HB 437, effective August 1, 2017, allows driver's education to be taught in an alternative method (outside of the classroom) to persons 18 years of age and older.
5. HB 487, effective August 1, 2017, removes requirement that novelty drivers licenses display disclaimer language and specifies it is not a defense to display language indicating a novelty item is a fictitious credential. Allows OMV to issue a cease and desist order to violators and to demand a penalty of up to \$500 a day for disobeying the order, as well as court costs.
6. HB 692, effective August 1, 2017, provides for insurance bar codes on inspection stickers and insurance cards, requiring law enforcement officers to use electronic means to verify insurance coverage. Drivers would still be required to provide proof of insurance in instances where the officer is unable to verify electronically.
7. SB 17, effective August 1, 2017, requires driver's education curriculum to include instruction on appropriate conduct when a driver is stopped by a law enforcement officer.
8. SB 96, effective upon signature of the governor, adds personnel to the list of persons authorized to access the Prescription Monitoring Program. Those given access under the bill are medical examiners, coroners, substance abuse counselors, probation/parole officers, and specialty court (i.e., DWI Court and drug court) personnel.
9. ACT 46 (SB 127), effective 8/1/17, prohibits obscuring a license plate with any covering or film that obscures the characters or issuing jurisdiction of the plate.
10. SB 139, effective November 1, 2017, Omnibus bill dealing with alternatives to incarceration. Amends several statutes addressing probation, parole, and diminution of sentence for felony

offenders. Vehicular homicide, 1st degree vehicular negligent injuring, third-offense DWI, and fourth-offense DWI are all impacted by the passage of this legislation.

11. ACT 74 (SB 152), effective upon effective date of administrative rules; no later than August 1, 2018, provides for a "needs accommodation" designation on the driver's license or ID of a person with special needs. Requires a sworn statement from a medical professional before the designation is issued and provides POST training for law enforcement on dealing with persons with special needs.
12. SB 154, effective August 1, 2017, requires local governing authorities to post signs announcing location of mobile speed cameras.

# 1.0 Louisiana’s Highway Safety Planning Process

## 1.1 Introduction

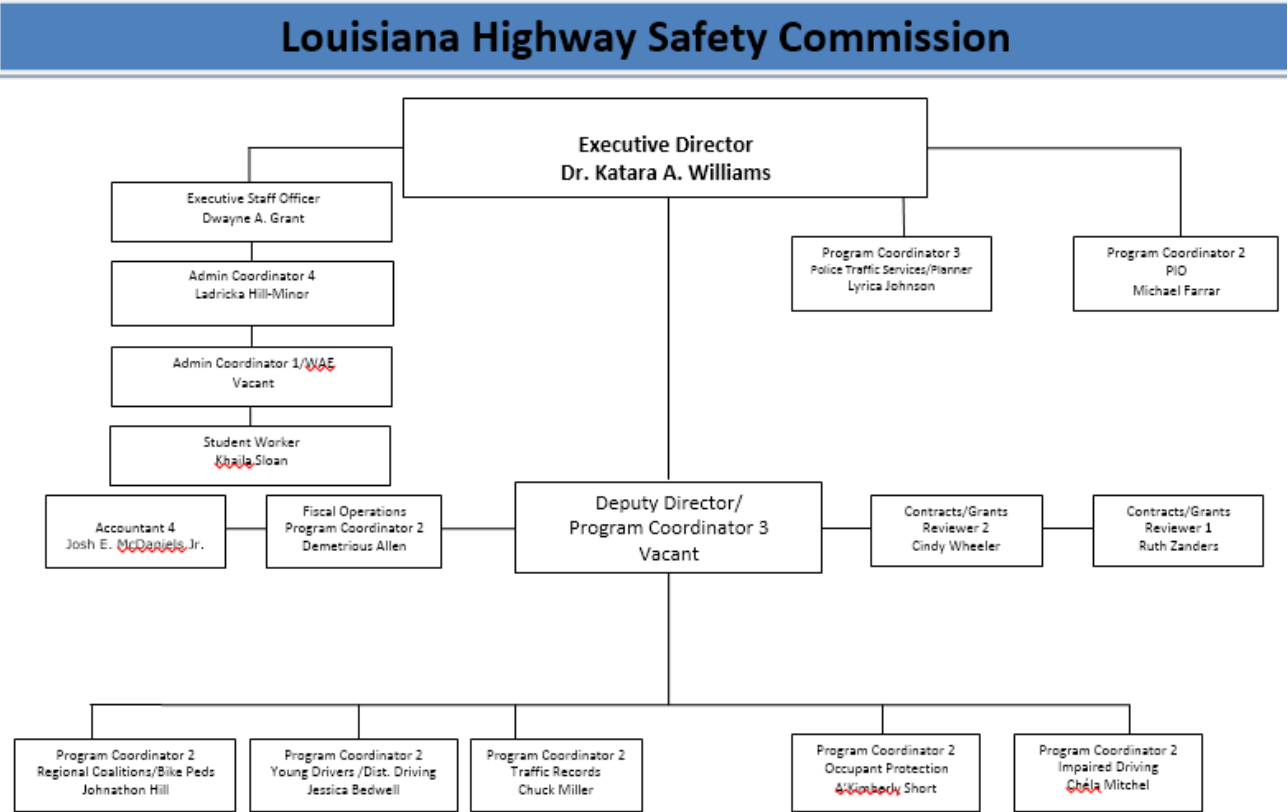
### Mission Statement

The LHSC administers the State’s highway safety grant program that is designed to reduce traffic crashes and the resulting deaths, injuries, and property damage associated with them. Programs and projects are administered in accordance with uniform guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA).

### Organization

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

**Figure 1.1 Organizational Chart**



## Governor's Appointed Commission

The LHSC is supported by a 21-member Commission appointed by the Governor, which includes:

**Jim Craft, Chairman**, Lafayette Parish, 3<sup>rd</sup> Congressional District;

**Jason Hughes, Vice Chairman**, Orleans Parish, 2<sup>nd</sup> Congressional District;

**Sheriff Rodney Arbuckle**, DeSoto Parish, At-Large;

**Cherie Ausberry**, East Baton Rouge Parish, At-Large;

**Fabian Blanche, Jr.**, East Baton Rouge Parish, At-Large;

**Andy Brown**, Jackson Parish, 5<sup>th</sup> Congressional District;

**Roland Chevalier**, St. Martin Parish, 3<sup>rd</sup> Congressional District;

**James T. Dickerson**, Iberville Parish, At-Large;

**Karleen Green**, East Baton Rouge Parish, At-Large;

**Russell Haman**, Calcasieu Parish, At-Large;

**Jeffery McKneely**, Tangipahoa Parish, At-Large;

**Wally McMakin**, East Baton Rouge Parish, At-Large;

**Lt. Col. Mark Oxley**, Livingston Parish, 6<sup>th</sup> Congressional District;

**Carl Pendley**, Caddo Parish, 4<sup>th</sup> Congressional District;

**Dennis Pevey**, Tangipahoa Parish, At-Large;

**Jimmy Pohlmann**, St. Bernard Parish, 1<sup>st</sup> Congressional District;

**Dustin Reynolds**, Webster Parish, At-Large;

**Mayor Reggie Skains**, Union Parish, At-Large;

**John Snow**, East Baton Rouge Parish, At-Large;

**Chris Tyson**, East Baton Rouge Parish, At-Large; and

*Vacant Seat*

The LHSC administers projects in accordance with the Highway Safety Act of 1966 (Public Law 89 564) and guidelines promulgated by the NHTSA and the FHWA. Louisiana projects support the nine National Priority Safety Programs identified by NHTSA and Railroad Safety.

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.

## 1.2 Overview of the Planning Process

This HSP contains the goals, performance measures, and strategies Louisiana has set for Federal Fiscal Year (FFY) 2018 and is provided as part of the Louisiana application for FFY 2018 Federal highway safety funds.

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

### Planning Partners

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

- Baton Rouge Alcohol and Drug Abuse Council
- Baton Rouge Mayor’s Office
- Baton Rouge Safety Council
- Bayou Classic/NOCCI
- Board of Regents-Council of Student Body Presidents
- Capitol Regional Planning Commission
- Department of Health and Hospitals, Office of Behavioral Health
- Department of Insurance
- East Baton Rouge Alcohol Beverage Control
- East Baton Rouge Parish I CARE
- Faith-Based Communities
- Louisiana Mothers Against Drunk Driving
- Louisiana Motor Transport Association
- Louisiana Office of Alcohol and Tobacco Control
- Louisiana Office of the Governor
- Louisiana Office of Motor Vehicles
- Louisiana Police Jury Association
- Louisiana Sheriffs Association
- Louisiana State Police
- Louisiana State University
- Louisiana Supreme Court
- Louisiana Traffic Records Coordinating Committee

- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- Governor’s Highway Safety Association
- Governor’s Office of Safe and Drug-Free Schools
- Grambling State University
- Legislators
- Louisiana Association of Chiefs of Police
- Louisiana Legislative Black Caucus Foundation
- Louisiana Department of Transportation and Development
- Louisiana District Attorneys Association
- Louisiana Highway Safety Research Group
- Louisiana Transportation Assistance Program
- Louisiana Transportation Research Center
- National Organization of Black Law Enforcement Executives
- New Orleans Planning Commission
- New Orleans Safety Council
- Nicholls State University
- Northwestern University
- Southern University and A&M College
- South Central Planning and Development Commission
- South East Louisiana DWI Task Force
- Southeastern Louisiana University
- University of Louisiana – Lafayette
- University of Louisiana – Monroe

## Data Sources

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

Performance targets for the identified NHTSA Core Performance Measures are established by the LHSC utilizing the most recent available data from the Fatality Analysis Reporting System (FARS) and the Highway Safety Research Group (HSRG) at Louisiana State University.

## Steps in the Planning Process

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



approved by the Commission, and will be awarded for FFY 2018 project activity following NHTSA's approval of the HSP.

The LHSC utilizes a cyclical planning process that is in constant review, assessment, and modification. The process is reflected in the annual planning calendar in Table 1.1.

**Table 1.1 Annual HSP Planning Calendar**

<b>Activity</b>	<b>Completion Date</b>	<b>Responsible</b>
Gain information and insight on trends, issues, and future programming needs through regular meetings with planning partners, participation in local projects whenever possible, and participation in SHSP state and regional meetings and events.	Continuous	Program Coordinators/Contract Planner/Executive Director
Assigned LHSC program coordinators meet to debrief previous year's programs strategies. Problem identification review. LHSC management set annual performance targets. Make project recommendations to Executive Director for next fiscal year funding.	January/February	LHSC Staff
Solicit requests for proposals via website, email, and newspaper ads.	March	LHSC Staff
Receive proposals from potential contractors. Send proposals to appropriate program coordinator.	March	LHSC Staff
Proposal review. Assemble funding recommendations for two-day proposal review workshop. Assess previous year carry forward and reallocate funds where necessary.	March/April	Fiscal Manager/Contract Planner
Two-day Grant Review Workshop held. Coordinators provide an analysis of proposals including problem ID, past performance (if applicable) and funding recommendation. Budgets are assembled per funding source	April	LHSC Staff/Executive Director/Commission Members
Determine Federal funding estimates and gain input from partner agencies and stakeholders on program direction to create specific plans and projects within each program area. LHSC program coordinators meet to discuss new program strategies for upcoming HSP.	April/May	Fiscal Manager/Contract Planner
Prepare list of staff recommendations for the June Commission meeting.	April/May	LHSC Staff
Executive Director meets with Executive Committee of the Commission if requested by Chairman.	April/May	Executive Director
Draft the Highway Safety Plan.	May/June	Executive Director/Planner

<b>Activity</b>	<b>Completion Date</b>	<b>Responsible</b>
Project recommendations are made to LHSC for consideration. Staff then send award letters and begin drafting contracts.	June	Executive Director/LHSC Staff
Complete contract then routing sheets. Generate PO#. Contract goes through first fiscal review, and if no corrections, routing sheet signed.	June	LHSC Staff
Review contract, and if no corrections, sign routing sheet.	June/July	Coordinators/Grant Reviewer
Contract goes through first and second fiscal review stages, and if no corrections, routing sheet signed.	June/July	LHSC Planner/Staff
Send approved contract to contractor for signature.	July	LHSC Staff/Executive Director
Receive signed contract from contractor. Review contract for signatures, initials, vendor location, W-9s. Encumber funds.	July	Coordinators
Submit final HSP to NHTSA.	July	Planner/Executive Director
Address NHTSA comments/questions, revise HSP, and submit revised final HSP to NHTSA.	July/August	Planner/Executive Director
Receive HSP approval letter from NHTSA.	August	NHTSA Region 6
Sign contracts.	August	LHSC Staff/Executive Director
Original copy of fully executed contract sent to contracting agency. Keep a signed copy of contract for records.	August	LHSC Staff
Implement programs and projects.	October	LHSC Staff

## Coordination with the Strategic Highway Safety Plan

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

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

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

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

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

### 1.3 Problem Identification Process

#### Participants

In addition to gathering input from the partners referenced in Section 1.2, the LHSC also conducts multiple assessments and surveys each year. The Louisiana State University (LSU) Information Systems and Decision Sciences (ISDS) and the HSRG collect and analyze data, host a web-accessible database, and publish the annual Louisiana Traffic Records Data Report. All of these resources are used to determine Louisiana's most serious highway safety problems and develop the problem identification section of the Highway Safety Plan.



#### Data Sources

The Highway Safety Plan is based upon the most recent published data available at [HSRG Data Reports](#), in addition to the most recent FARS data, which is available at [NHTSA FARS](#). The LHSC utilizes the Louisiana Traffic Records Data Report and the STSI web site to analyze, down to the parish-level, data on licensed driver populations, and compares crash data to ensure specific programs are being conducted within the identified parishes to address their traffic safety needs.

As an example, Table 1.2 from the Louisiana Traffic Records Data Report provides an overview of Louisiana's vehicle miles traveled, licensed drivers, population, registered vehicles, and crash trends from 2005 to 2016. For each category one-year and five-year differences are also shown.

Per the Louisiana FARS staff, the final number of fatalities in 2015 was 752. This fatality total was reported to NHTSA for updating the 2015 FARS ARF data file, but at the time of this publication it had not been updated on NHTSA's State Traffic Safety Information (STSI) web site.

**Table 1.2 Traffic Information Overview**

Year	Vehicle Miles Traveled (100 Million Miles)	Licensed Drivers (1,000)	Population (1,000)	Registered Vehicles (1,000)	Injury Crashes (1,000)	All Injuries (1,000)	Fatal Crashes	Fatalities	Driver Fatalities	Number of Vehicles Involved in Fatal Crashes	Property Damage-Only Crashes (1,000)
2005	450	2,869	4,577	3,874	49.5	82.9	872	963	649	1,364	108.1
2006	454	2,856	4,303	3,934	48.8	80.1	890	987	688	1,350	112.5
2007	454	2,838	4,376	3,991	48.1	78.9	900	993	662	1,326	110.4
2008	450	2,851	4,436	4,048	46.5	76.0	821	916	597	1,202	110.3
2009	449	2,860	4,492	4,105	45.3	73.9	729	824	556	1,078	109.9
2010	455	2,869	4,544	4,155	42.5	68.8	644	721	469	962	104.6
2011	465	2,902	4,575	4,053	43.3	70.3	634	680	468	991	105.8
2012	468	2,927	4,602	3,889	44.1	72.5	652	723	458	965	107.9
2013	478	2,941	4,625	3,957	43.5	70.6	651	703	489	987	109.8
2014	483	2,941	4,650	3,887	44.8	72.7	662	740	491	948	111.5
2015	482	2,958	4,670	3,901	48.3	78.7	698	752	522	1,093	119.3
2016	490	2,972	4,692	N/A	49.8	81.5	705	758	493	1,132	123.1
Difference											
1-Year	1.7%	0.5%	0.5%	0.4%	3.1%	3.6%	1.0%	0.8%	-5.6%	3.6%	3.2%
5-Year	5.4%	2.4%	2.6%	-6.1%	15.0%	15.9%	11.2%	11.5%	5.3%	14.2%	16.4%

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

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

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

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

- <http://www.lahighwaysafety.org/>;
- <http://hsrg.lsu.edu/>; <http://lacrash.lsu.edu/>;
- <http://www-fars.nhtsa.dot.gov/Main/index.aspx>;
- <http://www.nhtsa.gov/>;
- <http://www-nrd.nhtsa.dot.gov/CATS/Index.aspx>; and
- [http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22\\_LA/2014/22\\_LA\\_2014.htm](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/22_LA/2014/22_LA_2014.htm).

In addition to the specific data mentioned and these web sites, the LHSC utilizes the most current U.S. Census information, Crime Lab's toxicology data (for drugged driving), Computer On-Line Breath Records Archive (COBRA) data (for alcohol impaired driving), Office of Motor Vehicle's driver's license file data, and grantee performance data from previous years.

The LHSC also conducts multiple assessments and surveys each year. The LHSC has routinely conducted Observational Safety Belt Usage surveys since 1986 and Child Passenger Safety Usage surveys since 1991. Both surveys provide additional data sources for the LHSC to utilize in reviewing progress and setting future objectives. In 2012, 2013, and 2015, the LHSC also conducted Nighttime Adult Seat Belt Observational Usage surveys to better understand the behaviors of high-risk users.

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 the [Louisiana Highway Safety Commission](#).

### Steps in the Problem Identification Process

Data analysis is initially completed by the Louisiana State University's ISDS and the HSRG and provided to the LHSC in an annual publication. The Louisiana Traffic Records Data Report provided the basis for additional data analysis by LHSC. Data used by the LHSC staff are subsequently provided to subgrantees during the contract negotiating process. With the exception of the available FARS data for the core performance measures all crash data used throughout this report reflects state data (provided by the Highway Safety Research Group at Louisiana State University), unless noted otherwise.



The following steps were used in the problem identification process for the FFY 2018 highway safety programs:

- **Step 1** – The most recent available data (2015 FARS ARF and 2016 state data) were used to compare parishes using total population, total fatal and injury crashes, number of fatalities, urban and rural crash distinction, alcohol-related fatal and injury crashes, pedestrian fatalities, bicycle fatalities, motorcycle fatalities, railroad fatalities, large truck and bus fatalities, youth involved crashes, and costs associated with traffic crashes.
- **Step 2** – Although numerous parishes have specific traffic needs, the LHSC chooses parishes with multiple needs concerning injury crashes, fatal crashes, and total fatalities. Data from the Louisiana Traffic Records Data Report are used to evaluate each parish within population groupings and evaluate a five-year trend in each identified category. A five-year trend analysis, with emphasis on population outreach, assists in determining the selected parishes. The LHSC’s goal is to consistently reach 85 percent of the State’s population and a minimum of 70 percent of the State problem in each category.
- **Step 3** – A five-year trend is used for an additional analysis of prominent issues, i.e., motorcycle helmet usage, railroad, and pedestrian issues. Allocations to program areas are based on the magnitude of each problem based on the analysis. Survey results (belt use, helmet use, and public perception) are also analyzed.

### Selection Process Steps

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

- **Step 1** – Assigned LHSC program coordinators discuss each of the expected NHTSA grant awards for the next fiscal year distribution, determine current contractors’ feasibility (including program analysis and fiscal performance), and discuss potential new resources that will further assist the LHSC in attaining set goals. Analysis of anticipated funding amounts for the next fiscal year are reviewed from Sections 402, 405, 154AL, 164AL, as well as HSIP funds, to determine potential funding available.
- **Step 2** – The LHSC program coordinators, through consensus, then recommend performance targets, strategies, and specific projects/programs for funding approval to the Executive Director for consideration. Projects/programs are selected using criteria that include response to identified problems, potential for impacting performance targets, innovation, evidence-based countermeasures, adequate evaluation plans, and input provided by partners.
- **Step 3** – The LHSC Executive Director may present the recommendations to the Executive Committee, if requested, and subsequently presents the recommended projects to the LHSC Commission for approval.

- **Step 4** – Upon Commission approval, the LHSC staff creates contracts and solicits participation from the agency identified in the plan.
- **Step 5** – All approved contract agencies and individuals are contacted to begin the subgrant development phase with a starting date of October 1, 2017 or immediately upon receipt if after that date, subject to the availability of Federal funds.

## Statewide Demographics

### **Louisiana State Demographics**

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

Official population estimates for 2016 list Louisiana as having a population of 4,681,666 individuals. Out of this population, over half of them reside in urbanized areas while the remainder of the population resides in rural areas. Much of the population is concentrated around major urban centers including New Orleans, Baton Rouge, the Shreveport-Bossier City metropolitan area, Lafayette, and Lake Charles.

The median household income in Louisiana is \$45,047 in contrast with a median income of \$53,889 for the U.S. overall. The State's poverty rate is 19.6 percent in comparison to a national rate of 13.5 percent.

The majority of Louisiana's population identifies as White (64.3 percent) while the next largest racial group identifies as Black or African American (33.1 percent) American Indian, Asians, and multiracial people make up the remaining amount of the population in the State.

**Table 1.3 Louisiana Population Demographics**  
*2015*

<b>Group</b>	<b>Percentage</b>
<b>White</b>	64.3%
<b>Black or African American</b>	33.1%
<b>American Indian and Alaska Native</b>	1.3%
<b>Asian</b>	2.0%
<b>Native Hawaiian and Other Pacific Islander</b>	0.1%
<b>Persons Reporting Two or More Races</b>	1.8%
<b>Hispanic or Latino</b>	4.7%

Source: U.S. Census Bureau, 2015.

## Performance Trends and Data

Data for the Highway Safety and Performance Plan were extracted from the Louisiana Traffic Records Report for nonfatal injury data as well as fatality data for the year 2016 unless otherwise noted. All other fatality data was extracted from the Fatality Analysis Reporting System (FARS) from 2015 and prior years where noted. The on-line data from Louisiana for 2016 was pulled on June 1, 2017 but may otherwise change throughout the year as crash data are submitted by law enforcement.

Three national activity measures are also noted that track citations issued and arrests made were during grant-funded enforcement activities only. The data below are collected by the Louisiana Highway Safety Commission from annual grant reports. States are required to track, but are not required to set annual performance targets, for these activity measures.

State data shows that in 2016 there were:

- 757 fatalities, five more than 2015;
- 757 people killed, a 0.7 percent increase from 752 in 2015;
- 49,853 injury crashes, which represents an increase of 3.2 percent from 2015;
- 81,545 injuries in motor vehicle crashes, an increase of 3.5 percent from 2015; and
- 123,100 property damage only (PDO) crashes, an increase of 3.5 percent from 2015.

Of the fatal crashes in 2016:

- The percentage of all unrestrained occupants killed (six years and older) decreased by 2 percent from 247 in 2015 to 242 in 2016;
- Alcohol impaired fatalities increased from 33.7 percent of all fatalities in 2015 to 44.1 percent of all fatalities in 2016;
- Fatal crashes involving drivers 18- to 20-year olds as a percent of all fatal crashes decreased by 38.7 percent from 2015 to 2016;
- 12.4 percent of fatalities involved a motorcycle, a 0.1 percent increase from 2015 to 2016.

Table 1.4 shows the performance targets for the FFY 2018 HSP. These targets were established based on reviewing five-year average trends from 2006 to 2015, as well understanding the overall long-term objective of reducing fatalities by half by 2030. Except for core outcome measures C-2 and B-1, all figures reflect the most recent FARS figures as shown on the NHTSA State Traffic Safety Information (STSI) web site ([NHTSA STSI](#)).

**Table 1.4 FFY 2018 Louisiana Core Performance Measures  
2011 to 2015**

CORE OUTCOME MEASURES			2011	2012	2013	2014	2015
C-1	Traffic Fatalities (FARS)	Annual	680	723	703	740	752
		5-Year Moving Average	827	773	730	713	736
	Decrease traffic fatalities 2 percent from the 2011-2015 average of 736 to 721.0 (2014-2018 average) by December 31, 2018.						
C-2	Serious Injuries <sup>a</sup> in Traffic Crashes (State Crash File)	Annual	1,416	1,395	1,330	1,348	1,388
		5-Year Moving Average	1,637	1,546	1,447	1,386	1,372
	Decrease serious traffic injuries 2 percent from the 2011-2015 average of 1,372 to 1,344.3 (2014-2018 average) by December 31, 2018.						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.46	1.54	1.47	1.53	1.51
		5-Year Moving Average	1.82	1.69	1.58	1.52	1.52
	Decrease fatalities/100 MVMT 2 percent from the 2011-2015 average of 1.52 to 1.493 (2014-2018 average) by December 31, 2018.						
	Rural Fatalities/VMT	Annual	1.73	1.7	1.73	1.94	1.91
	Urban Fatalities/VMT	Annual	1.26	1.42	1.29	1.24	1.23
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	270	240	248	284	247
		5-Year Moving Average	348	309	279	265	258
	Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 8.8 percent from the average in 2011-2015 of 261 to 238 by December 31, 2018.						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	219	235	232	247	245
		5-Year Moving Average	290	262	240	232	236
	Decrease alcohol impaired driving fatalities 3.0 percent from the average in 2011-2015 of 236 to 229 by December 31, 2018.						
C-6	Speeding-Related Fatalities (FARS)	Annual	214	211	193	204	165
		5-Year Moving Average	250	241	229	212	197
	Decrease speeding-related fatalities 2.5 percent from the average in 2011-2015 of 197 to 192 by December 31, 2018.						
C-7	Motorcyclist Fatalities (FARS)	Annual	80	78	86	83	91
		5-Year Moving Average	85	83	84	80	84
	Decrease motorcyclist fatalities 3.6 percent from the average in 2011-2015 of 84 to 81 by December 31, 2018.						

CORE OUTCOME MEASURES			2011	2012	2013	2014	2015	
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	14	4	18	10	12	
		5-Year Moving Average	20	17	14	11	12	
	Decrease unhelmeted motorcyclist fatalities 16.7 percent from the average in 2011-2015 of 12 to 10 by December 31, 2018.							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	94	99	87	81	75	
		5-Year Moving Average	129	113	104	94	87	
	Decrease drivers age 20 or younger involved in fatal crashes 5.7 percent from the average in 2011-2015 of 87 to 82 by December 31, 2018.							
C-10	Pedestrian Fatalities (FARS)	Annual	90	119	97	105	102	
		5-Year Moving Average	99	100	98	98	103	
	Decrease pedestrian fatalities 2.9 percent from the average in 2011-2015 of 104 to 101 by December 31, 2018.							
C-11	Bicyclist Fatalities (FARS)	Annual	18	24	14	13	34	
		5-Year Moving Average	15	15	16	16	21	
	Decrease bicyclist fatalities 1 percent from the average in 2011-2015 of 20 to 19 by December 31, 2018.							
CORE BEHAVIOR MEASURE			2011	2012	2013	2014	2015	
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	78.0%	79.3%	82.5%	84.1%	85.9%	
		Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2.2 percentage points from 87.8 percent in 2016 to 90 percent in 2018.						
ACTIVITY MEASURE			2011	2012	2013	2014	2015 <sup>a</sup>	2016
A-1	Seat Belt Citations	Annual	69,432	62,348	65,462	74,979	60,174	63,012
A-2	Impaired Driving Arrests		6,481	5,474	8,741	9,499	7,594	3,679
A-3	Speeding Citations		10,638	8,696	8,926	7,961	20,300	20,263*

Source: NHTSA STSI/FARS; Highway Safety Research Group at Louisiana State University. Accessed June 12, 2015.

<sup>a</sup> Serious injuries are comprised of “Code B” injuries, defined as follows:

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

\*Note: Speeding citations were underreported in the 2016 Annual Report and are correct here.

The 2016 attitudinal survey data provided in Table 1.5 is from the Seat Belts, Speeding, Electronic Device Use, and Impaired Driving Attitudinal Survey conducted for the LHSC by Applied Technology Research Corporation. There is a 95 percent certainty that the statistics presented for the results are not more than 3.5 percentage points above or below the figure that would have been obtained if all of the licensed motorists would have been interviewed.

**Table 1.5 Seat Belts, Speeding, and Impaired Driving Attitudinal Survey**  
*Louisiana Drivers*

	2012	2013	2014	2015	2016
How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle, or pick up? “Always” and “Nearly Always”	92.6%	95.5%	95.4%	95.3%	96.0%
What do you think the chances are of getting a ticket if you do not wear your safety belt? “Very likely” and “Somewhat likely”	75%	78.2%	77%	75.5%	77.2%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? “Yes”	55.5%	45.1%	43.3%	37.9%	28.8%
What do you think the chances are of getting a ticket if you drive over the speed limit? “Very Likely” and “Somewhat Likely”	86.1%	88.5%	87.6%	86.8%	89.1%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? “Yes”	38.8%	43.8%	35.5%	38.2%	32.3%
On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour? “Always” and “Nearly Always”	19.8%	20.2%	18.4%	15.9%	16.3%
On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour? “Always” and “Nearly Always”	13.2%	11.1%	9.7%	11.3%	11.2%
What do you think the chances are of someone being arrested if they drive after drinking? “Very Likely” and “Somewhat Likely”	87.4%	89.9%	84%	83.1%	84.2%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? “Yes”	69.6%	62.9%	63.7%	69.2%	56.0%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? “None”	84.5%	56.8%	57%	57.6%	76.0%

Note: Telephone surveys were of 800 licensed motorists statewide in 2016.

**Louisiana Highway Safety Problem ID Parishes**

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



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

In 2017, Louisiana’s problem ID parishes account for:

- 64 percent of the State’s total licensed driver population;
- 64 percent of total fatal and injury crashes; and
- 60 percent of motor vehicle crash-related fatalities.

Louisiana identified the 16 parishes that account for the greatest portion of the State’s alcohol-related fatal and injury crashes. In 2017, the 16 parishes below account for 79 percent of all alcohol-related fatal crashes and 64 percent of all alcohol-related injury crashes.

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

Louisiana’s entire problem identification file can be accessed at [LHSC Problem Identification](#).

### Highest Priorities for FFY 2018

Based upon the problem identification conducted, the following program areas will be pursued in FFY 2018: impaired driving, occupant protection, traffic records, motorcycle safety, police traffic services (speeding, and aggressive driving), young drivers, community traffic safety programs, distracted driving, railroad/highway crossing safety, and hazard elimination (Highway Safety Improvement Program).

## 1.4 Performance Measures and Targets

### Overview

The LHSC used the following process to identify realistic and measurable single-year performance targets, and identify performance measures for each program area. The LHSC reviewed actual fatalities and linear trends for five-year periods. Trends were evaluated to determine if a linear target for 2018 was realistic. In most cases, a linear trend-derived target was adopted. In a few cases, maintenance of the most recent low number was selected as the target or another target is chosen. The rationale for the selected targets is included in Table 1.6. The targets will be revised from year to year based on the previous year's accomplishments. While the LHSC reports on three grant activity-based performance measures (i.e., the number of seat belt citations, impaired driving arrests, and speeding citations issued during grant funded enforcement activities) each year, these are not included in Table 1.6 because annual targets are not set for these measures.

### Performance Targets

The overall goal of the LHSC is to reduce fatal and serious injury crashes on Louisiana roadways. As mentioned previously, LHSC and the DOTD teamed up to identify consistent goals to be adopted by both agencies. The two agencies agreed to adopt the AASHTO goal of halving fatalities by 2030. Louisiana's Strategic Highway Safety Plan (SHSP), which the DOTD oversees, reflects this overall goal as well. The LHSC and DOTD have adopted common performance targets for fatalities, fatality rate, and serious injuries. A one percent annual reduction for these three targets, based on the five year average, was chosen. In setting the one percent reduction target, the LHSC and DOTD considered that recent fatalities have trended upwards, and the state's loss of 154 penalty transfer funds that had been used for safety programming. Recent increases in observed seat belt usage rates were considered when establishing the serious injury target. Fluctuations in the VMT and a climbing VMT rate in recent years, plus the passage of no new safety legislation, were considered in setting the fatality rate per 100 MVMT target.

Table 1.6 identifies the program areas that will be emphasized in Louisiana's highway safety program in FFY 2018, with related performance targets and measures.

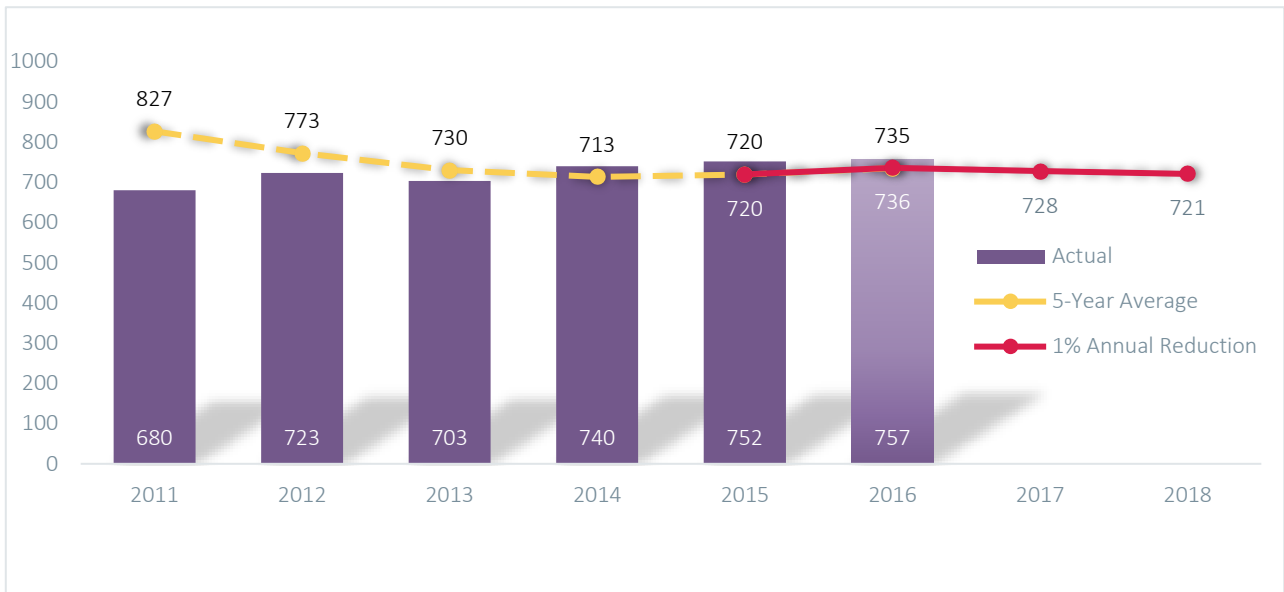
**Table 1.6 Program Area Targets and Performance Measures**

<b>Program Area</b>	<b>Performance Targets</b>	<b>Rationale</b>	<b>Performance Measures</b>
Overall	Reduce the number of fatalities by 2.0 percent from 736 (2012-2016 average) to 721.0 in 2018. (C-1)	1 percent annual reduction based on five-year average, recent upward trends in fatalities, and loss of 154 penalty transfer funds used for safety programming.	Number of motor vehicle-related fatalities.
	Reduce the number of serious injuries by 2.0 percent from 1,372 (2012-2016 average) to 1,344.3 in 2018. (C-2)	1 percent annual reduction based on five-year average and recent increases in observed seat belt usage rates.	Number of motor vehicle-related serious injuries.
	Reduce the fatality rate per 100 MVMT by 2.0 percent from 1.52 (2012 to 2016 average) to 1.493 in 2018. (C-3)	1 percent annual reduction based on five-year average, VMT fluctuations in recent years, climbing VMT rate, and no new safety laws implemented.	Fatality rate per 100 million VMT.
Occupant Protection	Reduce unrestrained passenger fatalities by 8.8 percent from 261 (2011 to 2015 average) to 238 in 2018. (C-4)	3 percent annual reduction based on five-year average.	Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
	Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2.2 percentage points from 87.8 percent in 2016 to 90 percent in 2018. (B-1)	Maintenance of the current linear trend.	Observed seat belt use of front seat outboard occupants.
Alcohol Impaired Driving	Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) fatalities by 3.0 percent from 236 (2011 to 2015 average) to 229 in 2018. (C-5)	1 percent annual reduction based on five-year average.	Number of fatalities involving a driver or motorcycle operator with BAC at 0.08 and greater.
Police Traffic Services	Reduce speeding-related fatalities by 2.5 percent from 197 (2011 to 2015 average) to 192 in 2018. (C-6)	1 percent annual reduction based on five-year average.	Number of speeding-related fatalities.

<b>Program Area</b>	<b>Performance Targets</b>	<b>Rationale</b>	<b>Performance Measures</b>
Motorcycles	Reduce motorcyclist fatalities by 3.6 percent from 84 (2011 to 2015 average) to 81 in 2018. (C-7)	1 percent annual reduction based on five-year average.	Number of motorcyclist fatalities.
	Reduce unhelmeted motorcyclist fatalities by 16.7 percent from 12 (2011 to 2015 average) to 10 in 2018. (C-8)	5 percent annual reduction based on five-year average.	Number of unhelmeted motorcyclist fatalities.
Young Drivers	Reduce fatal crashes involving drivers age 20 or younger by 5.7 percent from 87 (2011 to 2015 average) to 82 in 2018. (C-9)	2 percent annual reduction based on five-year average.	Number of drivers age 20 or younger involved in fatal crashes.
Bicycle and Pedestrian	Reduce pedestrian fatalities by 2.9 percent from 104 (2011 to 2015 average) to 101 in 2018. (C-10)	1 percent annual reduction based on five-year average.	Number of pedestrian fatalities.
	Reduce bicycle fatalities from 20 (2011 to 2015 average) by 1 percent annually with the goal of reaching 0 by 2030. (C-11)	1 percent annual reduction based on five-year average. Ultimate goal is to reach zero because a 1 percent annual reduction does not result in a whole decrease by 2018.	Number of bicycle fatalities.
Rail-Highway	Reduce rail-highway fatalities by 18.4 percent from 5 (2011 to 2015 average) to 2 in 2018.	1 percent annual reduction based on five-year average. Based on maintenance of linear trend downwards since a 1 percent annual reduction would not result in a whole decrease by 2018.	Number of rail-highway fatalities.
Distracted Driving	Reduce distracted driving fatalities by 3.2 percent from 158 (2011 to 2015 average) to 153 in 2018.	1 percent annual reduction based on five-year average.	Number of distracted driving related fatalities.



**Figure 1.2 Fatalities Trend Line Analysis**

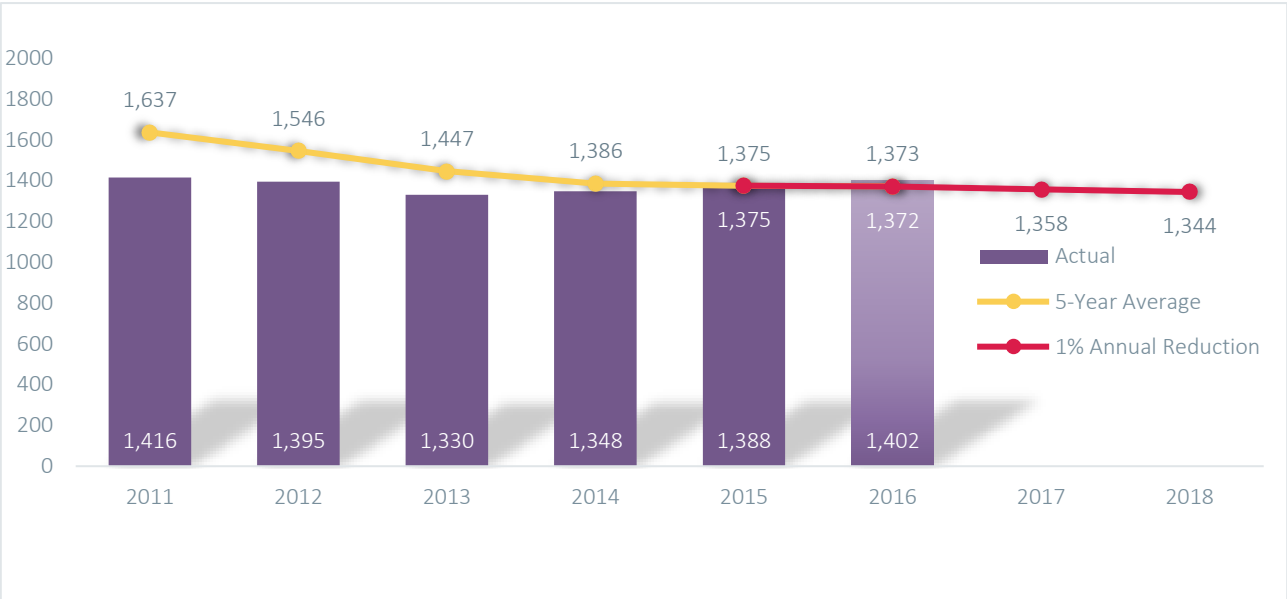


Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

The number of fatalities has fluctuated over the last six years and saw an increase from 740 in 2014 to 757 in 2016. A five-year average trend line was chosen as the most practical justification for determining the 2018 target based on the upward trend in fatalities and the state’s loss of 154 penalty transfer funds that had been used for safety programming to address fatalities in the State. To achieve the 2018 target and reverse the upward trend, fatalities will have to decrease 2 percent from 736 (2012 to 2016 average) to 721.0 in 2018.

The 2016 data is considered preliminary State data.

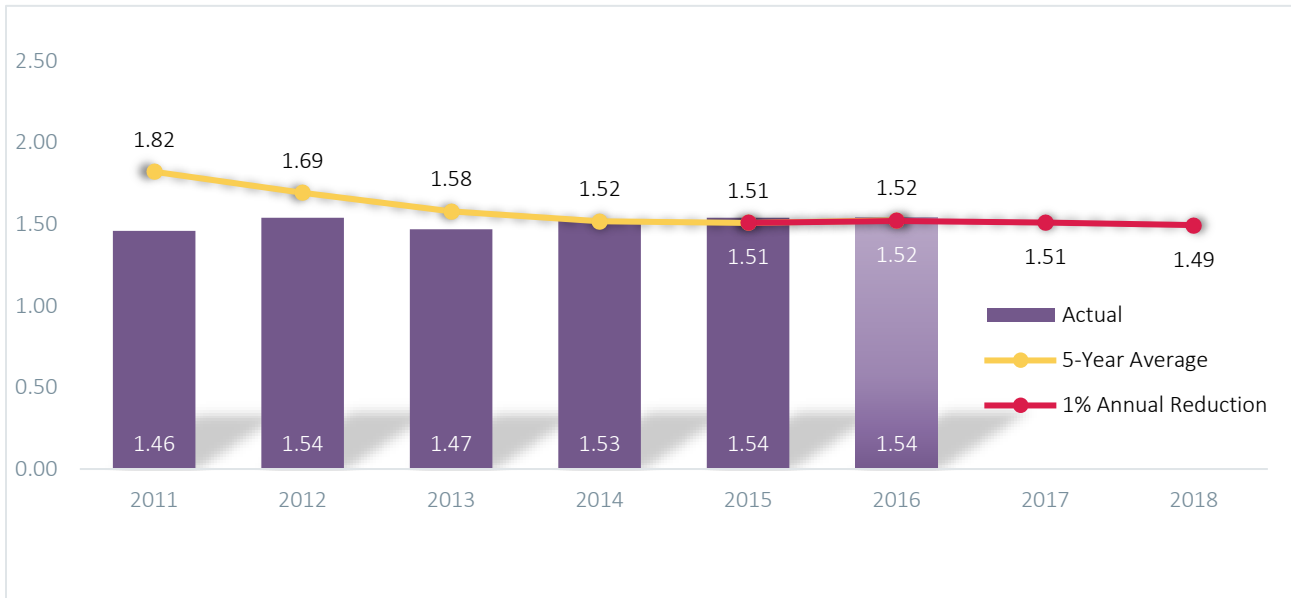
**Figure 1.3**      **Serious Injuries Trend Line Analysis**



Source: HSRG

While initially falling since 2011, the number of serious injuries rose in 2015 and 2016. A five-year trend line was chosen as the most practical justification for determining the 2018 target based in part on recent increases in observed seat belt usage rates and current countermeasure programs enacted to address the overall injuries. To achieve the 2018 target, serious injuries must be reduced by 2 percent from 1,372 (2012 to 2016 average) to 1,344.3 in 2018.

**Figure 1.4 Fatality Rate per 100 MVMT Trend Line Analysis**



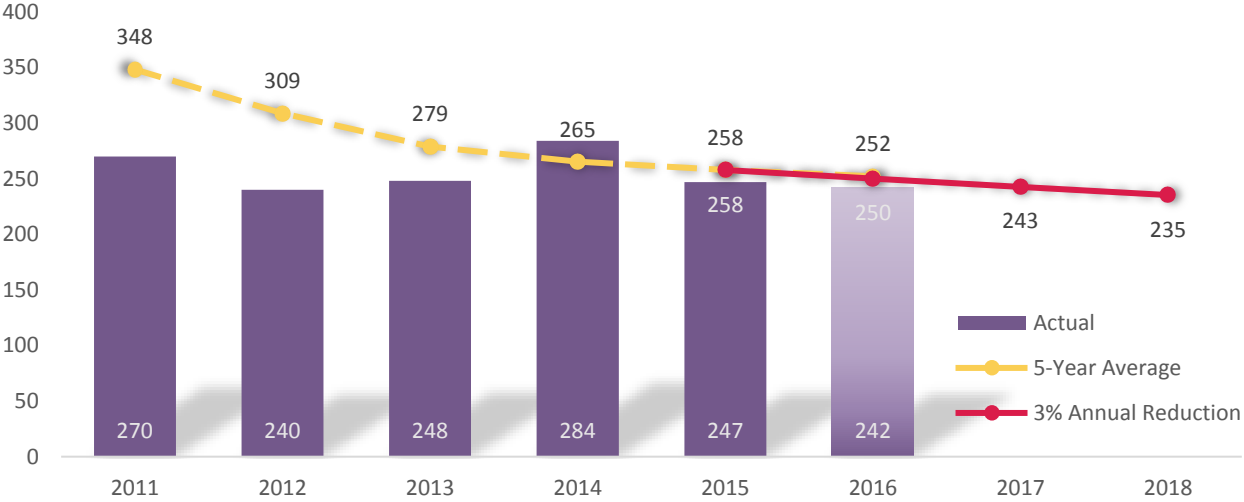
Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

The State’s fatality rate per 100 MVMT has fluctuated over the last six years but has trended upward since 2013. A five-year trend line was chosen as the most practical justification for determining the 2018 target based on trends, current countermeasure programs being implemented and that fact that no new safety legislation has passed. To achieve the 2018 target, the fatality rate needs to be reduced by 2 percent from 1.52 (2012 to 2016 average) to 1.493 in 2018.

The 2016 data is considered preliminary State data.



**Figure 1.5 Unrestrained Fatalities Trend Line Analysis**

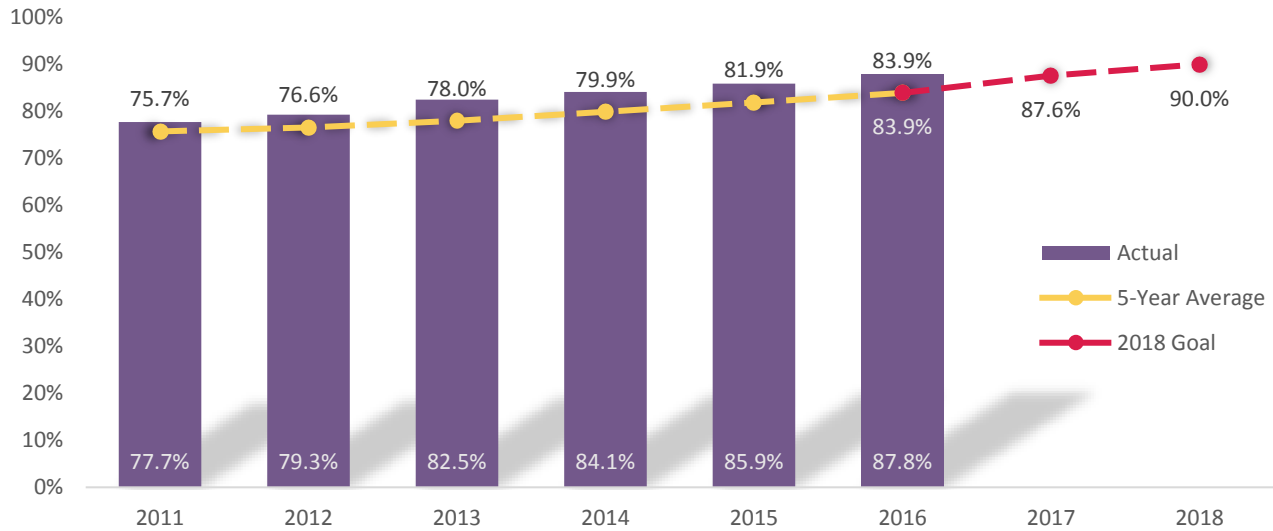


Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

Unrestrained fatalities in Louisiana have varied in the last six years and saw a sharp increase in 2014, but fell again in 2015 and 2016. To fully account for the range of changes, a five-year trend line was chosen to determine the 2018 target based on trends and countermeasure programs enacted to address unrestrained fatalities. To achieve the 2018 target, unrestrained fatalities must be reduced by 8.8 percent from 261 (2011 to 2015 average) to 238 in 2018.

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

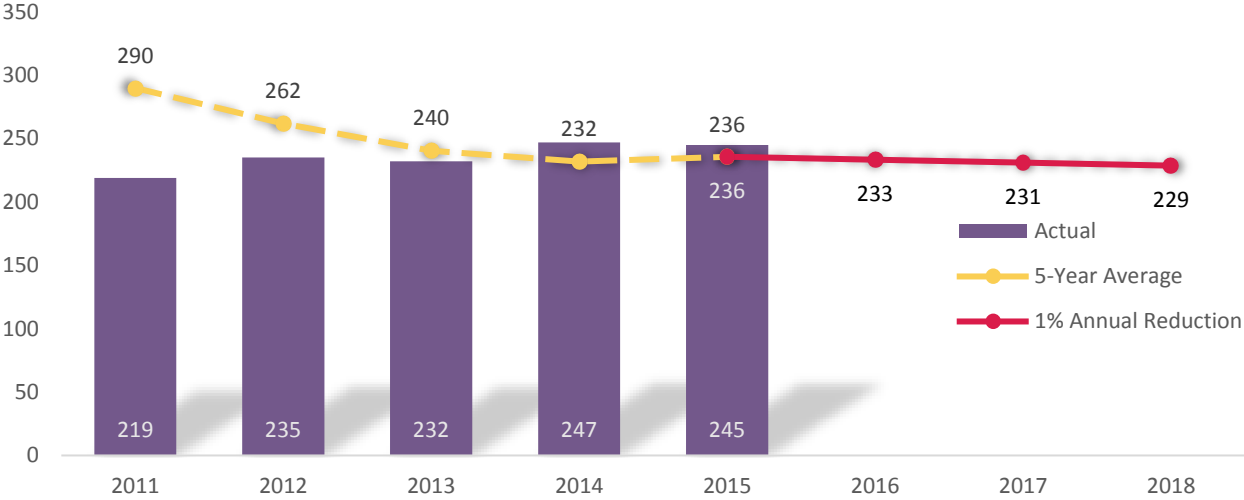
**Figure 1.6 Observed Usage Rate Trend Line Analysis**



Source: LHSC, 2016

The observed seat belt usage rate has increased steadily of the past five years from 77.7 percent in 2011 to 87.8 percent in 2016. This increase is in spite of a lack of new occupant protection legislation and a modest \$25 seat belt fine as a deterrent. The goal for 2018 is 90 percent seat belt usage which is an increase of 2.4 percent.

**Figure 1.7 Alcohol Impaired Fatalities Trend Line Analysis**

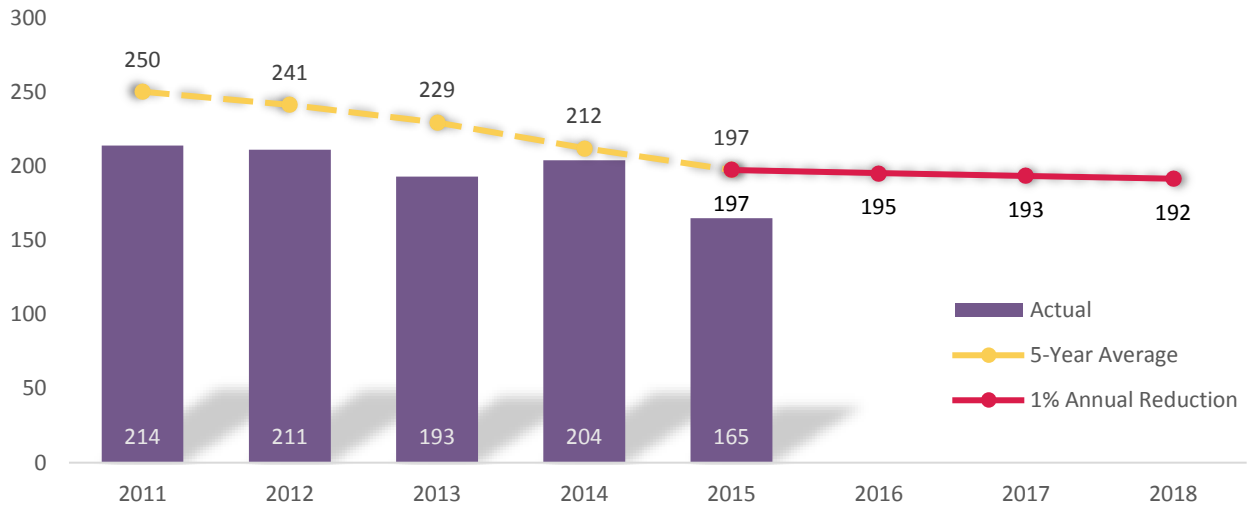


Source: NHTSA, STSI

The number of alcohol-impaired fatalities has flattened out over the last five years despite a brief uptick in 2014. A five-year trend line was chosen as the most practical justification for determining the 2018 target. To achieve the 2018 target, alcohol-impaired fatalities need to be reduced by 3 percent from 236 (2011 to 2015 average) to 229 in 2018.

The data above is from FARS and is only available through 2015. Data from the HSRG website was not used because the state uses "alcohol-related fatalities" that do not meet NHTSA's definition of alcohol impaired (fatalities involving a driver or motorcycle operator with BAC at 08 and greater).

**Figure 1.8 Speeding-Related Fatalities Trend Line Analysis**

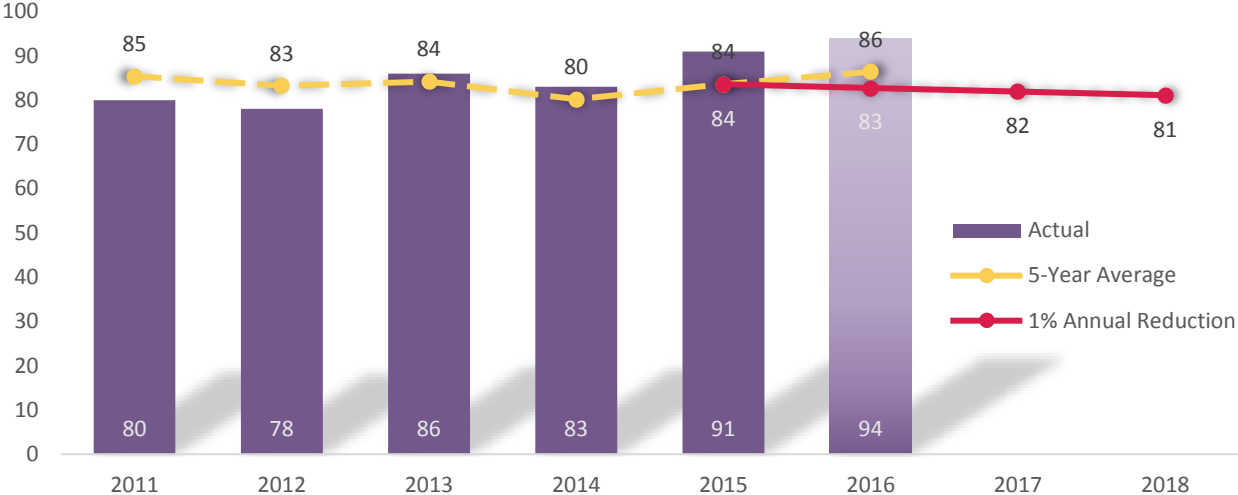


Source: NHTSA, STSI

The number of speeding-related fatalities in Louisiana has flattened out over the last five years with an overall downward trend. There was a brief increase as of 2014, yet that number dropped fairly substantially in 2015. A five-year trend line was chosen as the most practical justification for determining the 2018 target based on trends and current countermeasure programs enacted to address speeding-related fatalities. To achieve the 2018 target, speeding-related fatalities need to be reduced by 2.5 percent from 197 (2011 to 2015 average) to 192 in 2018.

The data above is from FARS and is only available through 2015. Speed related data is not available from the HSRG.

**Figure 1.9 Motorcyclist Fatalities Trend Line Analysis**

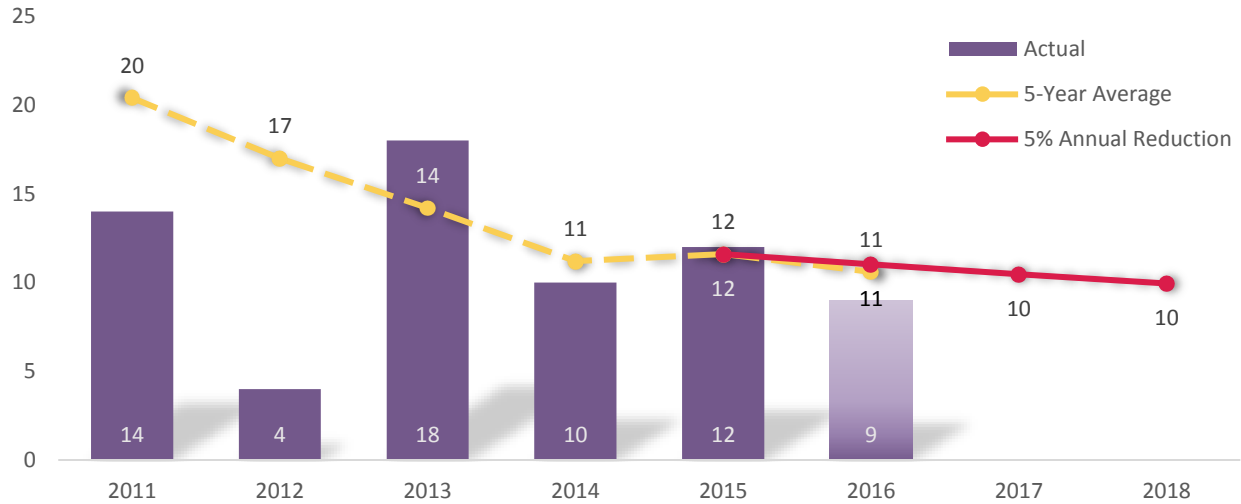


Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

The number of motorcycle fatalities has fluctuated over the last five years but is beginning to trend upwards as of 2014. In order to account for the ever-changing trends, a five-year trend line was chosen. To achieve the 2018 target, motorcycle-involved fatalities need to be reduced by 3.6 percent from 84 (2011 to 2015 average) to 81 in 2018.

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

**Figure 1.10 Unhelmeted Motorcyclist Fatalities Trend Line Analysis**

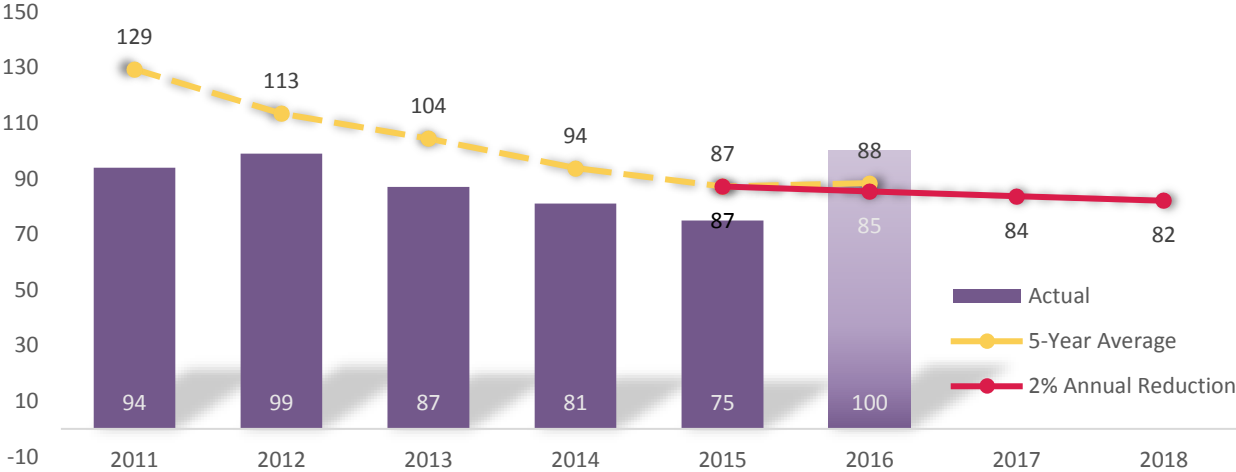


Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

The number of unhelmeted motorcyclist fatalities in the State has fluctuated considerably. Since the relative number of unhelmeted fatalities is low, it is challenging to account for fluctuations from one year to the next. Due to the high amount of variance, a five-year trend line was chosen in setting the target for 2018. To achieve this target, unhelmeted motorcyclist fatalities need to be reduced by 16.7 percent from 12 (2011 to 2015 average) to 10 in 2018.

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

**Figure 1.11 Young Drivers Fatalities Trend Line Analysis**

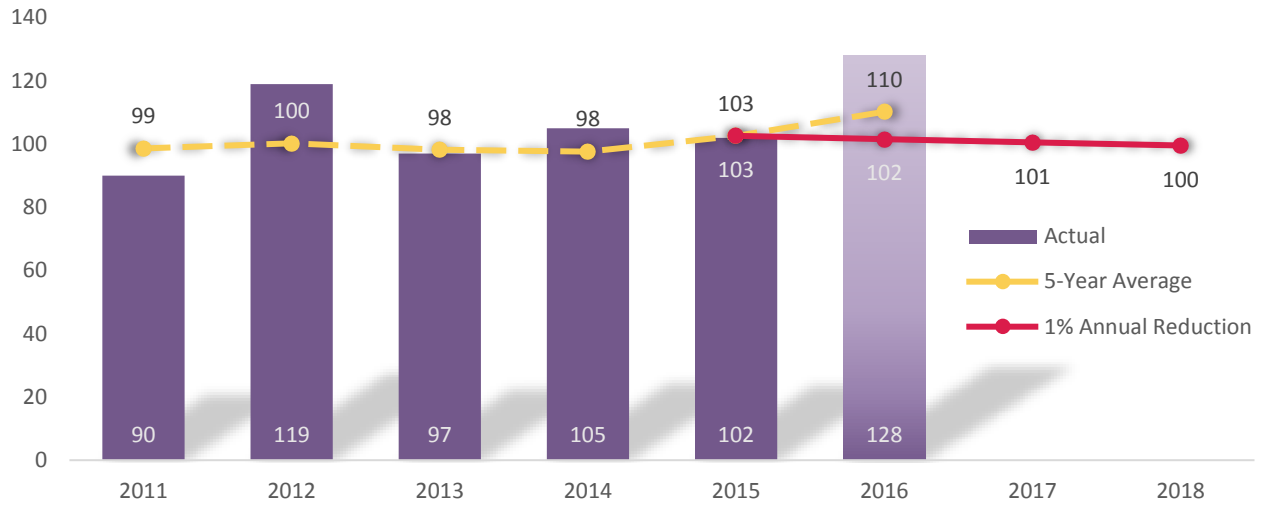


Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

Based on historical FARS data, the number of drivers fatally injured in crashes under the age of 21 has generally trended downwards in the past five years. A five-year trend line was selected as the most practical justification for selecting the 2018 target based on trends and current countermeasure programs enacted to address young driver fatalities. To achieve the 2018 target, it is necessary to reduce young driver fatalities by 5.7 percent from 87 (2011 to 2015 average) to 82 in 2018.

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

**Figure 1.12 Pedestrian Fatalities Trend Line Analysis**



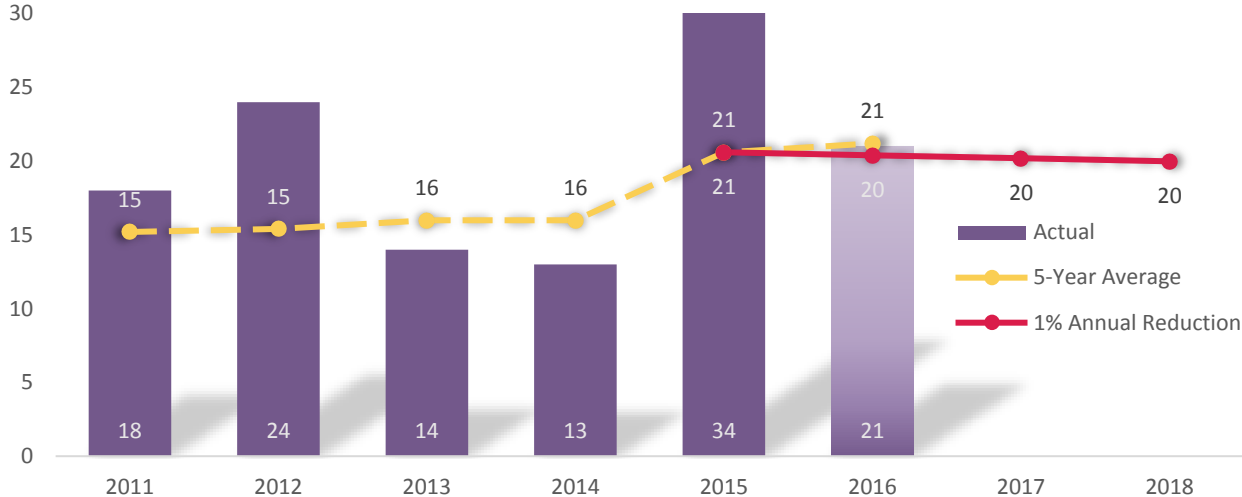
Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

The number of pedestrian fatalities has varied significantly over the last five years. The five-year trend line indicated, however, that there could be the start of an inclining trend as of 2014. To achieve the 2018 target, it is necessary to reduce pedestrian fatalities by 2.9 percent from 104 (2011 to 2015 average) to 101 in 2018.

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



**Figure 1.13 Bicyclist Fatalities Trend Line Analysis**

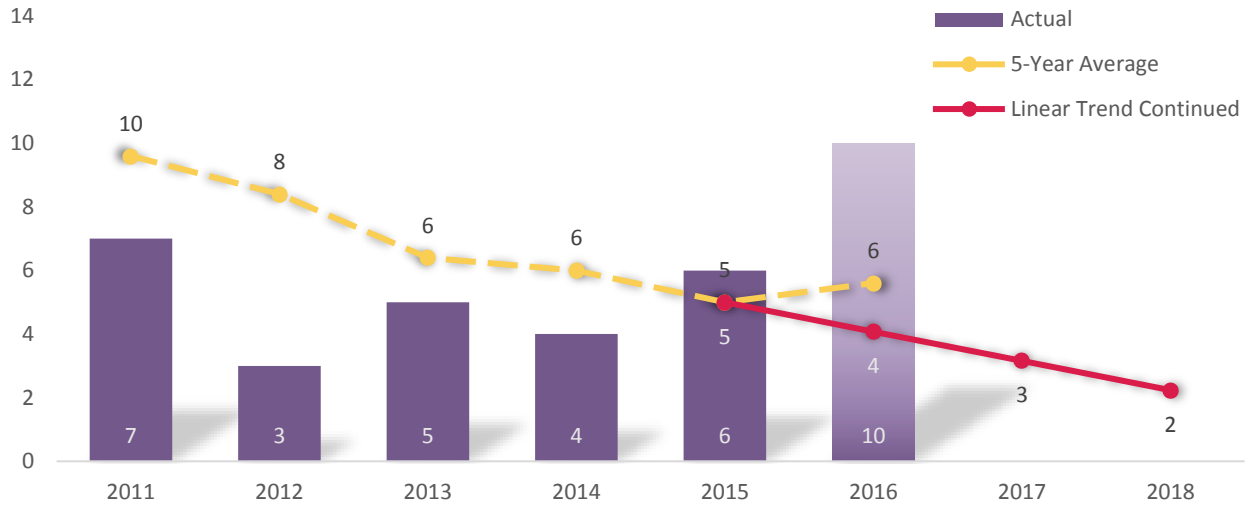


Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

Bicyclist fatalities have remained low relative to other modal fatalities and shifts significantly from year to year in most cases. 2015 was the most dangerous year in the past five years for bicyclists as evidenced by the jump from 13 fatalities in 2014 to 31 fatalities the next year. Because an annual reduction of one percent is not sufficient in seeing any whole number reduction in fatalities, it is necessary to continue reducing the number of bicyclist fatalities by 1 percent annually with the goal of zero by 2030.

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

**Figure 1.14 Rail-Highway Fatalities Trend Line Analysis**

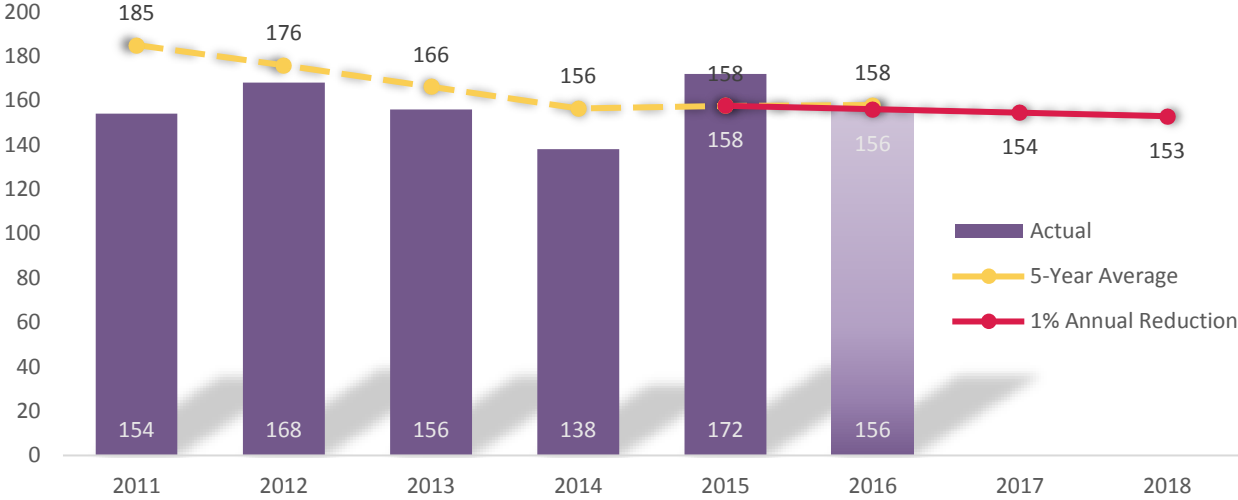


Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

Rail-highway fatalities are relatively low to begin with, and so the number of fatalities varies greatly from year to year. Due to this, the 2018 target was derived by using a five-year moving average and the continuation of that downward-sloping linear trend was chosen as the trajectory since it would result in a whole number reduction. To achieve the 2018 target, rail-highway fatalities need to be decreased by 18.4 percent from 5 (2011 to 2015 average) to 2 in 2018.

2016 data is not derived from FARS and is considered preliminary State data; it was not considered in target-setting by the LHSC.

**Figure 1.15 Distracted Driving Fatalities Trend Line Analysis**



Source: NHTSA, STSI (2011 through 2015 data) and HSRG (2016 data)

Historical data illustrated that the number of fatalities related to distracted driving have trended downward before 2015, which saw a jump from 138 in 2014 to 172. A five-year trend line was selected as the most practical justification for determining the 2018 target based on trends and current countermeasures enacted in order to address distracted driving fatalities. To achieve the 2018 target, distracted driving fatalities need to be reduced by 3.2 percent from 158 (2011 to 2015 average) to 153 in 2018.

2016 data is not derived from FARS and is considered preliminary State data; it was not considered in target-setting by the LHSC.

### 1.5 Evidence-Based Traffic Safety Enforcement Program



The LHSC has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the State’s highway safety program. Louisiana incorporates an evidence-based data-driven approach in its statewide Traffic Safety Enforcement Program (TSEP) through the following components.

#### Participants Involved

Section 1.2 provides substantial detail regarding the participants involved in the selection process for evidence-based traffic safety countermeasures. The comprehensive and diverse list of participants involved covers a large array of disciplines. The participants involved are further enhanced by the program staff at LHSC.

## Data Sources

The statewide problem identification process used in the development of the HSP has been described earlier; the data analyses are designed to identify who is overrepresented in crashes as well as when, where, and why crashes are occurring. Section 1.4 noted how the LHSC identified 16 parishes that account for the State's greatest portion of highway safety problems. These parishes also are the top 16 parishes in terms of population and special emphasis is given to law enforcement agencies in these identified Top Tier parishes to implement proven countermeasures to enhance traffic safety. Data analyses also are conducted to identify high-risk populations that may require additional or alternative responses to address traffic safety concerns. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data are provided to local law enforcement agencies as part of a statewide problem identification. Furthermore, local crash information is available through the HSRG website to law enforcement continuously. The HSRG website provides specific and detailed data such as location, time of day, and day of week crash information that law enforcement use to identify strategies to improve traffic safety in their communities. Agencies use local data for resource allocation and evidence-based enforcement to address their specific problem(s).

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies. The LHSC uses the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, 2015 as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Louisiana's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data, or utilize the data provided by HSRG ([HSRG Crash Reports](#)), to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, failure to wear seatbelts, and speeding. Additional strategies deployed include enforcement during specific times of day when more crashes occur, nighttime impaired driving checkpoints, and enforcement of high-risk occupant protection populations, such as at night, with additional focus on occupant protection of pickup truck occupants. High-visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. The Data-Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

## Continuous Monitoring

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are

continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by LHSC. The law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

The LHSC Program Coordinators oversee and manage law enforcement grants. In addition, the LHSC has a staff of seven Law Enforcement Liaisons (LEL) who maintain constant field coordination with their assigned agencies. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

### High Visibility Enforcement Strategies

LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of impaired driving, occupant protection, and child passenger safety laws. Participating agencies conduct sobriety checkpoints and saturation patrols which will be coordinated with the annual "Click It or Ticket" (CIOT) and "Drive Sober or Get Pulled Over" (DSGPO) national mobilizations in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. LHSC normally contracts with between 50 and 125 agencies. The 2018 CIOT enforcement period is May 21 to June 3 and the DSGPO dates are November 26 to December 31, 2017 and August 17 to September 3, 2018.

LHSC also will support overtime enforcement for the LSP to work DWI, speed, and occupant protection activities. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis.

As required by 23 CFR Part 1300 (d)(5), the projects that collectively are a part of the evidence-based traffic safety enforcement program (TSEP) are identified by the blue badge logo throughout Section 2.0 where they are discussed in more detail.



## 2.0 Highway Safety Plan

The following sections describe the LHSC’s program areas for FFY 2018 and provide details on the program areas, performance targets and measures, strategies, programs, and projects planned for the upcoming year. A comprehensive table of all projects is provided at Table 5.3.

The project descriptions at the end of each program area include citations referencing the performance targets and evidence of effectiveness. The LHSC used the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 HSP program areas. Evidence of effectiveness citations, which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, and Section 2.1), is identified in the project descriptions, and denotes the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for projects such as LHSC administrative functions and activities. The 2015 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: [www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf](http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf).

### 2.1 Impaired Driving

#### Problem Identification and Analysis

Louisiana’s alcohol fatal crash percentage, BAC.08 and above, fell from 47 percent in 2014 to 42 percent in 2016. The 2015 FARS data for alcohol-impaired driving fatalities with a BAC 0.08 or greater indicates 245. According to HSRG in 2016, there were 1410 alcohol impaired injuries between 6 p.m. and 12 a.m., followed by 1213 from 12 a.m. to 6 a.m., 522 from 12 p.m. to 6 p.m., and 181 from 6 a.m. to 12 p.m. From 2012 to 2016 data Friday, Saturday, and Sunday were also shown to be the top three days when alcohol fatalities occurred. The 25-34 year old age group, followed by 35-44 age group together accounted for over half of impaired driving crashes. While impaired driving continues to be a concern, Louisiana now ranks as a Section 405d midrange state. Driving after drinking continues to be taken too lightly in Louisiana. A cultural shift toward understanding the realities and consequences of drinking and driving must take place.

Louisiana has a Zero Tolerance law (0.02 blood alcohol concentration (BAC)) for drivers less than 21 years of age. However, 18- to 20-year olds are allowed to enter bars in Louisiana. According to HSRG, among the drivers age 18 to 20 there were 186 alcohol-involved fatal and injury crashes in Louisiana in 2016. In FFY 2016, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of impaired driving enforcement and found when asked “What do you think the chances are of someone getting arrested if they drive after drinking?” 84.2 percent of respondents noted ‘Very Likely’ and ‘Somewhat Likely’. However, when asked, “In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?,” 76 percent of respondents indicated ‘None’.

Impaired driving is not solely limited to alcohol impairment. In Louisiana, drugs also are prominent in the toxicology reports provided by the State Crime Laboratory. Of the traffic impairment reports identified in Table 2.1, over two-thirds of drivers tested had drugs or drug metabolites in their system and, perhaps more alarming, the drivers had an average of three drugs in their system. Dr. Schneider, LSU Highway Safety Research Group, is completing a research project on drugged driving. This research project will inform our drugged driving activities in FFY 2018.

**Table 2.1 General Statistics**

	2012	2013	2014	2015	2016
Total traffic impairment TOX/BAC reports released <sup>a</sup>	4,316	4,327	4,486	5,042	4620
BAC reports (BAC >0.08%)	1,927 (44.6%)	1,843 (42.6%)	2,103 (46.9%)	2,037 (40.4%)	1921 (41.5%)
TOX reports (BAC <0.08%)	2,389 (55.4%)	2,484 (57.4%)	2,383 (53.1%)	3,006 (59.6%)	2699 (58.5%)
<b>Traffic/Impairment Only</b>					
Toxicology reports released	2,389	2,484	2,216 <sup>a</sup>	3,006	2546
Reports that had no drugs of toxicological significance	619 (25.9%)	695 (27.9%)	624 (28.2%)	930 (30.9%)	730 (28.7%)
Reports that had insufficient sample to process	70 (2.9%)	112 (4.5%)	158 (7.1%)	68 (2.3%)	20 (0.8%)
Remaining reports that yielded drugs or drug metabolites	1,784 (74.7%)	1,677 (67.5%)	1,434 (64.7%)	2,008 (66.8%)	1855 (72.8%)
Drugs or drug metabolites identified	5,549	4,903	4,076	5,616	4850
Average drugs per case	3.1	2.9	2.8	2.8	2.7

Source: Louisiana State Police Crime Lab, 2017.

<sup>a</sup> Total released (coroner, etc.).

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

Table 2.2 details the percentages of all traffic impairment cases in 2012, 2013, 2014, and 2015, in which the driver was at or above the legal limit for alcohol and had at least one drug of impairment in their system. Only 15 to 22 percent of the drivers in the cases reported had no drugs or an insufficient sample in their system.

Of the 1921 BAC reports released, 1009 of them had a BAC of 0.08g% or higher, that 55.5% of kits analyzed.

**Table 2.2 Traffic Impairment Cases**

<b>What percentage of all traffic impairment cases reported?</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
...at or above the legal limit for alcohol?	44.6%	42.6%	46.8%	28% <sup>a</sup>
...at least one drug of impairment?	39.5%	38.8%	35.8%	50%
...no drugs and/or insufficient sample?	15.9%	18.6%	17.4%	22%

Source: Louisiana State Police Crime Lab, 2017.

<sup>a</sup> This may be because of more Intoxilyzer information on submittal forms.

Table 2.3 provides a breakdown of the types of drugs detected in the traffic impairment cases and the percent of times sufficient amounts of each specific drug was detected.



**Table 2.3 Drugs Detected in Traffic Impairment Cases**

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

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

Source: Louisiana State Police Crime Lab, 2017.

## Impaired Driving Assessment of Overall Traffic Safety Impact

Louisiana has a comprehensive impaired driving program that incorporates broad-ranging strategies and actions designed to reduce impaired driving fatalities and injuries. The LHSC utilizes data analysis and strategic planning to guide all funding decisions outlined in the HSP with the intention that the comprehensive nature of the impaired driving program will achieve the overall impaired driving goal. The LHSC used input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 impaired driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. Although several of these impaired driving projects address prevention programs for young adults and for underage drinking, they are coordinated by LHSC assigned program coordinators to ensure the projects contribute to the effectiveness of our overall highway safety impaired driving program.

### Performance Target

- Decrease alcohol impaired driving fatalities 3.0 percent from the average in 2011-2015 of 236 to 229 by December 31, 2018. (C-5)

### Performance Measures

- Number of fatalities involving a driver or motorcycle operator with BAC 0.08 and greater.
- Number of impaired driving arrests issued during grant funded enforcement activities.

### Strategies

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

6. Develop new, and strengthen existing, impaired driving prevention networks and associations.
7. Address repeat offenders through legislation, education, public information, and support of DWI Courts.
8. Streamline the electronic DWI processing system to reduce the time needed to process a DWI arrest.
9. Provide Drug Recognition Expert (DRE) training to revitalize the DRE program, and conduct SFST Instructor, SFST Training Field Courses.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Other impaired driving projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and the Teen Traffic Safety Program.

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**Project Number:** 2018-10-10

**Project Title:** Tangipahoa Reshaping Attitudes for Community Change (TRACC) Coalition- No Refusal Support Program Tangipahoa

**Project Description:** This regional impaired driving program is designed to support ‘No Refusal’ sobriety enforcement efforts through the use of certified medical technicians who will provide evidence collection (blood draws) to assist in prosecution when search warrants are issued having certified medical personnel readily available reducing the time needed to draw blood. (CTW, Chapter 1, Section 2.3)

**Project Budget/Source:** \$54,000.00/Section 164AL

**Match Amount:** \$13,500

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-43

**Project Title:** Tangipahoa Reshaping Attitudes for Community Change (TRACC) Coalition- No Refusal Support Program (St. Tammany-Slidell)

**Project Description:** This regional impaired driving program is designed to support “No Refusal” sobriety enforcement efforts through the use of certified medical technicians who will provide evidence collection (blood draws) to assist in prosecution when search warrants are issued having certified medical personnel readily available reduces the time needed to draw blood. Additionally, the program will provided training for law enforcement on best practices for “No Refusal” enforcement.

**Project Budget/Source:** \$30,000/Section 164AL

**Match Amount:** \$7,500.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-11

**Project Title:** Impaired Driving Policy Specialist

**Project Description:** The Impaired Driving Policy Specialist will assist LHSC with the implementation of research-based impaired driving policies, programs, and practices aimed at providing court support of high-visibility enforcement efforts and reducing impaired driving and the number of related fatalities. The Impaired Driving Policy Specialist is also responsible for establishing DWI courts, assisting in management and operation of three of the LHSC-funded DWI Courts (4th JDC, 14th JDC, and Terrebonne DWI Court) and ensuring that new and existing DWI court personnel, such as probation officers, receive the training needed to operate successfully. The Specialist also collaborates with the Louisiana Supreme Court regarding the DWI courts under their management. (CTW, Chapter 1: Section 1.5 and 3.1)

**Project Budget/Source:** \$49,000.00/Section 402

**Match Amount:** \$12,250.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-13

**Project Title:** Prosecutor/Law Enforcement Training Program

**Project Description:** Through the Louisiana District Attorneys Association (LDAA), the LHSC provides funding for a Traffic Safety Resource Prosecutor (TSRP) to help law enforcement, prosecutors, and judges align their efforts to prosecute DWI cases. The grant funds will be used to host and facilitate trainings; funding for participants to attend is not included. The LDAA plans to facilitate and present impaired driving courses to a minimum of 225 prosecutors and 75 law enforcement officers during FFY 2018. This training is offered statewide. (CTW, Chapter 1: Section 1.1, 1.3, 1.4, 1.5; Chapter 3: 3.2, 3.4)

**Project Budget/Source:** \$247,658.00/Section 405d Mid

**Match Amount:** \$61,914.50

**MOE:** Not Applicable

**Indirect Cost:** \$2,500.00

**Local Benefit:** \$0

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**Project Number:** 2018-10-14

**Project Title:** DPS Legal Consultant

**Project Description:** This project will provide funds for a Department of Public Safety, Office of Legal Affairs (OLA) legal consultant to assist with DWI efforts and implied consent issues. The legal consultant's primary duties include reviewing all administrative implied consent hearing recalls, disseminating information about why a license suspension was over-turned, and corrective actions to prevent future occurrences. The funding for this position is in addition to, not a replacement for, state funded efforts by the OLA to support the LHSC. Federal funds in this agreement must only be used to provide assistance in areas not traditionally provided by the OLA/(CTW, Chapter 1, Section 1.1, 1.5)

**Project Budget/Source:** \$25,000.00/Section 154AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-15

**Project Title:** Louisiana Impaired Driving Assessment Coordinator

**Project Description:** The Impaired Driving Assessment Coordinator is responsible for the State's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol. The Coordinator implements the priority recommendations of the 2009 and 2013 Impaired Driving Assessment Reports, including activities to establish and maintain alcohol ignition interlock programs. This contractor works in conjunction with the many agencies throughout Louisiana who share the mission to reduce alcohol impaired driving on Louisiana's roadways. (CTW, Chapter 1: Section 1.5)

**Project Budget/Source:** \$49,900/Section 405d

**Match Amount:** \$12,475.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-16

**Project Title:** No Refusal Blood Draw Program – Acadian Ambulance

**Project Description:** Acadian Ambulance will provide trained medical personnel to provide blood draw capability at DWI checkpoints and call outs. Having trained personnel on station at checkpoints will significantly decrease the time needed to draw blood once a search warrant is issued. This will be a pilot project in the Troop I area with the intent to expand to other parts of the Acadian Ambulance response area. (CTW, Chapter 1: Section 2.1)

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**Project Budget/Source:** \$25,000.00/Section 405d Mid

**Match Amount:** \$6,250.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-17

**Project Title:** Mothers Against Drunk Driving – Court Monitoring

**Project Description:** This program monitors courts in East Baton Rouge Parish, Ascension, St. Tammany, Iberville, Lafayette, Livingston, West Baton Rouge, Tangipahoa, St. Charles, Bossier, Caddo, Ouachita, Rapides, Natchitoches, and Lincoln. The Court Monitors attend assigned court(s), observe DWI cases, collect pertinent data to generate trends in Handling DWI cases, enter case information into the court monitoring database, train and supervise program volunteers, manage monitor (“watchdog”) calls and cases, compile reports, and complete monthly progress reports. (CTW, Chapter 1: Section 3.3)

**Project Budget/Source:** \$205,565.00/Section 405d Mid

**Match Amount:** \$51,391.25

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-18

**Project Title:** Judicial Outreach Liaison (JOL)

**Project Description:** The JOL will serve as a liaison between courts and policy-makers, provide training and continued education to judges within throughout the State, share information, and coordinate with other justice professionals; promote evidence-based and promising practices; and communicate highway safety issues. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$150,000/Section 405d

**Match Amount:** \$37,500.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-19

**Project Title:** Forensic Analysis of DWI Cases- North Louisiana Criminalistics Laboratory

**Project Description:** This project provides salary and related benefits for one full-time Forensic Analyst in North Louisiana to perform forensic analysis of DWI cases. Having a DWI case specific Forensic Analyst position in the northern region of Louisiana will significantly increase the accuracy of the states DWI data collection. (CTW, Chapter 1, Section 2.3)

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**Project Budget/Source:** \$75,868.00/Section 405d Mid

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-20

**Project Title:** DWI Court Management Program

**Project Description:** The Supreme Court Drug Court Office (SCDCO) will provide oversight, administration, and monitoring to six Louisiana DWI Courts (15th JDC Lafayette Parish DWI Court, 16th JDC St. Mary Parish DWI Court, 22nd JDC St. Tammany DWI Court, 24th JDC Jefferson Parish DWI Court, Baton Rouge DWI Court, and New Orleans DWI Court). All courts are required to adhere to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. The grant funds pay for 10 percent FTE for Supreme Court oversight of DWI courts, and contractual costs with the six DWI courts for program management, and training programs and supplies. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$695,090.00/154AL

**Match Amount:** \$173,772.50

**MOE:** Not Applicable

**Indirect Cost:** \$2,500.00

**Local Benefit:** \$0

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**Project Number:** 2018-10-21

**Project Title:** 14<sup>th</sup> Judicial District DWI Court

**Project Description:** The 14th Judicial District DWI Court serves Calcasieu Parish and accepts DWI offenders into a minimum 12-month, or maximum 3-year, treatment program in an effort to reduce recidivism. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. This project provides funds for lab testing and counseling services for DWI offenders participating in the DWI court program. This DWI Court is not under the administration of the SCDCO. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$75,000.00/Section 154AL

**Match Amount:** \$18,750.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$75,000.00

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**Project Number:** 2018-10-22

**Project Title:** 4<sup>th</sup> Judicial District DWI Court

**Project Description:** The 4th Judicial District DWI Court serves Ouachita and Morehouse Parishes and accepts third-offense DWI offenders into a minimum 12-month, or maximum 3-year, treatment program in an effort to reduce recidivism. Other DWI offenders may be accepted if it is deemed beneficial to public safety. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. This project provides funds for lab testing (blood and urine), alcohol monitoring services, and counseling services for DWI offenders participating in the DWI court program. This DWI Court is not under the administration of the SCDCO. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$75,000.00/Section 154AL

**Match Amount:** \$18,750.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$75,000.00

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**Project Number:** 2018-10-23

**Project Title:** Terrebonne Parish DWI Court

**Project Description:** The 32nd Judicial District DWI Court serves Terrebonne Parish and accepts first offenders and second offenders into a minimum 12-month treatment program in an effort to reduce recidivism. DWI offenders receiving a first DWI are placed into a probation program and the charge is dismissed, but if a second first offense is committed, the offender is then accepted into the DWI court. Other DWI offenders may be accepted if it is deemed beneficial to public safety. The court adheres to the 10 Guiding Principles for DWI Courts, set forth by the National Center for DWI Courts. This project provides funds for counseling services and salaries for Treatment Director and DWI Administrator. This DWI Court is not under the administration of the SCDCO. (CTW, Chapter 1: Section 3.1)

**Project Budget/Source:** \$75,000.00/Section 154AL

**Match Amount:** \$18,750.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$75,000.00

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**Project Number:** 2018-10-24

**Project Title:** NSU Alcohol Education & Prevention Program

**Project Description:** This program will provide alcohol education, awareness, and prevention programming for Northwestern State University. The project will train students and staff and equip them with skills to identify and combat alcohol issues and prevent impaired driving. This is a peer-to-peer campaign led by the Northwestern State University S.W.A.T. team (Students

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with a Target). The target demographic is all incoming freshmen. Program effectiveness will be measured through pre- and post-tests. (CTW, Chapter 1: Section 5.2, 6.5, 7.3; Chapter 4: Section 2.1, 2.2)

**Project Budget/Source:** \$29,250.00/Section 164AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-30

**Project Title:** Alcohol Beverage Control Juvenile Underage Drinking Enforcement (J.U.D.E.) Task Force

**Project Description:** The J.U.D.E. Task Force attacks underage drinking and impaired driving in East Baton Rouge Parish. The Task Force will work to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages. This project will also work to reduce serving of alcohol to juveniles, reduce the underage purchase of alcohol, and improve compliance checks. (CTW, Chapter 1: Section 6.1, 6.3)

**Project Budget/Source:** \$97,524.00/Section 154AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$97,524.00

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**Project Number:** 2018-10-31

**Project Title:** Louisiana Cops in Shops Program

**Project Description:** The Louisiana Office of Alcohol Tobacco Control (ATC) Cops in Shops project utilizes ATC enforcement agents to conduct extensive underage alcohol enforcement efforts. The Cops in Shops project works to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages statewide. (CTW, Chapter 1: Section 6.1, 6.3)

**Project Budget/Source:** \$164,076.00/Section 164AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$5,000.00

**Local Benefit:** \$164,076.00

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**Project Number:** 2018-10-32

**Project Title:** Capital Region Transportation Safety Coalition – No Refusal Support Program

**Project Description:**

This regional impaired driving program is designed to support ‘No Refusal’ sobriety enforcement efforts through the use of certified medical technicians who will provide evidence collection (blood draws) when warrants are issued. (CTW, Chapter 1, Section 2.3).

**Project Budget/Source:** \$31,500.00/Section 405d

**Match Amount:** \$7,875.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-33

**Project Title:** Louisiana State Police (LSP) Crime Lab – Expert Witness Testimony for DWI Prosecutions

**Project Description:** This project will provide funds for the LSP Crime Lab to host a nationally recognized highway safety trial advocate that will provide expert testimony training to over 100 expert witnesses that have the potential to testify in any judicial district statewide and improve the adjudication outcome to enhance safety on state roadways. (CTW, Chapter 1: Section 1.5 and 3.1)

**Project Budget/Source:** \$4,500/Section 405d

**Match Amount:** \$1,125.00

**MOE:** \$25,753.60 Section 405d

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-34

**Project Title:** DWI Enforcement Training Specialist

**Project Description:** This enforcement training specialist will assist LHSC in FY 2018 with additional law enforcement training, including LADRIVING, courtroom testimony and other impaired driving issues. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

**Project Budget/Source:** \$49,990.00/Section 154AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-35

**Project Title:** Travel/Training Funds for Impaired Driving

**Project Description:** Funds set aside to send law enforcement and other partners to training and conferences directly related to support planned impaired driving strategies and projects. This training will improve attendees' knowledge of new methods to reduce impaired driving and improve safety on our roadways. Each request will be submitted to the LHSC and must be approved by the Executive Director.

**Project Budget/Source:** \$15,000.00/Section 164AL

**Match Amount:** \$3,775.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-42

**Project Title:** LADRIVING DWI Automation Project

**Project Description:** Interagency agreement with the LA Office of Technology Services (OTS)/DPS Data to provide implementation, oversight, technical support, and supervision of the Electronic DWI Arrest Report project (LADRIVING). This project will help to improve the ability for analysis of DWI arrests for decision-making for current and future impaired driving programs. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

**Project Budget/Source:** \$518,831.31/Section 154AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-44

**Project Title:** LA Voz de la Comunidad

**Project Description:** The LA Voz de la Comunidad will conduct monthly occupant protection and impaired driving educational campaigns to the Latino community to promote awareness and distribute educational material regarding the dangers of driving while impaired and the importance of occupant protection, conduct monthly educational/outreach activities in high concentration Latino area (youth and adults), promote occupant protection and alcohol campaign using radio and messaging social media in Latino markets. The LA Voz de la Comunidad plans to conduct monthly events for FFY 2018 to promote and distribute occupant protection educational materials in Spanish to the Latino community.

**Project Budget/Source:** \$6,691.08/Section 402; \$24,328.92/Section 164AL

**Match Amount:** \$2,495.00

**MOE:** Not Applicable

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**Indirect Cost:** \$0**Local Benefit:** \$0**Project Number:** 2018-30-80**Project Title:** Louisiana State Police (LSP) Crash Reduction Grant

**Project Description:** The project will support LSP overtime enforcement work in DWI, speed, and occupant protection and Public Information Officer (PIO) overtime activities. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis.

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Courses, four SFST Training Field Courses, two DRE training courses, and four ARIDE Field Courses. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The two LSP Rollovers will be used at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month per Rollover.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$592,217.00/Section 164AL; \$30,560.00/Section 402; \$370,156.00/Section 405b

**Match Amount:** \$ 248,233.25

**MOE:** \$5,558,742.92 Section 405b and \$3,350,114.54 Section 405d

**Indirect Cost:** \$ 75.182.00**Local Benefit:** \$ 0**Project Number:** 2018-30-10 *through* 2018-30-61

**Project Title:** Overtime Traffic Safety Enforcement – Local Law Enforcement  
(Not including State Police)



**Project Description:** LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of impaired driving, occupant protection, and child passenger safety laws, which will be coordinated with the annual "Drive Sober or Get Pulled Over" (DSGPO) and "Click It or Ticket" (CIOT) national mobilizations in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash

analysis, and make adjustments throughout the year as needed. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

Following is a list of local law enforcement subgrantee agencies for FFY 2018.

**Year Long Law Enforcement Agencies**

- Abbeville Police Department
- Alexandria Police Department
- Ascension Sheriff's Office
- Baton Rouge Police Department
- Bogalusa Police Department
- Bossier Sheriff's Office
- Caddo Sheriff's Office
- Calcasieu Sheriff's Office
- East Baton Rouge Sheriff's Office
- East Jefferson Levee District
- Denham Springs Police Department
- Franklinton Police Department
- Bossier Sheriff's Office
- Gonzales Police Department
- Greater NO Expressway
- Hammond Police Department
- Houma Police Department
- Iberia Sheriff's Office
- Jefferson Parish Sheriff's Office
- Kenner Police Department
- Killian Police Department
- Lafayette Sheriff's Office
- Lafourche Parish Sheriff's Office
- Lake Charles Sheriff's Office
- Livingston Parish Sheriff's Office
- Madisonville Police Department
- Mandeville Police Department
- Monroe Police Department
- NO Police Department
- Opelousas Police Department
- Patterson Police Department
- Pineville Police Department
- Plaquemines Sheriff's Office
- Rapides Sheriff's Office
- Shreveport Police Department
- Slidell Police Department
- St. Bernard Sheriff's Office
- St. Charles Sheriff's Office
- St. Tammany Sheriff's Office
- Tangipahoa Sheriff's Office
- Terrebonne Sheriff's Office
- Thibodaux Police Department
- Washington Sheriff's Office
- WBR Sheriff's Office
- West Monroe Police Department
- Westwego Police Department
- SU Police Department
- Zachary Police Department

**Project Budget/Source:** \$1,551,728.42/Section 402; \$28,985.00/Section 405d; \$1,408,126.12/Section 154AL; \$926,702.00/Section 164AL

**Match Amount:** \$981,396.53**MOE:** Not Applicable**Indirect Cost:** \$89,091.00**Local Benefit:** \$3,925,586.12**Project Number:** 2018-35-TBD (Projects will be numbered sequentially)**Project Title:** Special Waves Enforcement – Drive Sober Get Pulled Over and CIOT/Buckle Up in Your Truck

**Project Description:** LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of impaired driving and occupant protection to be coordinated with the NHTSA/LHSC annual DSGPO and CIOT campaigns. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations. Prior to CIOT, a solicitation will be sent to all law enforcement agencies to announce the availability of small contracts up to \$10,000 with the LHSC to participate in DSGPO and CIOT. Interested agencies respond with their overtime rate, and number of hours they can work for each wave. The PTS Coordinator along with the Executive Director decides if the amount requested is appropriate and allowable within the LHSC budget for the overall project. LHSC normally contracts with between 50 and 125 agencies. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$150,000.00/154AL; \$250,000.00/Section 405b**Match Amount:** \$137,500.00**MOE:** Not Applicable**Indirect Cost:** \$0**Local Benefit:** \$550,000.00**Project Number:** 2018-55-10**Project Title:** Sudden Impact Comprehensive Statewide Project

**Project Description:** This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes, and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multi-tiered approach. The program is a partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$135,000.00/Section 164AL; \$45,000.00/Section 402; \$45,000.00/Section 405e**Match Amount:** \$22,500.00**MOE Not Applicable****Indirect Cost:** \$15,909.00**Local Benefit:** \$0

**Project Number:** 2018-55-11

**Project Title:** Ready, Set, DRIVE!

**Project Description:** The project will fund the “Ready, Set, DRIVE!” Teen Driver Safety Program in the East Baton Rouge, Livingston, Ascension, and West Baton Rouge parishes. “Ready, Set, DRIVE!” is an educational program focused on traffic laws, driver education, and other strategies. The program teaches participants how to recognize, assess and change their risky driving behaviors, such as driving while impaired, in an effort to decrease the number of teen driver related motor vehicle crashes on our roads. The program measures effectiveness through pre- and post-tests. (CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)

**Project Budget/Source:** \$69,750.00/Section 154AL; \$85,250.00/Section 402

**Match Amount:** \$21,312.50

**MOE Not Applicable**

**Indirect Cost:** \$13,182.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-12

**Project Title:** Think First for Teens Program

**Project Description:** This project will provide for coordination and implementation of a minimum of 72 one to two hours Think First programs on underage drinking and impaired driving for youth and young adults to reduce the number of alcohol-related fatalities. These programs will be conducted through schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc., in Northwest Louisiana. A social media component will reinforce the message of the program. Program participants will have an opportunity to engage with individuals who have significant injuries from being involved in car crashes. This allows the participants first hand knowledge of the dangers and effects of their potential decisions. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$ 56,705.00 Section 154AL; \$56,705.00/Section 402

**Match Amount:** \$14,176.25

**MOE Not Applicable**

**Indirect Cost:** \$9,955.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-15

**Project Title:** Social Norms and Marketing Project (SNAP)

**Project Description:** The Social Norms and Marketing Project will combine social norms and social marketing theory to reduce alcohol-impaired fatal traffic fatalities at five high schools and four colleges in alcohol-impaired Tier 1 parishes in southwest Louisiana. A unique social norms campaign focused on impaired driving will be implemented within each school. The project

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evaluation will consist of both process and outcome measures. (CTW, Chapter 1: Section 6.5 and [http://www.alanberkowitz.com/articles/social\\_norms.pdf](http://www.alanberkowitz.com/articles/social_norms.pdf))

**Project Budget/Source:** \$132,700.00/Section 154AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$30,011.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-16

**Project Title:** Children’s Coalition for Northeast Louisiana – Young Driver Safety Initiative

**Project Description:** The Children’s Coalition for Northeast Louisiana will promote awareness and educate young drivers about the dangers of impaired and distracted driving. The educational component will be accompanied by a driving simulator to create scenarios of high risk driving behavior and encourage positive modification of driving behavior among participants. These presentations will take place in seven high schools located in Ouachita, Lincoln, and Union Parishes and three colleges – Louisiana Tech University, University of Louisiana – Monroe, and Grambling State University. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$38,450.00/Section 164AL

**Match Amount:** \$4,806.25

**MOE Not Applicable**

**Indirect Cost:** \$1,570.00

**Local Benefit:** \$19,225.00

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**Project Number:** 2018-55-18

**Project Title:** Louisiana High School Athletic Association

**Project Description:** LHSC will contract with the Louisiana High School Athletic Association (LHSAA) at their on-site state championships and will provide numerous electric message board announcements, provide public address announcement as well as have radio reads per game by all radio stations participating in the LHSAA programs to focus on educating Louisiana citizens on the importance buckling up and not drinking and driving while operating a motor vehicle. Efforts will be sustained year-long and will be coordinated with the LHSC and NHTSA during national campaigns.

**Project Budget/Source:** \$45,000.00 Section 402

**Match Amount:** \$6,750.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-80-01

**Project Title:** Paid Media for Occupant Protection/Impaired Driving/Distracted Driving

**Project Description:** The paid media campaign directly supports the enforcement activities and informs the public about occupant protection laws. Paid media outreach (television, radio, print, billboards, and sporting events) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. The media contractor will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$50,000.00/Section 405b; \$550,000.00/Section 405d; \$50,000/Section 402; \$50,000.00/ Section 405e

**Match Amount:** \$175,000.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-80-03

**Project Title:** LHSC Public Relations

**Project Description:** LHSC will contract with a Public Relations firm to provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on Impaired Driving, Occupant Protection, and the topics of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$49,900.00/Section 402

**Match Amount:** \$12,375.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-55-16

**Project Title:** Children’s Coalition for Northeast Louisiana – Young Driver Safety Initiative

**Project Description:** The Children’s Coalition for Northeast Louisiana will promote awareness and educate young drivers about the dangers of impaired and distracted driving. The educational component will be accompanied by a driving simulator to create scenarios of high risk driving behavior and encourage positive modification of driving behavior among participants. These presentations will take place in seven high schools located in Ouachita, Lincoln, and Union Parishes and three colleges – Louisiana Tech University, University of Louisiana – Monroe, and Grambling State University. (CTW, Chapter 1: Section 6.5)

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**Project Budget/Source:** \$38,450.00/Section 164AL

**Match Amount:** \$4,806.25

**MOE Not Applicable**

**Indirect Cost:** \$1,570.00

**Local Benefit:** \$19,225.00

## 2.2 Occupant Protection

### Problem Identification and Analysis

Louisiana falls below the national average for seat belt use. As shown in Figure 2.1, in 2015, the 0 to 14 age group had the largest percentage of unbelted fatalities of any age group, while those 75 and older tended to have a higher belt use rate. According to HSRG in 2016 54 percent of all occupants killed were not wearing a seat belt and Friday, Saturday, and Sunday were also shown to be the top three days when unrestrained fatalities occurred. In FFY 2016, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of occupant protection enforcement and communication activities. When asked: “How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle, or pick up?”, 96 percent of respondents said either ‘Always’ or ‘Nearly Always’. However, when respondents were asked: “What do you think the chances are of getting a ticket if you don’t wear your safety belt?” 77 percent noted either ‘Very Likely’ or ‘Somewhat likely’.

Hispanic/ Latino fatalities were approximately 2.5% of all fatalities from 2010-2014 (most recent available from STIS). According to FARS, in 2015 4.9% of fatalities aged 24 and younger were Hispanic.

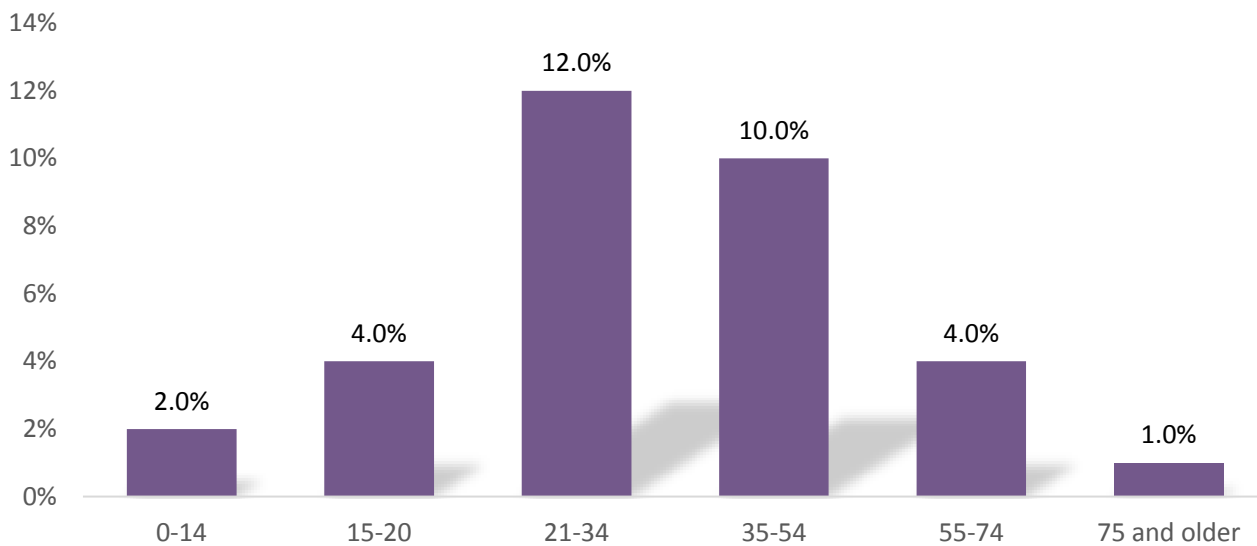
From the 2016 Observational seatbelt use study, Hispanic occupants had the highest belt rate us of all races at 91.6%, almost 4% higher than the statewide average. The 2015 nighttime observational seatbelt study indicated the Hispanic population had the greatest difference in nighttime vs daytime belt use.

### Occupant Protection Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing restraint use, the LHSC provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of unrestrained fatalities and lowest usage rates. Louisiana’s occupant protection program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 occupant protection program

area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for occupant protection countermeasures, the likelihood of our strategies reaching our goals increases in reducing unrestrained fatalities. Furthermore, Louisiana had an occupant protection assessment conducted in 2014 and utilizes the recommendations and guidance provided in that report to address occupant protection in the State. The State considers the recommendations from this assessment and all other assessments when planning legislative and programmatic strategies, based on the State's priorities, staffing, and other factors.

**Figure 2.1 Unbelted Fatalities as a Percentage of Total Fatalities, by Age Group**  
2016



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

### Performance Targets

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 8.8 percent from the average in 2011-2015 of 261 to 238 by December 31, 2018. (C-4)
- Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2.2 percentage points from 87.8 percent in 2016 to 90 percent in 2018. (B-1)

### Performance Measures

- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.

- Statewide seat belt use, front seat outboard occupants, rate as determined by the 2018 seat belt observation survey.
- Number of seat belt citations issued during grant funded enforcement activities.

## Strategies

1. Provide sustained enforcement of statutes addressing occupant protection by contracting with law enforcement agencies for occupant protection enforcement overtime.
2. Support the National seat belt mobilization, “Click It or Ticket,” with specific overtime enforcement, and paid and earned media outreach based on data-driven demographic and geographic locations. LHSC will measure the Gross Rating Point average for the occupant protection campaign network buys and evaluate the paid media via attitudinal surveys.
3. Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.
4. Conduct a comprehensive high-risk countermeasures program to reduce unrestrained fatalities during nighttime hours and to increase occupant protection usage rates in pickup trucks.
5. Conduct a “Buckle Up In Your Truck” campaign with specific overtime enforcement, and paid and earned media outreach based on data-driven demographic and geographic locations.
6. Provide safety belt restraints, child safety seat restraints, safety enforcement information, and educational materials to the public.
7. Provide training opportunities to potential and existing child passenger safety (CPS) technicians and instructors.
8. Provide training opportunity on providing safe travel for children with special needs.
9. Maintain a CPS seat distribution program for low-income families.
10. Conduct annual observational surveys on occupant protection usage, including a nighttime survey.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area. Other occupant protection projects are included in other program areas such as Police Traffic Services, Community Traffic Safety Program, and Young Driver Traffic Safety Program.

**Project Number:** 2018-20-10

**Project Title:** Preusser Research Group

**Project Description:** Preusser Research Group (PRG) conduct observational surveys and provide reports using the data collected as required by NHTSA to determine adult safety belt (daytime and

nighttime) and child passenger safety restraint usage. PRG will also conduct a statewide distracted driving observational survey. This allows the LHSC to focus on the problematic targeted areas by increasing funding and resources.

**Project Budget/Source:** \$316,168.00/Section 402

**Match Amount:** \$79,042.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-20-11

**Project Title:** Louisiana Passenger Safety Task Force

**Project Description:** The University Medical Center Medical Corporation maintains the Louisiana Passenger Safety Task Force (LPSTF), which will provide a centralized resource for all OP/CPS activities and education, maintain a database of all Louisiana CPS technicians, promote recertification of technicians, conduct quarterly regional meetings, provide five Standardized CPS Instructor/Technician Courses, and support certified fitting stations in each region. (CTW, Chapter 2: Section 7.2, 7.3)

**Project Budget/Source:** \$235,000.00/Section 402

**Match Amount:** \$58,750.00

**MOE Not Applicable**

**Indirect Cost:** \$18,180.00

**Local Benefit:** \$0

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**Project Number:** 2018-20-13

**Project Title:** YMCA Highway Safety Initiative: Hispanic Outreach Occupant Protection Program (New Orleans area)

**Project Description:** Funds will be used to educate the Hispanic population in the Greater New Orleans area to raise awareness of the importance of wearing a seat belt and using child passenger safety restraints. The YMCA will raise awareness through community outreach, partner with the Louisiana Passenger Safety Task Force (LPSTF) and the New Orleans Police Department (NOPD) to host two car seat events, participate in at least six community events to promote occupant protection, and distribute language appropriate materials targeting specific populations (such as young adults, pregnant moms, churches, and clinics), etc. This project will build upon their existing services to reach additional clients throughout the year. (CTW, Chapter 2: Sections 3.2, 7.2)

**Project Budget/Source:** \$53,902.00/Section 405b

**Match Amount:** \$13,475.50

**MOE:** Not Applicable

**Indirect Cost:** \$4,509.00

**Local Benefit:** \$0

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**Project Number:** 2018-20-14

**Project Title:** Seat Belt Center

**Project Description:** Although seat belt usage is increasing in Louisiana, the unrestrained population remains at high-risk for injury and fatality. Funds will be used to educate the African America population in Orleans Parish area of the importance of wearing a seat belt and using child passenger safety restraints. The Seat Belt Center will train EMS Employees as Child Passenger Safety Technicians as well as partner with the University Medical Center Medical Corporation Level 1 Trauma Center and Louisiana State Police trained Child Passenger Safety Technicians to provide seat belt education and the distribution of child restraints to the unrestrained, African American population in Orleans Parish. (CTW, Chapter 2: Section 3.2)

**Project Budget/Source:** \$36,000.00/Section 402

**Match Amount:** \$9,000.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-20-35

**Project Title:** Travel/Training Funds for Occupant Protection

**Project Description:** Funds set aside to send law enforcement and other partners to training and conferences directly related to support of planned occupant protection strategies and projects. Each request will be submitted to the LHSC and must be approved by the Director.

**Project Budget/Source:** \$15,000.00/Section 405b

**Match Amount:** \$3,750.00

**MOE:** Not Applicable

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**Project Number:** 2018-30-80

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



**Project Description:** The project will support LSP overtime enforcement work in occupant protection DWI, and speed, and Public Information Officer (PIO) overtime activities. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis.

The two LSP Rollovers will be used at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month per Rollover. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$592,217.00/Section 164AL; \$30,560.00/Section 402; \$370,156.00/ Section 405b

**Match Amount:** \$ 248,233.25

**MOE:** \$5,558,742.92 Section 405b or \$3,350,114.54 Section 405d

**Indirect Cost:** \$ 75,182.00

**Local Benefit:** \$ 0

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**Project Number:** 2018-30-10 *through* 2018-30-61

**Project Title:** Overtime Traffic Safety Enforcement – Local Law Enforcement



**Project Description:** LHSC will provide subgrants to local police departments and sheriff’s offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety, which will be coordinated with the annual CIOT campaign in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.5 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

For the list of yearlong law enforcement agencies see pages 60 and 61.

**Project Budget/Source:** \$1,551,728.42/Section 402; \$28,985.00/Section 405d; \$1,408,126.12/Section 154AL; \$926,702.00/Section 164AL

**Match Amount:** \$981,396.53

**MOE:** Not Applicable

**Indirect Cost:** \$89,091.00

**Local Benefit:** \$3,925,586.12

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**Project Number:** 2018-35-TBD (Projects will be numbered sequentially)

**Project Title:** Special Waves Enforcement – CIOT/Buckle Up in Your Truck and Drive Sober Get Pulled Over



**Project Description:** LHSC will provide subgrants to local police departments and sheriff’s offices for high-visibility and sustained overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of occupant protection and impaired driving to be coordinated with the NHTSA/LHSC annual CIOT and DSGPO campaigns. Prior to CIOT, a solicitation will be sent to all law enforcement agencies to announce the availability of small contracts up to \$10,000 with the LHSC to participate in CIOT and DSGPO. Interested agencies respond with their overtime rate, and number of hours they can work for each wave. The PTS Coordinator along with the Executive Director decides if the amount requested is appropriate and allowable within the LHSC budget for the overall project. LHSC normally contracts with between 50 and 125 agencies. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)



**Project Budget/Source:** \$250,000.00/Section 405b; \$150,000.00/154AL

**Match Amount:** \$137,500.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$550,000.00

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**Project Number:** 2018-55-10

**Project Title:** Sudden Impact Comprehensive Statewide Project

**Project Description:** This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes, and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multi-tiered approach. The program is a partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$135,000.00/Section 164AL; \$45,000.00/Section 402; \$45,000.00/Section 405e

**Match Amount:** \$22,500.00

**MOE Not Applicable**

**Indirect Cost:** \$15,909.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-11

**Project Title:** Ready, Set, DRIVE!

**Project Description:** The project will fund the “Ready, Set, DRIVE!” Teen Driver Safety Program in the East Baton Rouge, Livingston, Ascension, and West Baton Rouge parishes. “Ready, Set, DRIVE!” is an educational program focused on traffic laws, driver education, and other strategies. The program teaches participants how to recognize, assess and change their risky driving behaviors, such as driving while impaired, in an effort to decrease the number of teen driver related motor vehicle crashes on our roads. The program measures effectiveness through pre- and post-tests. (CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)

**Project Budget/Source:** \$69,750.00/Section 154AL; \$85,250.00/Section 402

**Match Amount:** \$21,312.50

**MOE Not Applicable**

**Indirect Cost:** \$13,182.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-13

**Project Title:** Friends of Safety Town – Caddo Parish

**Project Description:** Project will fund activities to increase occupant protection awareness and usage among children and adults in seven parishes in Northwest Louisiana. Supplies will be purchased to conduct presentations on occupant protection, impaired, and distracted driving. The program will measure effectiveness with pre- and post-tests. (CTW, Chapter 2: Section 7.1)

**Project Budget/Source:** \$1,400.00/Section 402

**Match Amount:** \$350

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$1,400.00

\* Prior to purchasing any materials the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If materials are not allowed per Federal regulations the LHSC will utilize state funds to purchase awards.

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**Project Number:** 2018-55-14

**Project Title:** Tangipahoa Parish Government – TRACC Coalition – BRAKES

**Project Description:** The Tangipahoa Parish Government – TRACC Coalition will work to create a safer community by encouraging positive attitudes and behavior among teen drivers regarding traffic safety. The BRAKES (Be Responsible and Keep Everyone Safe) Program addresses occupant protection, distracted driving, speed, and impaired driving for young drivers. Program effectiveness and knowledge gain will be measured by pre- and post-tests. (CTW Chapter 1: Section 6.5)

**Project Budget/Source:** \$25,000.00/Section 402

**Match Amount:** \$6,250.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-55-17

**Project Title:** Rock the Belt

**Project Description:** Eleven high schools and fifteen elementary schools in Livingston Parish will compete to get more students to wear seat belts. Students will be exposed to occupant protection PSAs, posters, flyers, participate in occupant safety contests, and contribute to occupant safety social media campaigns. The Program will measure effectiveness with pre- and post-tests and observational seat belt surveys. The State has funds and will consider expanding this local project into other parishes through the regional safety coalitions if schools want to offer the program. The project and any expansion are coordinated through LHSC's youth project coordinator to ensure consistency across the program area. (CTW, Chapter 2: Sections 3.2, 7.1)

**Project Budget/Source:** \$81,000.00/Section 402

**Match Amount:** \$20,250.00

**MOE Not Applicable**

**Indirect Cost:** \$4,270.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-19

**Project Title:** iDrive Teen Driver Safety Initiative

**Project Description:** Community Support Programs, Inc. will promote awareness and educate young drivers about the dangers of impaired driving and distracted driving in Bienville, Claiborne, and Webster Parishes. The initiative will implement 47 events at fourteen high schools and one driving academy, reaching approximately 1,600 young drivers in an effort to decrease the number of teen driver related motor vehicle crashes. iDrive Teen Driver Safety program presentations will be comprised of educational information and a driving simulator with additional program support on social media.

**Project Budget/Source:** \$35,000.00/Section 164AL

**Match Amount:** \$1,250.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$35,000.00

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**Project Number:** 2018-55-20

**Project Title:** Baton Rouge Middle District NOBLE Outreach

**Project Description:** This project will provide outreach to intercity elementary, Middle and High Schools to reduce the number of serious injury and fatal crashes involving distracted driving, impaired driving, and non-compliance of wearing seatbelts. Traffic safety messages will be promoted at all specified activities to include the NOBLE National Training Conference, NOBLE Annual Youth Leadership Conference, and schools within the state of Louisiana. Efforts will be sustained year-long and will be coordinated with LHSC and NHTSA during national campaigns.

**Project Budget/Source:** \$32,837.00/Section 402; \$13,178.00/Section 164AL

**Match Amount:** \$9,362.50

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-80-01

**Project Title:** Paid Media for Occupant Protection/Impaired Driving/Distracted Driving

**Project Description:** The paid media campaign directly supports the enforcement activities and informs the public about occupant protection laws. Paid media outreach (television, radio, print, billboards, and sporting events) is based on data-driven demographic and geographic locations and

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an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. The media contractor will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$50,000.00/Section 405b; \$50,000/Section 402;  
\$550,000.00/Section 405d; \$50,000.00/ Section 405e

**Match Amount:** \$175,000.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-80-03

**Project Title:** LHSC Public Relations

**Project Description:** LHSC will contract with a Public Relations firm to provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on occupant protection, impaired driving, and the topics of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$49,900.00/Section 402

**Match Amount:** \$12,375.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-70-11

**Project Title:** Youth Safety Training on College Campus

**Project Description:** This program will educate incoming freshman students on an HBCU campus about occupant protection and dangers of impaired and distracted driving through presentations and campus wide events. The program will collaborate with the university police department to host at least two campus wide events that focus on distracted and impaired driving. Safety awareness literature will be provided at each event and posted in heavy populated areas of the campus. Students will engage in interactive classroom and outdoor presentations to learn the effects of impaired and distracted and listen to testimonies of individuals who have been affected. Pre and post assessments will be disseminate to evaluate program effectiveness. (CTW Chapter 1: Section 6.5)

**Project Budget/Source:** \$49,900.00/Section 402

**Match Amount:** \$12,475.00

**MOE Not Applicable**

**Indirect Cost:** \$9,980.00

**Local Benefit:** \$0

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**Project Number:** 2018-70-12

**Project Title:** Bayou Classic Outreach

**Project Description:** This project will provide outreach at the largest African American sporting event within the state of Louisiana. There will be two press events promoting the Bayou Classic. Educational material promoting traffic safety will be distributed on game day specific to impaired driving and occupant protection. The LHSC will have an onstage moment prior to the game, there will be PA announcements, traffic safety commercials that will be displayed during the sporting event and the LHSC logo with a traffic safety message will be displayed on the ribbon and message boards during the sporting event.

**Project Budget/Source:** \$7,500.00/Section 402; \$7,500.00/Section 164AL

**Match Amount:** \$0.00

**MOE Not Applicable**

**Indirect Cost:** \$0.00

**Local Benefit:** \$0

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**Project Number:** 2018-20-18

**Project Title:** Charles R. Kelly: Seniors & Teens Educational Outreach

**Project Description:** This project will educate senior citizens and teens on the importance of wearing seatbelts, provide training and literature on current laws and best practices as it relates to bicycle and pedestrian safety, and operate as a child passenger fitting station. The program will reach the intended audience via monthly enrichment activities. Participants will engage in interactive presentations by participating in mock safety towns and walking audits to gain an understanding of best practices. Program effectiveness will be measured through pre and posttest assessments. (CTW Chapter 1: Section 6.5)

**Project Budget/Source:** \$35,000/Section 402

**Match Amount:** \$8,750.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

## 2.3 Traffic Records

### Overview

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

The Traffic Safety Information System Strategic Plan is the guiding document for the statewide Traffic Records Coordinating Committee (TRCC), a body composed of members from the different data owners, and stakeholders involved in collecting and using data related to highway safety. Section 405c funds provide guidance for traffic records projects planned, implemented, and managed by the TRCC. The Plan is based on expert recommendations from the last traffic records assessment conducted in Louisiana. By following the assessment recommendations many of the planned strategies will help achieve our goals. The plan is the committee's charter, and provides guidance and monitors progress. In Louisiana, the TRCC is chaired by the Director of the Louisiana DOTD Highway Safety Section.

## Traffic Records Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC will continue to partner with the TRCC to address areas like timeliness, accuracy, completeness, and accessibility because traffic records impacts all areas of safety programming. The performance targets and performance measures noted below support the State's Section 405c grant application. The projects identified for FFY 2018 were chosen to support the Traffic Safety Information System Strategic Plan strategies, strengthen Louisiana traffic records information systems, and improve the quality of data used by partners and stakeholders to make safety investment decisions and safety improvements. In turn, these strategies and projects will combine to improve the quality and accessibility of traffic records throughout Louisiana. All proposed strategies will aid in the identification of traffic safety problem areas in the State and help in the development of countermeasures to address them.

## Performance Targets

- Decrease the percentage of days from the date of disposition/conviction to entry into the driver database entered within 10 days or less for commercial drivers from 22 percent on March 31, 2017 to 24 percent by April 1, 2018. (Timeliness)
- Increase the percentage of EMS patient care reports not missing one or more critical data elements (i.e., vehicular injury indicator, primary impression, position of patient, use of occupant safety equipment) from 90 percent complete on March 31, 2017 to 92 percent complete on April 1, 2018. (Completeness)
- Increase the percentage of EMS Agencies extracting, analyzing, and utilizing patient care reports/patient care data submitted to LERN and integrated with LACrash data from zero percent on March 31, 2017 to 10 percent by April 1, 2018. (Accessibility)
- Increase the completeness of latitude and longitude fields on crash reports submitted electronically from 78 percent on March 31, 2017 to 79 percent by April 1, 2018. (Completeness)
- Increase the number of courts reporting the disposition of traffic related cases from 89 courts on March 31, 2017 to 96 courts by April 1, 2018. (Completeness)

## Performance Measures

- Timeliness of driver records system.
- Completeness of the Injury Surveillance/EMS system.
- Accessibility of the Injury Surveillance/EMS system.
- Completeness of the Crash Report system.
- Completeness of the citation/adjudication system.

## Strategies

- Maintain membership in the Louisiana TRCC.
- Support the TRCC and data owners as they implement projects which support the identified performance measures.
- Recommend legislative changes as needed to support an improved traffic records information system.
- Continue to support the collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS) and LSU and provide training when necessary.

## Programs and Initiatives

Note: LHSC will submit one or more HSP modifications to NHTSA for prior approval when projects are selected by the TRCC under project number 2016-40-12. Individual projects would be added sequentially to the project number, each with a unique project number.

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**Project Number:** 2018-40-02

**Project Title:** Office of Technology Services Support

**Project Description:** This provides technical support at the Data Center (OTS) for data programming needs at DPS that link records, enhance LHSC computer functions or other allowable uses.

**Project Budget/Source:** \$35,000/Section 405c

**Match Amount:** \$8,750.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-40-11

**Project Title:** Highway Safety Research Group Programming

**Project Description:** The Highway Safety Research Group (HSRG) at Louisiana State University will support state law enforcement agencies with LaCrash software installation and support, used by the agencies to submit crash data to the State. Louisiana is receiving over 95% of the crash data electronically, which enables the HSRG data quality team to switch their primary focus from electronic crash reporting to accuracy and completeness of the data. These projects increase the quality of crash data the State uses to report crash-related information, which is used for research and to improve the dissemination of crash data to decision-makers.

**Project Budget/Source:** \$336,141/Section 405c

**Match Amount:** \$84,035.25

**MOE:** Not Applicable

**Indirect Cost:** \$86,059.00

**Local Benefit:** \$0

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**Project Number:** 2018-40-12

**Project Title:** Traffic Records Initiatives – Louisiana Center for Transportation Safety (LCTS)

**Project Description:** The LCTS will promulgate these projects, which were all approved by the TRCC, to include the issuance of contracts, contract management, and claim submission. This process will be outlined in detail through an inter-agency agreement between LHSC and the DOTD, the parent funding agency of the LCTS. Projects costs include \$77,000.00 to manage this project and a contract specialist will be hired and funded under this agreement to handle the projects listed below. All projects will address the issues of completeness, accuracy, accessibility, integration, timeliness, and uniformity.

**Project Budget/Source:** \$1,349,460.00/Section 405c

**Match Amount:** \$58,816.78

**MOE:** Not Applicable

**Indirect Cost:** \$14,516.13

**Local Benefit:** \$319,539.00

The following projects have been approved by the TRCC and are being submitted with this HSP for approval:

**1) Title: Louisiana Ambulance Alliance (hold-over from FFY 2016) – \$237,000**

This project will support the implementation of the EMS Data Element into the Injury Surveillance System Critical Pathway as detailed in the 2012 Traffic Records Program Assessment Advisory published by NHTSA. Implementation of this project aims to accomplish the following: training EMS providers to extract and utilize data; adopting performance measures which address timeliness, accuracy, complete-ness, uniformity, integration, and accessibility; and increase the total number of EMS agencies extracting, analyzing, and utilizing patient care data reports and data submitted to LERN and integrated with LaCrash data. (Accuracy, completeness)



**2) Title: Louisiana State Police CDR Training (hold-over from FY 17) – \$70,500**

Northwestern University Traffic Institute will provide on-site training to police officers from around the state in the use of Crash Data Retrieval (CDR) technology – two classes at \$35,250 each. This technology provides investigators with detailed analysis of the vehicle movement immediately prior to the crash (for those vehicles that have it installed, the number of which is increasing yearly), and assists in the final determination of culpability in the crash. This becomes vital evidence in not only the reconstruction of the crash, but also in criminal prosecution. Training locations and associated costs are unclear at the time of this submittal. The LHSC will submit information to NHTSA prior to subrecipient award. (Completeness, accuracy and uniformity)

**3) LA Office of Motor Vehicle Data Entry (Continuation) – \$59,760**

Considerable efforts are being made to provide electronic traffic ticket conviction data to the Louisiana Office of Motor Vehicles (OMV) from the courts; however, a backlog of paper reports remains. This project will address the sorting, researching, validation and scanning of outstanding traffic ticket convictions data submitted via paper. OMV will hire and supervise four part-time staff to process these outstanding convictions. These employees will work no more than 1,245 hours during FFY 2018 at the rate of \$12.00/hour. Total hours shall not exceed 4,980. (Timeliness and completeness)

**4) LA Emergency Response Network Contractor (Continuation) – \$49,900**

This project will provide for a contract with an individual to recruit and educate ambulance providers in the state to submit electronic injury surveillance data to LERN on a regular basis. This third-party contract or agreement shall be submitted to LHSC for review and approval prior to any work being performed. This project shall coordinate with the LA Ambulance Alliance, who represents the majority of the ambulance providers in the state. A NEMSIS – compliant database shall be maintained with pertinent crash injury data elements obtained from the ambulance providers, (Timeliness, completeness, and accuracy)

**5) LA Emergency Response Network AIS Training (New) – \$25,000**

The AIS and the ISS are valuable measures of injury severity. The AIS, developed by the Association for the Advancement of Automotive Medicine (AAAM), categorizes injury severity by body region and – when combined with crash data – can be used to describe injury patterns by crash configuration. The ISS provides a more comprehensive measure of injury severity when a patient has injuries to multiple body regions. The state trauma registry captures the ISS and is used to analyze trauma data. There are seven hospitals in the state that currently submit to the state trauma system. The trauma registrars at 10 hospitals have the need for AIS training to improve the accuracy and uniformity of these severity scores. The AAAM course provides this education. Hosting a course in Louisiana also encourages additional hospitals to submit data to the state trauma registry. Training locations and associated costs are unclear at the time of this submittal. The LHSC will submit information to NHTSA prior to subrecipient award. (Accuracy and completeness)

**6) Louisiana State Police Crash Investigation Training 1 & 2 (New) – \$217,500**

The LSP will sub-contract with Northwestern University Traffic Institute to hold three sets of Crash Investigation 1 and 2 (total of six classes) for law enforcement officers from around the state (NON-LSP). These classes will be held at various law enforcement academies in Louisiana (North, Southeast, and Southwest). There is a constant need for this type of training due to the turnover of police officers and the lack of crash investigation training they normally receive in the POST academy. Training locations and associated costs are unclear at the time of this submittal. The LHSC will submit information to NHTSA prior to subrecipient award. (Accuracy, completeness and timeliness)

**7) Louisiana Office of Public Health (New) – \$74,800**

This project will develop and implement a method to link crash reports with statewide health data systems (LA Hospital Inpatient Discharge data – LAHIDD, death certificate records and emergency department records – if available). Integrating these data systems will improve the quality and accuracy of crash injury outcome data for improved surveillance of motor vehicle crash injuries. (Accuracy, completeness and integration).

**8) Louisiana State Police Traffic Crash Reconstruction (New) – \$459,000**

This will consist of classes for the last three sections of the Northwestern University Traffic Institute Crash Investigation series – Vehicle Dynamics and Reconstruction 1 and 2. These classes will be geared toward the LA State Police only (who receive the Crash Investigation 1 and 2 classes during their Academy training). This is necessitated by the anticipated retirement in the very near future of a large number of senior LSP officers who are experienced in advanced crash investigation.

NOTE: The LSP accounts for two-thirds of all fatal and serious injury crashes in the state, as well as two-thirds of all Commercial Motor Vehicle crashes. Training locations and associated costs are unclear at the time of this submittal. The LHSC will submit information to NHTSA prior to subrecipient award. (Accuracy and completeness)

**9) Traffic Crash Reconstruction (New) – \$81,000**

This will consist of classes for the last three sections in the Northwestern University Traffic Institute (NUTI) Crash Investigation series – Vehicle Dynamics and Reconstruction 1 and 2. The LA State Police shall sub-contract with NUTI to hold these classes at the LSP Training Academy. These classes will be open to all law enforcement officers in the state who have successfully completed the first two portions of the NUTI series – Crash Investigation 1 and 2. This training is critical due to the ever-necessary need to spread this training to law enforcement so that serious injury and fatal crashes especially can be investigated with a high level of competence (these crashes account for one third of the statewide total). (Accuracy and completeness)

Note: The project budget will fund the nine projects listed above. The remaining funds will be used for additional projects selected by the TRCC which will be submitted to NHTSA for approval prior to awarding the grant funds.

**Project Number:** 2018-40-13

**Project Title:** Travel/Training for Traffic Records

**Project Description:** Funds set aside to law enforcement, Traffic Records Coordinating Committee members and other partners to attend traffic records conferences and training (such as the ATSIP Traffic Records Forum). This serves to directly support planned strategies and projects. These requests are submitted and approved by the LHSC Executive Director. The number of conferences and training opportunities are unknown until the requests are received.

**Project Budget/Source:** \$30,000.00/Section 405c

**Match Amount:** \$7,500.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

Table 2.4 identifies other funding sources for traffic records projects, the amount of funding provided, what data system is impacted, and which performance measures are addressed by the project.

**Table 2.4 Other Traffic Records Projects by Funding Source**

Time Period	Amount	Source of Funds	Traffic Records Project(s) Funded
<b>Crash</b> <b>10/1/2016 -09/30/2017</b>	\$2,569,973.00	Louisiana Department of Transportation and Development (LA DOTD) from Federal Sections 154 and 164 Highway Safety Transfer Funds	Improve Timeliness, Accuracy and Accessibility for Crash Data; Traffic Crash Report Revision; Meeting Support
<b>SADIP</b> <b>09/17/2015 – 09/30/2017</b>	\$183,728.00	Louisiana State Police from Federal MCSAP	Improve Timeliness, Accuracy and Accessibility for Crash Data; Traffic Crash Report Revision
<b>CMV</b> <b>10/1/2016-9/30/2017</b>	\$96,332.00	State	Improve Timeliness, Accuracy & Accessibility for Crash Data
<b>Hazmat</b> <b>10/1/2016-9/30/2017</b>	\$46,583.00	State	Data Accessibility
<b>Highway Construction</b> <b>07/01/2016 – 06/30/2018</b>	\$117,006.00	Federal through LTRC	Destination Zero Deaths – Highway Construction Work Zone Safety Performance and Improvement
<b>Total Traffic Records Funds from Other Sources</b>	<b>\$3,013,577.00</b>		

## 2.4 Motorcycle Safety

### Problem Identification and Analysis

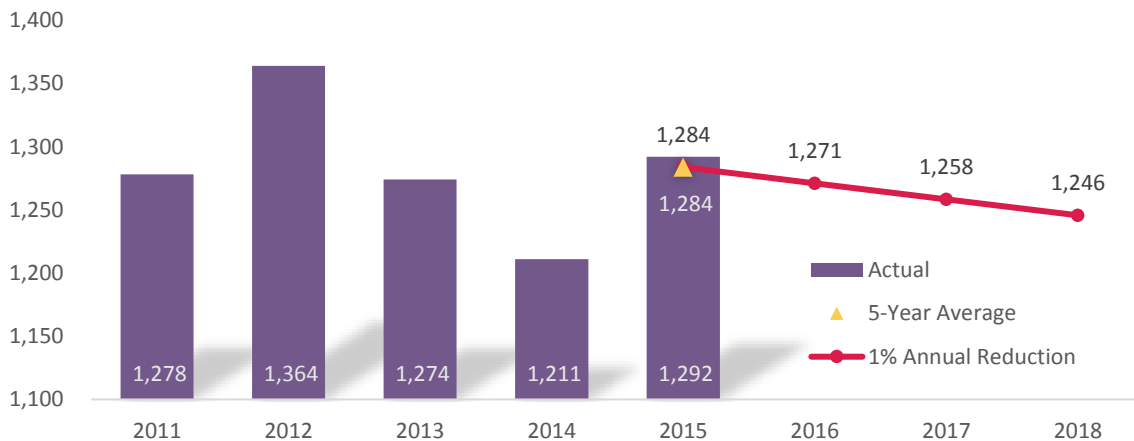
Overall, motorcycle crashes in Louisiana increased 5.3 percent to 2,038 in 2015 from 1,935 in 2014. In 2015, there was almost a 10 percent increase in fatalities, with 91 motorcyclist fatalities versus 83 in 2014. Injuries also increased by 2.3 percent from 2014 to 2015. Thirty percent of motorcyclist fatalities involved alcohol impairment in 2015, a decrease of 4.5 percent from 2014.

Unhelmeted motorcyclist fatalities increased from 10 in 2014 to 12 in 2015 after being at 18 in 2013. Louisiana’s helmet law has changed several time over the years. The state’s first universal (all rider) motorcycle helmet law became effective in 1968. That law was amended in 1976 to require helmet use only by riders under the age of 18 and followed by reenactment of the universal helmet law again in 1982. In 1999, the law was amended to require helmet use only by riders under the age of 18 and riders over 18 who did not have at least \$10,000 in medical insurance coverage. In 2004 the universal helmet law was enacted again for all motorcyclists. Louisiana maintained its universal motorcycle helmet law in the 2017 legislative session. Safety stakeholders will likely need to sustain the same vigorous educational and informational efforts again in FFY 2018.

Multi-vehicle crashes that involve a motorcycle have remained relatively steady over the last five years (Figure 2.2) and averaged 1,284 over this time period. Eighty-two percent of these crashes occurred in the following 15 parishes in 2016.

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

**Figure 2.2 Motorcycle/Motor Vehicle Crashes**



Source: HSRG

## Motorcycle Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The LHSC continues to support strategies, which are cornerstones for improving motorcyclist safety and reducing crashes, including support of the motorcycle helmet law, rider training, educating motorists about sharing the roadway with motorcycles, and reducing impaired riding. The LHSC assesses motorcycle crash data to identify Parishes with a high number of motorcycle crashes by crash type in problem identification and focuses resources to those Parishes to address the particular motorcyclist or motorist population. The LHSC uses input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 motorcycle safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for motorcycle safety countermeasures, the likelihood of our strategies reaching our goals increases. All proposed strategies are evidence-based and have been shown to be effective measures for impacting and reducing the number of motorcycle crashes.

### Performance Targets

- Decrease motorcyclist fatalities 3.6 percent from the average in 2011-2015 of 84 to 81 by December 31, 2018.
- Decrease unhelmeted motorcyclist fatalities 16.7 percent from the average in 2011-2015 of 12 to 10 by December 31, 2018.
- Decrease multi-vehicle crashes involving motorcycles 3 percent from the 1,284 (2011 to 2015 average) to 1,246 by December 31, 2018.

### Performance Measures

- Number of motorcyclist fatalities.
- Number of unhelmeted motorcyclist fatalities.
- Number of fatalities involving a motorcycle operator with BAC of 0.08 and greater.

### Strategies

- Support the Department of Public Safety, Louisiana State Police in administration of the motorcycle operator-training program.
- Support and promote the existing universal motorcycle helmet law.
- Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired riding by motorcyclists.

- Provide sustained enforcement of statutes addressing impaired driving/riding.
- Support the National “Drive Sober or Get Pulled Over” campaign with specific overtime enforcement and paid media based on data-driven demographic and geographic locations.

## Programs and Projects

Note: Although not replicated here in their entirety, the following impaired driving subgrants will also address impaired riding: 2018-30-80, Louisiana State Police (LSP) Crash Reduction Grant; 2018-30-10 through 2018-30-52 Local Law Enforcement; and 2018-35-TBD, Special Waves Enforcement.

---

**Project Number:** 2018-50-11

**Project Title:** Motorcycle Awareness Campaign

**Project Description:** The Motorcycle Awareness Committee (MAC) has new leadership (President and other board members) whose goal is to reach statewide chapter participation in FFY 2018. MAC will continue to produce informational materials and conduct motorcycle awareness activities that promote a “Share the Road” message focused on raising the awareness of all motorists to watch for motorcyclists. MAC’s efforts will be focused on the parishes with the highest number of motor vehicle/motorcycle crashes in the state. (CTW, Chapter 5: Sections 2.2, 4.1, 4.2)

**Project Budget/Source:** \$48,000.00/Section 405f

**Match Amount:** \$12,000.00

**MOE Not Applicable**

**Indirect Cost:** \$4,364.00

**Local Benefit:** \$0

---

**Project Number:** 2018-50-10-00

**Project Title:** Future Motorcycle Safety Projects

**Project Description:** Funds will be used when future projects are identified.

**Project Budget/Source:** \$25,091.82/Section 405f

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

## 2.5 Police Traffic Services

### Problem Identification and Analysis

In FFY 2018, Police Traffic Services (PTS) will be funded under Sections 402, 405, and Section 154/164 for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving. According to HSRG, in 2016, 53 percent of passengers five years of age and older killed in crashes were not restrained. In 2016, 245 impaired driving fatal crashes occurred in the state. In 2015, there were 165 speeding-related fatal crashes. According to HSRG most fatal crashes

involving speed occurred where roadways had a speed limit of at least 70 MPH (56 fatalities) versus 29 fatalities on roads with a speed limit less than 70 MPH in 2015. However, for injury related crashes the opposite was true, 3,168 injuries were seen on roadways with a speed limit less than 70 MPH versus 2,077 injuries on roadways with a speed limit of at least 70 MPH.

Data from the Highway Safety Research Group at LSU reveal very few fatal or injury crashes include a violation for “over safe speed limit” or “over stated speed limit”. The majority of violations reported in injury (16 percent) and fatal (18 percent) crashes in 2016, however, are for “careless driving.” Careless driving is defined by LRS 32:58 as: “Any person operating a motor vehicle on the public roads of this State shall drive in a careful and prudent manner, so as not to endanger the life, limb, or property of any person. Failure to drive in such a manner shall constitute careless operation.” This may be interpreted by law enforcement to include speeding. Outreach to law enforcement, possibly through the State’s TRCC or Strategic Highway Safety Plan Management Team, of which LHSC is a member, should be conducted to determine how better to identify and/or report speed involvement in Louisiana crashes.

According to the FARS, Louisiana continues to fall below the U.S. average for fatalities involving speed, however, due to the information above, improvements to data collection regarding speed may result in significant changes to these statistics. In FY 2016, Louisiana conducted attitudinal surveys to track driver attitudes and awareness of enforcement and communication activities. When asked: “What do you think the chances are of getting a ticket if you drive over the speed limit?” 89.1 percent of respondents indicated that it was ‘Very Likely’ or ‘Somewhat Likely’. When respondents were asked: “On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour?,” 16.3 percent of respondents indicated that it was ‘Always’ or ‘Nearly Always’.

### Police Traffic Services Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Louisiana’s Police Traffic Services Program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up and necessary adjustments to programs and projects. The LHSC uses input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 Police Traffic Services program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Police Traffic Services countermeasures, the likelihood of our strategies reaching our goals increases. Enforcement efforts for impaired driving, nonrestraint use, and speeding are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement’s effectiveness and enhance future campaigns. The projects in this section identified with a blue badge align with the



requirements of 23 CFR Part 1300 (d)(5) and are collectively a part of our state's evidence-based traffic safety enforcement program (TSEP).

### Performance Targets

- Decrease speeding-related fatalities 2.5 percent from the 2011 calendar base year average of 197 to 192 by December 31, 2018. (C-6)
- Decrease alcohol impaired driving fatalities 3.0 percent from the average in 2011-2015 of 236 to 229 by December 31, 2018. (C-5)
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 8.8 percent from the 2011 calendar base year average of 261 to 238 by December 31, 2018. (C-4)

### Performance Measures

- Number of speeding-related fatalities.
- Number of fatalities involving a driver or motorcycle operator with BAC of 0.08 or greater.
- Number of unrestrained fatalities all seating positions.
- Number of speeding citations issued during grant funded enforcement activities.
- Number of impaired driving arrests issued during grant funded enforcement activities.
- Number of seat belt citations issued during grant funded enforcement activities.

### Strategies

- Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.
- Support NHTSA campaigns: "Drive Sober or Get Pulled Over" and "Click it or Ticket" with specific overtime enforcement and paid media outreach based on data-driven demographic and geographic locations. The enforcement contracts will include impaired driving, occupant protection, and speed overtime hours.
- 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.
- Encourage nighttime occupant protection enforcement for both contracted (15 percent minimum required by LHSC) and non-contracted law enforcement agencies.
- Recruit law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the "Drive Sober or Get Pulled Over" and "Click it or Ticket" campaigns.



- Contract with the Louisiana State Police and other law enforcement agencies to conduct speed enforcement.
- Conduct enforcement operations to prevent underage drinking.
- Contract with Louisiana State Police to conduct traffic safety law enforcement training for local, parish and state law enforcement offices.
- Conduct two SFST Instructor, four SFST Training Field Courses, and two DRE courses, one radar-LIDAR instructor course, one SFST Certification Practicum, one Advanced Roadside Impairment Detection Course (ARIDE), four ARIDE field courses, and one DRE Subject Matter Expert recertification in 2018.
- Assess the paid media outreach via attitudinal surveys using the NHTSA/GHSA questions as a guide for speeding enforcement program.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area.

---

**Project Number:** 2018-30-09

**Project Title:** Traffic Safety Consultant

**Project Description:** This individual, who will be hired under contract, is responsible for providing expert opinions of traffic safety issues, as well as maintaining a database of traffic enforcement activities used in completing the NHTSA required tracking system. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

**Project Budget/Source:** \$49,900.00/Section 402

**Match Amount:** \$12,475.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

---

**Project Number:** 2018-30-10 *through* 2018-30-61

**Project Title:** Overtime Traffic Safety Enforcement – Local Law Enforcement



**Project Description:** LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety, which will be coordinated with the annual CIOT campaign in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.5 (the program area budget table) to identify the

budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

For the list of yearlong law enforcement agencies see pages 57 and 58.

**Project Budget/Source:** \$1,551,728.42/Section 402; \$28,985.00/ Section 405d; \$1,408,126.12/Section 154; \$926,702.00/Section 164AL

**Match Amount:** \$981,396.53

**MOE:** Not Applicable

**Indirect Cost:** \$89,091.00

**Local Benefit:** \$3,925,586.12

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**Project Number:** 2018-30-80

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



**Project Description:** The project will support LSP overtime enforcement work in DWI, speed, and occupant protection and Public Information Officer (PIO) overtime activities. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis.

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Courses, four SFST Training Field Courses, two DRE training courses, and four ARIDE Field Courses. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The two LSP Rollovers will be used at college and high school sporting events, industrial plants, safety fairs, etc., at least twice per month per Rollover.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$592,217.00/Section 164AL; \$30,560.00/Section 402; \$370,156.00/Section 405b

**Match Amount:** \$248,233.25

**MOE:** \$5,558,742.92 Section 405b and \$3,350,114.54 Section 405d

**Indirect Cost:** \$75,182.00

**Local Benefit:** \$0

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**Project Number:** 2018-30-89 and 2018-30-90

**Project Title:** Police Traffic Safety Contract Program Coordinators – Troops D and I, and Troops C and L



**Project Description:** The Police Traffic Safety Contract Program Coordinators will oversee and manage PTS grants in the Troop D, Troop I, and Troops C and L areas. Duties will include the following, oversight of LELs in those assigned areas, and ensure they perform all LHSC assigned duties; manage law enforcement agency contracts and encourage them to fulfill requirements of their contracts; process monthly claims; work with other agencies in their enforcement efforts; attend and participate in required traffic safety programs, conferences, and meetings; and provide technical assistance to law enforcement agencies to so they can effectively participate in all NHTSA/LHSC sponsored traffic safety enforcement mobilization periods and provide required data and documentation. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1)

**Project Budget/Source:** \$24,950 per Contractor/Section 402; \$24,950.00 Section 154AL (total funding is \$49,900 each)

**Match Amount:** \$12,475.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-30-91 through 2018-30-99

**Project Title:** Law Enforcement Liaison (LEL)



**Project Description:** LELs will assist all law enforcement agencies in the Troop A, B, C, D, E, F, G, I, and L areas with top priority given to LHSC law enforcement agency subgrantees. These nine LELs will attend national, State, and regional LEL and traffic safety program meetings, as well as monthly SHSP coalition meetings in the relevant geographical area, as directed by LHSC; gather and compile traffic safety statistics from law enforcement agencies and assist with analysis of this data; conduct at least two site visits to assigned law enforcement agencies each month to educate the agency on the impaired driving and occupant protection mobilizations and campaigns and other NHTSA/LHSC traffic safety programs; perform contract monitoring as assigned by LHSC management; and promote No Refusal weekends. (Highway Safety Program Guidelines No. 20)

**Project Budget/Source:** \$49,900.00 per LEL/Section 402 (total funding is \$449,100.00)

**Match Amount:** \$112,275.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Project Number:** 2018-35-TBD (Projects will be numbered sequentially)

**Project Title:** Special Waves Enforcement – Drive Sober Get Pulled Over and CIOT/Buckle Up in Your Truck



**Project Description:** LHSC will provide subgrants to local police departments and sheriff's offices for high-visibility and sustained enforcement overtime enforcement of traffic safety laws. The agencies will provide enforcement in support of impaired driving and occupant protection to be coordinated with the NHTSA/LHSC annual DSGPO and CIOT campaigns. Participating agencies conduct sobriety checkpoints and saturation patrols in support of the two National mobilizations. Prior to CIOT, a solicitation will be sent to all law enforcement agencies to announce the availability of small contracts up to \$10,000 with the LHSC to participate in DSGPO and CIOT. Interested agencies respond with their overtime rate, and number of hours they can work for each wave. The PTS Coordinator along with the Executive Director decides if the amount requested is appropriate and allowable within the LHSC budget for the overall project. LHSC normally contracts with between 50 and 125 agencies. (CTW, Chapter 1: Sections 2.1, 2.2, 5.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$250,000.00/Section 405b; \$150,000.00/154AL

**Match Amount:** \$137,500.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$550,000.00

## 2.6 Railroad/Highway Crossings

### Problem Identification and Analysis

Between 2011 and 2016, there were a total of 28 railroad/highway crossing fatalities and 170 injuries reported involving a train in Louisiana. Although on average, the number of railroad traffic fatalities equate less than one percent of all traffic fatalities in any given year, they still must be addressed if Louisiana is to reach Destination Zero Deaths. According to HSRG the parishes with the most train-vehicle crashes in 2016 were East Baton Rouge (7), Ouachita (6), and Tangipahoa (4). Even with the combined number of incidents, injuries, and fatalities related to highway rail crossings have declined since 1981, due in large part to the effective education and awareness programs led by Louisiana Operation Lifesaver (LOL). The LOL team tracks railroad/highway crossing deaths and injuries each year, and targets education efforts by Parish based upon the problem identification analysis.

### Railroad Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The Railroad/Highway Crossings program is an evidence-based effort that begins with an analysis of relevant data to form problem identification; deployment of proven countermeasures targeted at the problems identified during the analysis; and continuous follow-up

and necessary adjustments to programs and projects. The LHSC uses input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 Railroad/Highway Crossings program area. LHSC also works closely with Louisiana Operation Lifesaver to implement new evidence-based strategies. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Railroad/Highway Crossing countermeasures, the likelihood of our strategies reaching our goals increases. Enforcement efforts are based on available data and focused on problem locations. In addition, after enforcement waves are completed, crash-reduction data is analyzed to understand enforcement's effectiveness and enhance future campaigns. All proposed strategies are evidence-based, and have been shown to be effective measures for impacting and reducing the number of railroad/highway crossing crashes.

### Performance Target

- Reduce rail-highway fatalities by 60 percent from 5 (2011 to 2015 average) to 2 in 2018.

### Performance Measures

- Number of railroad/highway-crossing fatalities.

### Strategies

- Support Louisiana Operation Lifesaver.
- Establish a legislative framework for the LHSC program throughout 2018.
- Conduct highway-rail at-grade crossing public education programs.
- Conduct highway-rail at-grade crossing officer training programs.
- Support Officer on a train educational program.
- Encourage strict enforcement of rail crossing violations.

### Programs and Projects

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**Project Number:** 2018-60-10

**Project Title:** Louisiana Operation Lifesaver

**Project Description:** The Louisiana Operation Lifesaver (LOL) seeks to save lives, reduce crashes and injuries at rail grade crossing and railroad's rights-of-way. This will be done through safety education presentations to individuals of all ages. The program will plan, organize, and conduct meetings, workshops, and presentations to support rail-grade safety; maintain, and utilize the LOL "presenters" database; coordinate the maintenance of the LOL website; train volunteers;

and promote Operation Lifesaver programs in parishes with high railroad-grade collision rates. (<http://www.oli.org>, CTW, Section 1: 6.5)

**Project Budget/Source:** \$42,400.00/Section 402

**Match Amount:** \$10,600.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

## 2.7 Community Traffic Safety Program

### Problem Identification and Analysis

Louisiana has a robust Strategic Highway Safety Plan (SHSP) infrastructure comprised of leadership committees, state-level emphasis areas teams, and regional coalitions, which provide local support to the plan's implementation. In FFY 2018, the LHSC will provide funding through a mini grant program to the multidisciplinary SHSP regional coalitions that have reviewed their local data, determined their priorities, and developed regional action plans, which focus on addressing their region's most serious traffic safety problems in support of the SHSP's emphasis areas. In working with local partners, LHSC will have greater impact at local levels in developing the most effective approaches to improving traffic safety issues. Two of the emphasis areas noted in the SHSP which are also priorities for the HSP are occupant protection and impaired driving, both previously noted. Another priority of the SHSP is vulnerable users, which for purposes of the HSP are generally considered bicycles and pedestrians.

In 2016, pedestrian fatalities accounted for 17 percent of all fatalities on Louisiana roadways. Of those fatalities 46 percent of occurred during the evening hours between 6 p.m. and 12 a.m., while 30 percent occurred during the early morning hours of 12 a.m. to 6 a.m. Sixteen percent occurred during the afternoon hours between 12 p.m. to 6 p.m., and the remaining seven percent occurred during the morning hours of 6 a.m. to 12 p.m.

Between 2011 and 2016, an average of 20 bicycle fatalities occurred every year. During this same time, an average of 31 percent of all bicycle fatalities was alcohol-related. Also between 2011 and 2016, the average number of crashes involving a bicycle was 891.

### Community Traffic Safety Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The programs and projects identified by the SHSP Regional Traffic Safety Coalitions are chosen through a data-driven, collaborative approach. Each coalition consists of local representation from the 4Es of safety planning, the FHWA Division Office, Department of Transportation and Development (DOTD) safety staff, and LHSC. Together, crash data and proven countermeasures are reviewed to determine the most effective programs to be implemented in each region for the chosen emphasis areas. The LHSC uses input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A

Highway Safety Countermeasure Guide for State Highway Safety Offices Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 Community Traffic Safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for Community Traffic Safety countermeasures, the likelihood of our strategies reaching our goals increases. Any behavioral programs or projects not proven effective according to the NHTSA Countermeasures That Work or DOTD must include a pre/post evaluation plan to be eligible for funding. All proposed strategies are evidence-based and have been shown to be effective measures for impacting and reducing the number of crashes statewide.

This section also contains DOTD pedestrian safety activities which are critical to achieving the LHSC pedestrian and bicycle safety performance targets.

### Performance Targets

- Decrease alcohol impaired driving fatalities 3.0 percent from the average in 2011-2015 of 236 to 229 by December 31, 2018. (C-5)
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 8.8 percent from the average in 2011-2015 of 261 to 238 by December 31, 2018. (C-4)
- Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 2.2 percentage points from 87.8 percent in 2016 to 90 percent in 2018. (B-1)
- Decrease pedestrian fatalities 2.9 percent from the average in 2011-2015 of 104 to 101 by December 31, 2018. (C-10)
- Decrease bicyclist fatalities 1 percent from the 2011 calendar base year average of 20 to 19 by December 31, 2018. (C-11)

### Performance Measures

- Number of fatalities involving a driver or motorcycle operator with BAC at 0.08 or greater.
- Number of unrestrained passenger vehicle occupant fatalities, all seating positions.
- Observed seat belt use of front seat outboard occupants.
- Number of pedestrian fatalities.
- Number of bicycle fatalities.

### Strategies

1. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans as appropriate.

2. Assess and fund other eligible coalition-based projects which support the FFY 2017 HSP performance targets and strategies.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area.

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**Project Number:** 2018-10-44

**Project Title:** LA Voz de la Comunidad

**Project Description:** The LA Voz de la Comunidad will conduct monthly occupant protection and impaired driving educational campaigns to the Latino community to promote awareness and distribute educational material regarding the dangers of driving while impaired and the importance of occupant protection, conduct monthly educational/outreach activities in high concentration Latino area (youth and adults), promote occupant protection and alcohol campaign using radio and messaging social media in Latino markets. The LA Voz de la Comunidad plans to conduct monthly events for FFY 2018 to promote and distribute occupant protection educational materials in Spanish to the Latino community.

**Project Budget/Source:** \$6,691.08/Section 402, \$24,328.92/Section 164AL

**Match Amount:** \$2,495.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-10-46

**Project Title:** North Louisiana – Traffic Safety Diversity Outreach Program

**Project Description:** This program will provide outreach to community leaders and HBCU campuses, elementary, middle and high schools to reduce the number of serious injury and fatal crashes specific to impaired driving, occupant protection. Educational material promoting traffic safety will be distributed at all of North Louisiana diversity traffic safety outreach activities to include the Bayou Classic weekend, and traffic safety programs will be established on HBCU campuses in Lincoln Parish and Caddo Parish. Efforts will be sustained year-long and will be coordinated with LHSC and NHTSA during national campaigns.

**Project Budget/Source:** \$23,668.00/Section 402; \$23,668.00/Section 164AL

**Match Amount:** \$6,571.25

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0



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**Project Number:** 2018-10-49

**Project Title:** LeSanctuary Traffic Safety Diversity Outreach Program

**Project Description:** This program will provide outreach to clergy, and middle and high schools to reduce the number of serious injury and fatal crashes specific to impaired driving, and distracted driving. Educational material promoting traffic safety will be distributed in and around diversity outreach activities that will focus on educating minorities on the importance of not drinking and driving and not being distracted while operating a motor vehicle. Traffic safety programs will be established in, Orleans, Jefferson and St. John Parishes. Efforts will be sustained year-long and will be coordinated with the LHSC and NHTSA during national campaigns.

**Project Budget/Source:** \$24,950.00/Section 402; \$24,950.00/Section 164AL

**Match Amount:** \$6,237.50

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

---

**Project Number:** 2018-55-13

**Project Title:** Friends of Safety Town – Caddo Parish

**Project Description:** Project will fund activities to increase occupant protection awareness and usage among children and adults in seven parishes in Northwest Louisiana. Supplies will be purchased to conduct presentations on occupant protection, impaired, and distracted driving. The program will measure effectiveness with pre- and post-tests. (CTW, Chapter 2: Section 7.1)

**Project Budget/Source:** \$1,400.00/Section 402

**Match Amount:** \$350

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$1,400.00

\* Prior to purchasing any materials the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If materials are not allowed per Federal regulations the LHSC will utilize state funds to purchase awards.

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**Project Number:** 2018-65-00 (NOTE: changing from 2018-65-11 to 2018-65-00 in HSP-1)

**Project Title:** Pedestrian/Bicycle Projects

**Project Description:** Funds will support additional pedestrian/bicycle as they become available. All projects will comply with 23 CFR 1300.27.

**Project Budget/Source:** \$26,580.27/Section 402; \$400.00/Section 405h

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Project Number:** 2018-65-12

**Project Title:** Metro Bicycle Coalition (DBA Bike Easy)

**Project Description:** The Bike Easy outreach initiative is a public education and awareness program that focuses on young road users, including young motorists, pedestrians, and bike riders, teaching each participant applicable traffic laws to ensure they are aware of their responsibilities regarding non-motorized road users. This project includes purchasing bicycle safety helmets\* for some attendees. The purpose of the Orleans Parish project is to decrease young road users' involvement in motor vehicle crashes. (CTW, Chapter 8: Sections 4.5, Chapter 9: Section 1.4 and 2.2)

**Project Budget/Source:** \$30,000.00/Section 402; \$30,000.00/Section 405h

**Match Amount:** \$15,000.00

**MOE Not Applicable**

**Indirect Cost:** \$4,541.00

**Local Benefit:** \$0

\* Prior to any purchasing of bicycle helmets the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If helmets are not allowed per Federal regulations the LHSC will utilize state funds to purchase them.

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**Project Number:** 2018-70-10

**Project Title:** School Travel Safety Project

**Project Description:** This project aims to help elementary and secondary schools develop school travel safety plans, educate the most vulnerable roadway users, promote safe traffic habits, and improve the safety of pedestrians and cyclists. These plans will aid in students being aware of how to walk and/or cycle to school in a safe manner. The program will coordinate with the school to develop the safest route for students to arrive and exit the school campus while walking and cycling. The program will be integrated into the school's physical education classes using a portable safety town for instruction, administer a parent survey, perform a walk audit, set transportation goals, and develop strategies to improve pedestrian and bike safety.

**Project Budget/Source:** \$31,097.00/Section 402

**Match Amount:** \$7,774.25

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-70-12

**Project Title:** Bayou Classic Outreach

**Project Description:** This project will provide outreach at the largest African American sporting event within the state of Louisiana. There will be two press events promoting the Bayou classic. Educational material promoting traffic safety will be distributed on game day specific to impaired

driving and occupant protection. The LHSC will have an onstage moment prior to the game and PA announcements and traffic safety commercials will be displayed during the sporting event and the LHSC logo with a traffic safety message will be displayed on the ribbon and message boards during the sporting event.

**Project Budget/Source:** \$7,500.00//Section 402; \$7,500.00/Section 164

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

## 2.8 Non-motorized Safety

### Problem Identification and Analysis

For FY 2018 LHSC is utilizing Section 402 funding to address pedestrian and bicyclist safety. The Community Traffic Safety Program Problem Identification previously noted some data in this area from HSRG. According to FARS, in 2015, Louisiana saw 102 pedestrian fatalities and 34 cyclist fatalities. Louisiana is also addressing pedestrian safety in a number of ways that do not include NHTSA funding. The Louisiana DOTD manages two comprehensive pedestrian safety programs. The first is a \$1.5 million project with the Metropolitan Planning Organizations in New Orleans, Baton Rouge, and Lafayette. This project includes awareness and education activities and public service announcements. The other major project is the FHWA Safe Routes to Schools for approximately \$2.5 million involving education, awareness, and sidewalk construction. Safe Routes to School also impacts younger bicyclists' safety. The DOTD's Complete Streets Policy is also a big part of the agency's emerging focus on pedestrian safety and incorporates pedestrian and bicycle facility improvements where warranted on a wide range of state projects that would not have been done even a few years ago.

### Pedestrian and Bicyclist Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. To provide the maximum impact and likelihood for increasing pedestrian and bicyclist safety, the LHSC provides leadership, training, data, and technical assistance to other state agencies, law enforcement agencies, and to local pedestrian and bicyclist safety projects. The LHSC conducts problem identification to identify the areas and populations that have the highest rate of pedestrian and bicyclist crashes. Louisiana's pedestrian and bicyclist safety program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners identified in Section 1.0 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 pedestrian and bicyclist safety program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection

strategies for pedestrian and bicyclist safety countermeasures, the likelihood of our strategies reaching our goals increase in reducing pedestrian and bicyclist fatalities and injuries.

### Performance Targets

- Decrease pedestrian fatalities 2.9 percent from the average in 2011-2015 of 104 to 101 by December 31, 2018. (C-10)
- Decrease bicyclist fatalities 1 percent from the average in 2011-2015 of 20 to 19 by December 31, 2018. (C-11)

### Performance Measures

- Number of pedestrian fatalities.
- Number of bicyclist fatalities.

### Performance Strategies

1. Support educational and outreach activities that promote safer bicycle and pedestrian communities.
2. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans to improve bicycle and pedestrian safety as appropriate.
3. Assess and fund other eligible coalition-based projects which support the FFY 2018 HSP performance targets and strategies to improve bicycle and pedestrian safety.

### Programs and Projects

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**Project Number:** 2018-65-10

**Project Title:** Stroll into Safety

**Project Description:** The Stroll into Safety program educates children, caregivers and community members about the importance of pedestrian and bicyclist skills, the rules of the road and personal safety. This program is designed to bring attention to bike and pedestrian issues that surround the Greater Baton Rouge Area, in an effort to reduce nonmotorized/motor vehicle crashes and create safer, more bike/pedestrian-friendly communities. (CTW, Chapter 8: Section 1.2 and 4.1, Chapter 9: Section 1.3 and 2.2)

**Project Budget/Source:** \$125,000.00/Section 405h

**Match Amount:** \$31,250.00

**MOE Not Applicable**

**Indirect Cost:** \$9,091.00

**Local Benefit:** \$0

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**Project Number:** 2018-65-12

**Project Title:** Metro Bicycle Coalition (DBA Bike Easy)

**Project Description:** The Bike Easy outreach initiative focuses on young road users, including young motorists, pedestrians, and bike riders, teaching each participant skills to keep themselves safe, as well as ensuring that young motorists are aware of their responsibilities to other road users. This project includes purchasing bicycle safety helmets\* for some attendees. The purpose of the project is to decrease young road user's involvement in motor vehicle crashes. (CTW, Chapter 8: Sections 4.5, Chapter 9: Section 1.4 and 2.2)

**Project Budget/Source:** \$30,000.00/Section 402; \$30,000.00/Section 405h

**Match Amount:** \$15,000.00

**MOE Not Applicable**

**Indirect Cost:** \$4,541.00

**Local Benefit:** \$0

\* Prior to any purchasing of bicycle helmets the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If helmets are not allowed per Federal regulations the LHSC will utilize state funds to purchase them.

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**Project Number:** 2018-20-18

**Project Title:** Charles R. Kelly: Seniors & Teens Educational Outreach

**Project Description:** This project will educate senior citizens and teens on the importance of wearing seatbelts, provide training and literature on current laws and best practices as it relates to bicycle and pedestrian safety, and operate as a child passenger fitting station. The program will reach the intended audience via monthly enrichment activities. Participants will engage in interactive presentations by participating in mock safety towns and walking audits to gain an understanding of best practices. Program effectiveness will be measured through pre and posttest assessments.

**Project Budget/Source:** \$35,000.00/Section 402

**Match Amount:** \$8,750.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-65-13

**Project Title:** League Cyclist Instructor Public Education

**Project Description:** This program seeks to reduce motorist collisions between cyclists and pedestrians by conducting Traffic Skills 101 courses in the capital region. Traffic Skills 101 is a curriculum designed by the League of American Bicyclists to develop the rider's knowledge and expertise in the craft and science of bicycling. It provides instruction and guidance in the basic

principles of vehicular bicycling. The curriculum combines classroom discussions and parking lot activities with on-road practice of vehicular bicycling. This project will lead to an increase in the amount of league certified instructors in the region. Once the instructors have been certified the program will conduct ten seminars to train bicyclists and educate the public about bicycle safety.

**Project Budget/Source:** \$10,547.50/Section 402; \$6,452.50/Section 405h

**Match Amount:** \$6,250.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-70-10

**Project Title:** School Travel Safety Project

**Project Description:** This project aims to help elementary and secondary schools develop school travel safety plans, educate the most vulnerable roadway users, promote safe traffic habits, and improve the safety of pedestrians and cyclists. These plans will aid in students being aware of how to walk and/or cycle to school in a safe manner. The program will coordinate with the school to develop the safest route for students to arrive and exit the school campus while walking and cycling. The program will be integrated into the school's physical education classes using a portable safety town for instruction, administer a parent survey, perform a walk audit, set transportation goals, and develop strategies to improve pedestrian and bike safety.

**Project Budget/Source:** \$31,097.00/ Section 402

**Match Amount:** \$7,774.25

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-65-00-00

**Project Title:** Future Pedestrian/Bicycle Safety Projects

**Project Description:** Funds will be used when future projects are identified.

**Project Budget/Source:** \$26,580.27/Section 402; \$400.00/Section 405h

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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## 2.9 Teen Traffic Safety Program

### Problem Identification and Analysis

According to FARS, of fatal crashes in 2015, 10 percent of the drivers involved were young drivers (age 20 or younger). This is significant, because drivers age 15 to 20 make up 9.4 percent of all licensed drivers in the State so they appear to be close to having a normal representation in crashes for 2015 after being overrepresented in crashes in previous years. Of the 75 fatal crashes involving drivers age 15 to 20 that were tested, 39 percent (29) were alcohol involved. Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel does not have the skills or experience needed to recognize a hazard and take corrective action.

Under the State's graduated driver's license program (GDL), teens 17 years of age or younger must satisfy the Office of Motor Vehicles (OMV) requirements to obtain a driver's license. Eligibility for a learner's permit requires the teen be at least 15 years old, present a driver's education completion certificate (proving completion of 8 hours of behind the wheel and 30 hours of classroom instruction), present a school certificate of required attendance or a home study approval notification letter, and pass a vision exam and a written exam. Learner's permit holders must hold the permit for a minimum of 180 days, complete at least 50 hours of supervised driving of which 15 hours must be at night. In addition, learner's permit holders can drive only when accompanied by a licensed adult at least 21 years of age, or an 18-year-old or older sibling who is also licensed.

To progress from the learner's to provisional (unsupervised) stage of Louisiana's GDL, the teen must be at least 16 years of age; have held the learner's permit for at least 180 days; submit a signed statement confirming completion of 50 hours supervised driving, including 15 hours completed at night, with a licensed parent, legal guardian or adult 21 or older; and pass an on-road test. After passing the on-road test, the teen must present a school certificate of required attendance or a home study approval notification letter and pass a vision exam. Provisional license holders can drive unsupervised between 5 a.m. and 11 p.m. or at any hour if accompanied by a licensed adult. Between 6 p.m. and 5 a.m., the provisional license holder may carry no more than one passenger under 21 unless they are immediate family members, except when accompanied by a licensed adult.

To progress to a full, unrestricted license the teen must be 17 years old and present the intermediate driver's license and a school certificate of required attendance or a home study approval notification letter at the OMV.

### Teen Traffic Safety Program Assessment of Overall Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. The youth-based programs statewide efforts that include peer-to-peer education and prevention strategies funded for FFY 2018 are targeted towards novice drivers, under 20, who are the most likely to take risks on the road, including drinking and driving. The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State

Highway Safety Offices in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 young driver program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for young driver countermeasures, the likelihood of our strategies reaching our goals increases. With a highly effective GDL law in place in Louisiana, these evidence-based education programs were chosen to compliment and support the law which will lead to fewer young driver crashes.

### Performance Targets

- Decrease drivers age 20 or younger involved in fatal crashes 5.7 percent from the average in 2011-2015 of 87 to 82 by December 31, 2018. (C-9)

### Performance Measures

- Number of drivers age 20 or younger involved in fatal crashes.

### Strategies

- Assess and fund eligible youth-based projects which support the FFY 2018 HSP performance targets and strategies.
- Assess and fund eligible youth-based projects that provide education, outreach, and enforcement to counter underage drinking.

### Programs and Projects

Note: Multiple funding sources are provided for some projects listed on the following pages. The LHSC will utilize the appropriate funding source as applicable to the program area.

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**Project Number:** 2018-10-30

**Project Title:** Alcohol Beverage Control Juvenile Underage Drinking Enforcement (J.U.D.E.) Task Force

**Project Description:** The J.U.D.E. Task Force attacks underage drinking and impaired driving in East Baton Rouge Parish. The Task Force will work to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages. This project will also work to reduce serving of alcohol to juveniles, reduce the underage purchase of alcohol, and improve compliance checks. (CTW, Chapter 1: Section 6.1, 6.3)

**Project Budget/Source:** \$97,524.00/Section 154AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$97,524.00



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**Project Number: 2018-10-31****Project Title:** Louisiana Cops in Shops Program**Project Description:** The Louisiana Office of Alcohol Tobacco Control (ATC) Cops in Shops project utilizes ATC enforcement agents to conduct extensive underage alcohol enforcement efforts. The Cops in Shops project works to reduce the number of individuals who use, possess, or manufacture fake or fraudulent identifications for the purpose of entering a bar/lounge, or to purchase, possess, and consume alcoholic beverages statewide. (CTW, Chapter 1: Section 6.1, 6.3)**Project Budget/Source:** \$164,076.00/Section 164AL**Match Amount:** \$0**MOE Not Applicable****Indirect Cost:** \$0**Local Benefit:** \$164,076.00

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**Project Number: 2018-55-10****Project Title:** Sudden Impact Comprehensive Statewide Project**Project Description:** This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes, and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multi-tiered approach. The program is a partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)**Project Budget/Source:** \$135,000.00/Section 164AL; \$45,000.00/Section 402; \$45,000.00/Section 405e**Match Amount:** \$22,500.00**MOE Not Applicable****Indirect Cost:** \$15,909.00**Local Benefit:** \$0

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**Project Number: 2018-55-11****Project Title:** Ready Set DRIVE!**Project Description:** The project will fund the “Ready, Set, DRIVE!” Teen Driver Safety Program in the East Baton Rouge, Livingston, Ascension, and West Baton Rouge parishes. “Ready, Set, DRIVE!” is an educational program focused on traffic laws, driver education, and other strategies. The program teaches participants how to recognize, assess and change their risky driving behaviors, such as driving while impaired, in an effort to decrease the number of teen driver related motor vehicle crashes on our roads. The program measures effectiveness through pre- and post-tests. (CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)**Project Budget/Source:** \$69,750.00/Section 154AL; \$85,250.00/Section 402

**Match Amount:** \$21,312.50

**MOE Not Applicable**

**Indirect Cost:** \$13,182.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-12

**Project Title:** Think First for Teens Program

**Project Description:** This project will provide for coordination and implementation of a minimum of 72 one to two hours Think First programs on underage drinking and impaired driving for youth and young adults to reduce the number of alcohol-related fatalities. These programs will be conducted through schools, colleges/universities, corporate/community traffic safety programs, churches, DWI classes, Juvenile Court, etc., in Northwest Louisiana. A social media component will reinforce the message of the program. Program participants will have an opportunity to engage with individuals who have significant injuries from being involved in car crashes. This allows the participants first hand knowledge of the dangers and effects of their potential decisions. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$ 56,705.00 Section 154AL; \$56,705.00/Section 402

**Match Amount:** \$14,176.25

**MOE Not Applicable**

**Indirect Cost:** \$9,955.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-13

**Project Title:** Friends of Safety Town – Caddo Parish

**Project Description:** Project will fund activities to increase occupant protection awareness and usage among children and adults in seven parishes in Northwest Louisiana. Supplies will be purchased to conduct presentations on occupant protection, impaired, and distracted driving. The program will measure effectiveness with pre- and post-tests. (CTW, Chapter 2: Section 7.1)

**Project Budget/Source:** \$1,400.00/Section 402

**Match Amount:** \$350

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$1,400.00

\* Prior to purchasing any materials the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If materials are not allowed per Federal regulations the LHSC will utilize state funds to purchase awards.

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**Project Number:** 2018-65-12

**Project Title:** Metro Bicycle Coalition (DBA Bike Easy)

**Project Description:** The Bike Easy outreach initiative focuses on young road users, including young motorists, pedestrians, and bike riders, teaching each participant skills to keep themselves safe, as well as ensuring that young motorists are aware of their responsibilities to other road users. This project includes purchasing bicycle safety helmets\* for some attendees. The purpose of the project is to decrease young road user's involvement in motor vehicle crashes. (CTW, Chapter 8: Sections 4.5, Chapter 9: Section 1.4 and 2.2)

**Project Budget/Source:** \$30,000.00/Section 402; \$30,000.00/Section 405h

**Match Amount:** \$15,000.00

**MOE Not Applicable**

**Indirect Cost:** \$4,541.00

**Local Benefit:** \$0

\* Prior to any purchasing of bicycle helmets the LHSC will work with the NHTSA Regional Office to ensure compliance with Super Circular regulations. If helmets are not allowed per Federal regulations the LHSC will utilize state funds to purchase them.

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**Project Number:** 2018-55-15

**Project Title:** Social Norms and Marketing Project (SNAP)

**Project Description:** The Social Norms and Marketing Project will combine social norms and social marketing theory to reduce alcohol-impaired fatal traffic fatalities at five high schools and four colleges in alcohol-impaired Tier 1 parishes in southwest Louisiana. A unique social norms campaign focused on impaired driving will be implemented within each school. The project evaluation will consist of both process and outcome measures. (CTW, Chapter 1: Section 6.5 and [http://www.alanberkowitz.com/articles/social\\_norms.pdf](http://www.alanberkowitz.com/articles/social_norms.pdf))

**Project Budget/Source:** \$132,700.00/Section 154AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$30,011.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-16

**Project Title:** Children's Coalition for Northeast Louisiana – Young Driver Program

**Project Description:** The Children's Coalition for Northeast Louisiana will promote awareness and educate young drivers about the dangers of impaired and distracted driving. The educational component will be accompanied by a driving simulator to create scenarios of high risk driving behavior and encourage positive modification of driving behavior among participants. These presentations will take place in seven high schools located in Ouachita, Lincoln, and Union Parishes

and three colleges – Louisiana Tech University, University of Louisiana – Monroe, and Grambling State University. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$38,450.00/Section 164AL

**Match Amount:** \$4,806.25

**MOE Not Applicable**

**Indirect Cost:** \$1,570.00

**Local Benefit:** \$19,225.00

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**Project Number:** 2018-30-10 *through* 2018-30-61

**Project Title:** Overtime Traffic Safety Enforcement – Local Law Enforcement



**Project Description:** LHSC will provide subgrants to local police departments and sheriff’s offices for high-visibility and sustained overtime enforcement of traffic safety laws. Each agency will provide enforcement in support of occupant protection and child passenger safety, which will be coordinated with the annual CIOT campaign in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and make adjustments throughout the year as needed. Refer to Table 2.5 (the program area budget table) to identify the budget for this enforcement program. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

For the list of yearlong law enforcement agencies see pages 57 and 58.

**Project Budget/Source:** \$1,551,728.42/Section 402; \$28,985.00/Section 405d; \$1,408,126.12/Section 154AL; \$926,702.00/Section 164AL

**Match Amount:** \$981,396.53

**MOE:** Not Applicable

**Indirect Cost:** \$89,091.00

**Local Benefit:** \$3,925,586.12

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**Project Number:** 2018-30-80

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



**Project Description:** The project will support LSP overtime enforcement work in DWI, speed, and occupant protection and Public Information Officer (PIO) overtime activities. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis.

The LSP will plan and conduct two SFST Instructor Development Course, one Radar Instructor Development Course, two DRE Courses, four SFST Training Field Courses, two DRE training courses, and four ARIDE Field Courses. Officers working the PIO overtime activities will conduct Public Information Presentations. These presentations will be used to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. The two LSP Rollovers will be used at college

and high school sporting events, industrial plants, safety fairs, etc., at least twice per month per Rollover.

The LHSC will reimburse the LSP for radio communication overtime activities and clerical overtime activities. (CTW, Chapter 1: Sections 2.1, 2.2, 6.1, 7.1 and Chapter 2: Sections 2.1, 2.2, 5.1)

**Project Budget/Source:** \$592,217.00/Section 164AL; \$30,560.00/Section 402; \$370,156.00/Section 405b;

**Match Amount:** \$248,233.25

**MOE:** \$5,558,742.92 Section 405b and \$3,350,114.54 Section 405d

**Indirect Cost:** \$75,182.00

**Local Benefit:** \$0

**Project Number:** 2018-70-00

**Project Title:** Regional Coalition Programmatic Grants

**Project Description:** Funds will support data-driven and evidence-based projects proposed by the Regional Traffic Safety Coalitions in the LSP Troop regions to address impaired driving, motorcycle safety, and non-motorized safety. Projects selected will support implementation of the regional coalition's action plan. All project costs will be programmatic and will not include administrative costs. Specific projects to be determined. (CTW, Chapters 1 and 2)

**Project Budget/Source:** \$179,853.87/Section 164AL; \$75,000.00/Section 405f; \$150,000.00/Section 405h

**Match Amount:** \$56,250.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Project Number:** 2018-10-24

**Project Title:** NSU Alcohol Education & Prevention Program

**Project Description:** This program will provide alcohol education, awareness, and prevention programming for Northwestern State University. The project will train students and staff and equip them with skills to identify and combat alcohol issues and prevent impaired driving. This is a peer-to-peer campaign led by the Northwestern State University S.W.A.T. team (Students with a Target). The target demographic is all incoming freshmen. Program effectiveness will be measured through pre- and post-tests. (CTW, Chapter 1: Section 5.2, 6.5, 7.3; Chapter 4: Section 2.1, 2.2)

**Project Budget/Source:** \$29,250.00 /Section 164AL

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

## 2.10 Distracted Driving

### Problem Identification and Analysis

Louisiana’s current distracted driving law consists of a hand held ban for drivers with a learner or intermediate license regardless of age, a primary cell phone ban for bus drivers, a primary cell phone ban for novice drivers during their first year of licensure, and a primary texting ban on all drivers.

### Distracted Driving Assessment of Overall Traffic Safety Impact

As mentioned previously in Section 1.2, Louisiana utilizes data driven decision-making and input collected throughout the year from planning partners identified in Section 1.0 to select, assess, and monitor projects that in combination with the totality of our safety planning will lead toward safer roadways. Taking into account Louisiana’s available data and laws regarding distracted driving, a multi-pronged approach for developing the problem identification and analysis is being utilized. For example, looking at distractions that occurred in the vehicle versus those that occurred outside the vehicle. These data are looked at along with crash reports that also note the “Condition of Driver/Ped” as inattentive, distracted, fatigued, and apparently asleep. From analysis of these data such as that seen in Table 2.5 and Table 2.6 below, strategies and locations of needed enforcement and infrastructure to address distracted driving are considered.

**Table 2.5 Number of Vehicles Involved in Fatal, Injury or Property Damage Crash Due to Most Common Distraction Types**

<b>Year</b>	<b>Cell Phone</b>	<b>Other Electronic device</b>	<b>Other Inside Vehicle</b>	<b>Other Outside Vehicle</b>
<b>2010</b>	2,154	516	6,645	4,634
<b>2011</b>	2,278	574	6,811	6,488
<b>2012</b>	2,217	622	7,221	6,584
<b>2013</b>	2,177	566	7,254	7,316
<b>2014</b>	2,239	656	7,226	6,889
<b>2015</b>	2,340	637	7,266	6,851
<b>2016</b>	2,412	767	7,580	6,720
<b>Total</b>	<b>15,817</b>	<b>4,338</b>	<b>50,003</b>	<b>45,482</b>

Source: Highway Safety Research Group’s Data Reporting Querying Tool, Section F Number of Vehicles Involved in Fatal, Injury, or Property Damage Crash Due to Most Common Distraction Types; [HSRG Data Reports](#).

**Table 2.6 Related Factors for Drivers Involved in Fatal Crashes**

Year	Failure to Keep in Proper Lane	Distracted (phone, talking, eating, object, etc.)	Drowsy, Asleep, Fatigued, Ill or Blackout	Total Drivers
2010	N/A	151/ 16.3%	24/ 2.6%	175/ 18.9%
2011	18/ 1.9%	142/ 15.1%	13/ 1.4%	173/ 18.4%
2012	61/ 6.5%	138/ 14.6%	33/ 3.5%	232/ 24.6%
2013	56/ 5.9%	139/ 14.6%	25/ 2.6%	220/ 23.1%
2014	59/ 6.3%	116/ 12.4%	19/ 2.0%	194/ 20.7%
2015	59/ 5.8%	251/ 24.9%	0/ 0.0%	310/ 30.8%

Source: NHTSA FARS Encyclopedia; [NHTSA FARS People/Drivers](#) and NHTSA FARS FTP, 2015.

In addition, the Highway Safety Issues Attitudinal Telephone Survey was reviewed to provide a breakdown of the respondents' answers by region of the state, vehicle type, age, sex, and race. Specific enforcement and educational efforts to address these groups can be developed. For example, respondents age 25 and under are more prone to texting while driving (see Table 2.7). Further, by law it may not be legal for some of these drivers to drive and talk on the phone if they are a new driver. A preponderance of this behavior in the young driver age group led to LHSC providing leadership to inform and award projects to counter distracted driving through the use of educational efforts to address the behavior.

The LHSC uses the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 distracted driving program area. Whenever possible the most effective proven strategies, such as those with two stars or greater, are selected and implemented. By using these evidence-based selection strategies for distracted driving countermeasures, the likelihood of our strategies reaching our goals increase in reducing distracted driving fatalities and injuries.

**Table 2.7 Age Breakdown Responding to “How often do you text while driving?”**

Age	Always	Nearly Always	Sometimes	Seldom	Never
Under 25	3.0%	0.0%	16.5%	34.7%	45.8%
25-34	2.1%	3.0%	19.3%	15.2%	60.5%
35-49	.6%	1.0%	11.6%	19.5%	66.8%
50-64	0.8%	0.0%	3.0%	10.2%	85.7%
65 or over	0.0%	0.0%	0.0%	4.7%	94.2%

Source: Highway Safety Issues Attitudinal Survey Louisiana Drivers 2016.

## Performance Targets

- Decrease distracted driving fatalities 3.2 percent from the average in 2011-2015 of 158 to 153 by December 31, 2018.

## Performance Measures

- Number of fatalities involving a distracted driver.

## Strategies

1. Support training and educational resources, as well as contracting to organizations, to increase understanding of the dangers of distracted driving.
2. Assess and fund eligible SHSP Regional Coalition projects which support implementation of their action plans to improve distracted driving as appropriate.
3. Conduct an annual statewide attitudinal telephone survey and observational survey on distracted driving.

## Programs and Projects

Note: Multiple funding sources are provided for some projects listed below. The LHSC will utilize the appropriate funding source as applicable to the program area.

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**Project Number:** 2018-55-10

**Project Title:** Sudden Impact Comprehensive Statewide Project

**Project Description:** This is a statewide comprehensive injury prevention program for adolescents to decrease the number of alcohol-impaired traffic fatalities and participating in high-risk behavior that accompanies driving intoxicated and includes information on distracted driving and occupant protection. The program increases knowledge, creates positive attitudes, and influences healthy decisions related to driving under the influence of alcohol through a multidisciplinary, multi-tiered approach. The program is a partnership with the Louisiana State Police, the Trauma Team, and Trauma Victims. Program effectiveness is measured through pre- and post-tests. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$135,000.00/Section 164AL; \$45,000.00/Section 402; and \$45,000.00/Section 405e

**Match Amount:** \$22,500.00

**MOE Not Applicable**

**Indirect Cost:** \$15,909.00

**Local Benefit:** \$0



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**Project Number:** 2018-55-11

**Project Title:** Ready, Set, DRIVE!

**Project Description:** The project will fund the “Ready, Set, DRIVE!” Teen Driver Safety Program in the East Baton Rouge, Livingston, Ascension, and West Baton Rouge parishes. “Ready, Set, DRIVE!” is an educational program focused on traffic laws, driver education, and other strategies. The program teaches participants how to recognize, assess and change their risky driving behaviors, such as driving while impaired, in an effort to decrease the number of teen driver related motor vehicle crashes on our roads. The program measures effectiveness through pre- and post-tests. (CTW, Chapter 1: Sections 6.5 and Chapter 2: Sections 7.1)

**Project Budget/Source:** \$69,750.00/Section 154AL; \$85,250.00/Section 402

**Match Amount:** \$21,312.50

**MOE Not Applicable**

**Indirect Cost:** \$13,182.00

**Local Benefit:** \$0

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**Project Number:** 2018-55-14

**Project Title:** Tangipahoa Parish Government – TRACC Coalition – BRAKES

**Project Description:** The Tangipahoa Parish Government – TRACC Coalition will work to create a safer community by encouraging positive attitudes and behavior among teen drivers regarding traffic safety. The BRAKES (Be Responsible and Keep Everyone Safe) Program addresses occupant protection, distracted driving, speed, and impaired driving for young drivers. Program effectiveness and knowledge gain will be measured by pre- and post-tests. (CTW Chapter 1: Section 6.5)

**Project Budget/Source:** \$25,000.00/Section 402

**Match Amount:** \$6,250.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-55-16

**Project Title:** Children’s Coalition for Northeast Louisiana – Young Driver Program

**Project Description:** The Children’s Coalition for Northeast Louisiana will promote awareness and educate young drivers about the dangers of impaired and distracted driving. The educational component will be accompanied by a driving simulator to create scenarios of high risk driving behavior and encourage positive modification of driving behavior among participants. These presentations will take place in seven high schools located in Ouachita, Lincoln, and Union Parishes and three colleges – Louisiana Tech University, University of Louisiana – Monroe, and Grambling State University. (CTW, Chapter 1: Section 6.5)

**Project Budget/Source:** \$38,450.00/Section 164AL

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**Match Amount:** \$4,806.25

**MOE Not Applicable**

**Indirect Cost:** \$1,570.00

**Local Benefit:** \$19,225.00

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**Project Number:** 2018-70-03

**Project Title:** United Traffic Safety Diversity Outreach Program

**Project Description:** The United Christian Faith Ministries will provide outreach to intercity groups to reduce the number of serious injury and fatal crashes specific to that involve noncompliance of wearing seatbelts. Educational material promoting traffic safety will be distributed in and around diversity outreach activities that will focus on educating minorities on the importance of buckling up while operating or as a passenger of a motor vehicle. Traffic safety programs will be established in the East Baton Rouge Parish. Efforts will be sustained year-long and will be coordinated with the LHSC and NHTSA during national campaigns.

**Project Budget/Source:** \$5,000.00/Section 402

**Match Amount:** \$1,250.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-80-01

**Project Title:** Paid Media for Occupant Protection/Impaired Driving/Distracted Driving

**Project Description:** The paid media campaign directly supports the enforcement activities and informs the public about occupant protection laws. Paid media outreach (television, radio, print, billboards, and sporting events) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. The media contractor will research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. (CTW, Chapter 1: Section 5.2)

**Project Budget/Source:** \$50,000.00/Section 405b; \$50,000/Section 402; \$550,000.00/Section 405d; \$50,000.00/ Section 405e

**Match Amount:** \$175,000.00

**MOE:** Not Applicable

**Indirect Cost:** \$0

**Local Benefit:** \$0

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## 2.11 Hazard Elimination/Highway Safety Improvement Program (HSIP)

The Louisiana DOTD manages the State's Hazard Elimination Program/Highway Safety Improvement Program (HSIP), not the LHSC. The following projects are planned for FFY 2018.

### Programs and Projects

**Project Number:** 2018-90-00

**Project Title:** Hazard Elimination

**Project Description:** LHSC will participate as a Safety team member in the recommendation and prioritization of Hazard Elimination projects. LA Department of Transportation and Development (DOTD) will provide LHSC with a 154/164 Hazard Elimination Plan outlining project numbers, project periods, names, contracting agencies, brief project descriptions and budget costs.

**Project Budget/Source:** \$3,829,854.32/Section 154HE; \$3,829,507.18/Section 164HE

**Match Amount:** \$0

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Table 2.8 Hazard Elimination/HSIP Program Budget Summary**

Project Number	Project Title	Hazard Elimination Budget	Source of Funding
H.013015	LA 3135 @ LA 45 Intersection Striping	\$75,000.00	154/164HE
H.013016	Message Board Replacement for District 62	\$51,000.00	154/164HE
H.012747	LA 20 Low Cost Safety Improvements	\$20,000.00	154/164HE
H.012817	LA 928 Low Cost Safety Improvements	\$131,000.00	154/164HE
	Design Retainer	\$2,000,000.00	154/164HE
	Roundabout Design Retainer	\$2,000,000.00	154/164HE
	Projects Plan Changes	\$1,638,861.50	154/164HE
			154/164HE
	LA Operation Lifesaver	\$110,000.00	154/164HE
	Safe Routes to School	\$500,000.00	154/164HE
	Long Range Safety Plan	\$1,000,000.00	154/164HE
	Transfer Fund Manager	\$133,500.00	154/164HE
<b>Total Hazard Elimination/HSIP Program Budget</b>		<b>7,659,361.50</b>	(50%/50%)

## 2.12 Planning and Administration

### Overview

Planning and Administration (P&A) costs are direct and indirect expenses that are attributable to the overall management of the LHSC State and Community Highway Safety Grant Program. Costs include salaries and related personnel benefits for the Governor’s Representative and for other technical, administrative, and clerical staff in the LHSC, as shown in Tables 2.19, 2.20 and 2.21. P&A costs also include office expenses such as travel, equipment, supplies, rent, and utilities necessary to carry out the functions of the LHSC.

A program cost summary for all program areas can be found in Table 10 at the end of this section. All costs identified are allowable and match comes from State self-generated funds. In FY 2018, the LHSC is not proposing to fund any equipment purchases.

### Performance Target

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

### Performance Measures

- Quality and timeliness of annual programs, plans, and evaluation reports.
- Develop, coordinate, and monitor traffic safety projects identified in this plan.

### Strategies

- Provide staff the opportunity to receive training and attend various traffic safety conferences to improve skills and knowledge.
- Follow guidance provided by the LHSC Fiscal Manager to limit planning and administration costs.

### Programs and Projects

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**Project Number:** 2018-01-00

**Project Title:** Planning and Administration

**Project Description:** Program provides for the management of the LHSC programs, including employment of personnel to manage programs, associated travel, conference fees, operating expenses, and the expenses of Commission meetings and travel associated with Commission members. Also includes a project to initiate development of an electronic grants tracking system.

**Project Budget/Source:** \$ 370,585.44/ Section 402

**Match Amount:** \$440,848.28

**MOE Not Applicable**

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**Indirect Cost:** \$0**Local Benefit:** \$0

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**Project Number:** 2018-10-00**Project Title:** Program Management (Alcohol)**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC impaired driving program.**Project Budget/Source:** \$ 72,146.44/ Section 402**Match Amount:** \$18,036.61**MOE Not Applicable****Indirect Cost:** \$0**Local Benefit:** \$0

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**Project Number:** 2018-20-00**Project Title:** Program Management (Occupant Protection)**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC occupant protection program.**Project Budget/Source:** \$ 30,377.45/ Section 402**Match Amount:** \$7,594.36**MOE Not Applicable****Indirect Cost:** \$0**Local Benefit:** \$0

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**Project Number:** 2018-30-00**Project Title:** Program Management (Police Traffic Services)**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC police traffic services program.**Project Budget/Source:** \$ 208,844.96/ Section 402**Match Amount:** \$52,211.24**MOE Not Applicable****Indirect Cost:** \$0**Local Benefit:** \$0

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**Project Number:** 2018-40-00**Project Title:** Program Management (Traffic Records)**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC traffic records program.**Project Budget/Source:** \$ 30,377.45/Section 402

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**Match Amount:** \$7,594.36

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-50-00

**Project Title:** Program Management (Motorcycle)

**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC motorcycle program.

**Project Budget/Source:** \$ 3,797.18/ Section 402

**Match Amount:** \$949.30

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-55-00

**Project Title:** Program Management (Teen Safety Program)

**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC teen safety program

**Project Budget/Source:** \$ 3,797.18/ Section 402

**Match Amount:** \$949.30

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-60-00

**Project Title:** Program Management (Railroad/Highways)

**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC railroads/highway program.

**Project Budget/Source:** \$ 3,797.18/ Section 402

**Match Amount:** \$949.30

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-60-00

**Project Title:** Program Management (Pedestrian Safety Program)

**Project Description:** Provides for salaries, benefits, travel, operation, and supplies for administration of the LHSC community traffic safety programs.

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**Project Budget/Source:** \$ 26,580.27/ Section 402

**Match Amount:** \$6,645.07

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Project Number:** 2018-01-10

**Project Title:** H & M Consulting

**Project Description:** This contractor provides statistical analysis on the seat belt survey results to traffic safety stakeholders from around the state of Louisiana. In addition, the contractor prepares several ad hoc reports for the LHSC executive director and staff regarding highway safety issues that arise during the year, particularly during the legislative session.

**Project Budget/Source:** \$49,900.00/Section 402

**Match Amount:** \$24,950.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$

**Project Number:** 2018-01-11

**Project Title:** Cambridge Systematics - Planning and Reporting

**Project Description:** This project provides support in the coordination, design, and preparation of the FFY 2017 Annual Report.

**Project Budget/Source:** \$20,915.34/Section 402

**Match Amount:** \$22,881.42

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Project Number:** 2018-01-12

**Project Title:** Cambridge Systematics – HSP and 405 Applications

**Project Description:** This project supports the coordination, design, and preparation of the FFY 2019 Highway Safety Plan, Section 405 applications, and the Statewide Impaired Driving Plan.

**Project Budget/Source:** \$24,847.50/Section 402

**Match Amount:** \$22,881.42

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Project Number:** 2018-01-13

**Project Title:** Cambridge Systematics

**Project Description:** This project will provide support in the coordination, education, and preparation for the NHTSA Management Review (MR) to be conducted in FFY 2018. Cambridge Systematics will work with LHSC staff, many of whom have not been involved in an MR, about the expectations and items that will be reviewed during the MR. Cambridge Systematics will help staff prepare and organize materials for the MR remotely and also conduct mock onsite MR review(s) with LHSC staff to ensure they are prepared and knowledgeable of the MR expectations and requirements.

**Project Budget/Source:** \$24,675.00/Section 402

**Match Amount:** \$12,337.50

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-01-14

**Project Title:** Automated Enforcement Survey

**Project Description:** The LHSC will conduct a survey of the state's automated traffic enforcement systems per 23 CFR 1300.13(d)(3) for submission to the NHTSA Regional office no later than March 1, 2018. The survey will include information about all automated traffic enforcement systems installed in the State, and include a list of automated traffic enforcement systems in the State; adequate data to measure the transparency, accountability, and safety attributes of each automated traffic enforcement system; and a comparison of each automated traffic enforcement system with guidelines developed by U.S. DOT for speed enforcement and red light camera systems.

**Project Budget/Source:** \$49,500.00/Section 402

**Match Amount:** \$49,500.00

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

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**Project Number:** 2018-05-01

**Project Title:** LHSC E-Grant System

**Project Description:** The LHSC will research, seek proposals, and begin implementation of an electronic grants management system. This system will automate all phases of the highway safety grant process in Louisiana, including application, sub grantee reporting, statistical analysis, contract development, inventory management, and financial and programmatic management. This will impact all program areas, including but not limited to impaired driving, distracted driving, and occupant protection.



**Project Budget/Source:** \$60,214.87/Section 402 and possible additional Interagency Transfers funding from DOTD.

**Match Amount:** \$15,053.72

**MOE Not Applicable**

**Indirect Cost:** \$0

**Local Benefit:** \$0

**Table 2.9 Positions and Funding Source**

Position	Current Staff		Federal	State	AL	OP	PT	TR	MC	PS	RH	TSP	DD
Executive Director	Dr. Katara A. Williams	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
Accountant 4	Josh E. McDaniels Jr.	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
Executive Staff Officer	Dwayne Grant	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
LHSC Public Information Officer <sup>a</sup>	Michael Farrar	Program Management	100%	-	46%	10%	14%	17%	1%	4%	1%	3%	2%
Program Coordinator 2	A'Kimberly Short	Program Management	100%	-	-	100%	-	-	-	-	-	-	-
Program Coordinator 3	Lyrice Johnson	Program Mgmt/Section 154AL	100%	-	-	-	100%	-	-	-	-	-	-
Program Coordinator 2	Chuck Miller	Section 154AL/Section 405(c)	100%	-	50%	-	-	50%	-	-	-	-	-
Program Coordinator 2	Jessica Bedwell	Program Management	100%	-	7%	33%	-	-	-	6%	-	47%	7%
Program Coordinator 2	Chela Mitchell	Section 405(d)	100%	-	100%	-	-	-	-	-	-	-	-
Program Coordinator 2	Johnathan Hill	Program Management	100%	-	46%	10%	14%	17%	1%	4%	1%	3%	2%
Program Coordinator 2/Fiscal Manager	Demetrious Allen	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
Administrative Coordinator 4	Ladricka Hill Minor	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
Grants/Reviewer 2 <sup>a</sup>	Cindy Wheeler	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
Grants/Reviewer 1 <sup>a</sup>	Ruth Zanders	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
Administrative Coordinator (WAE)	Rebekah Brumfield	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-
Student Worker	Kennedy Sam	Planning and Administration	50%	50%	-	-	-	-	-	-	-	-	-

<sup>a</sup> Percentages are based on all LHSC projects – these positions support all LHSC projects. Projects will be monitored and adjustments made to percentages if necessary.

### 3.0 Performance Report

Louisiana’s progress in meeting the 11 core performance measures and one behavioral measure is shown in Table 3.1. These performance measures, developed by NHTSA and the GHSA, are documented in the publication: DOT HS 811 025. Performance targets for FFY 2012 thru 2015 are shown under the actual number for each performance measure; FFY 2016 and 2017 targets are shown in the “Target” column.

**Table 3.1 Progress in Meeting FFY 2015 Performance Targets**

Core Performance Measure	Actual					Target	
	2011	2012	2013	2014	2015	2016	2017
Traffic Fatalities <i>2011 through 2015 targets</i>	680	723	703	740	752	639	649
		870	848	655	644		
Serious Injuries <sup>a</sup> <i>2011 through 2015 targets</i>	3,474	13,5541	13,4461	13,399	1,388	15,528	12,214
		4,056	3,705	12,844	12,975		
Fatalities/VMT <i>2011 through 2015 targets</i>	1.46	1.54	1.47	1.53	1.54	1.38	1.15
		1.95	1.88	1.41	1.38		
Unrestrained Passenger Vehicle Occupant Fatalities All Seating Positions <i>2011 through 2015 targets</i>	270	240	248	284	247	202	172
		380	365	263	241		
Alcohol-Impaired Driving Fatalities (BAC = 0.08+) <sup>b</sup> + <i>2011 through 2015 targets</i>	219	235	232	247	245	174	158
		315	307	220	203		
Speeding-Related Fatalities <i>2011 through 2015 targets</i>	214	211	193	204	165	181	181
			207	204	206		
Motorcyclist Fatalities <i>2011 through 2015 targets</i>	80	78	86	83	91	77	76
		76	73	76	72		
Unhelmeted Motorcyclist Fatalities <i>2011 through 2015 targets</i>	14	4	18	10	12	12	7
		20	19	12	4		
Drivers Age 20 or Younger Involved in Fatal Crashes <i>2011 through 2015 targets</i>	94	99	87	81	75	65	53
		151	147	92	77		
Pedestrian Fatalities <i>2011 through 2015 targets</i>	90	119	97	105	102	92	14
		96	94	84	17		
Bicyclist Fatalities <i>2011 through 2015 targets</i>	18	24	14	13	34	13	14
		96	94	84	17		

<sup>a</sup> Serious injury data are from Highway Safety Research Group at Louisiana State University (state data).

<sup>b</sup> Based on the BAC of all involved drivers and motorcycle operators only.

Note that up to and including FFY 2017, serious injuries were “B” and “C” injuries. To conform to the FAST Act, serious injuries after FFY 2017 consist solely of “B” injuries. Targets included in Table 3.1 are current as of FFY 2017, hence the large difference between targets and actual numbers. The 2015 number for serious injuries is much lower than for the other years because HSRG computed 2015 using the new definition and 1,388 was the only available data at the time of this report.

The one national behavioral measure, observed seat belt use (front seat outboard occupants), is collected annually from observational surveys. The statewide observational seat belt use data is from studies conducted for the Louisiana Highway Safety Commission. The numbers below represent the actual observed rate for each year and the performance targets for FFY 2011 to 2016.

**Table 3.2 Progress in Statewide Observed Seat Belt Use Rate**

<b>Behavioral Measure</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Observed Seat Belt Use	74.5%	75.9%	77.7%	79.3%	82.5%	84.1%	85.9%	87.8%
2011 to 2016 Target			78.0%	77.9%	79.7%	81.3%	84.5%	86.2%

When comparing the targets against the actual FARS numbers for 2015, Louisiana exceeded the targets set for drivers age 20 or younger involved in a fatal crash, and the target for speeding related fatalities. For the behavioral target of observed seat belt use rate Louisiana has exceeded that target every year from 2012 to 2016, which has led to an all-time high observed usage rate of 87.8 percent. Increasing seat belt use among motorists is one of the most effective tools to reduce fatalities and LHSC remains committed to continuing this trend with our countermeasure strategies.

The priority areas detailed in the FFY 2018 and past HSPs align with NHTSA’s priorities. Data supports that these problem areas are consistent throughout Louisiana so we will continue to address them statewide through a multi-faceted approach of enforcement and education. Louisiana has consistently set aspirational targets in all priority areas in an effort to reach Destination Zero Deaths, which is outlined and planned for in our SHSP, and the HSP plays a strong part in achieving. Given Louisiana’s inability to maintain the planned targets for fatalities, serious injuries, fatalities VMT, unrestrained occupant fatalities, impaired driving fatalities, motorcyclist fatalities, unhelmeted motorcycle fatalities, and pedestrian fatalities LHSC will work more closely with our program partners, the SHSP Regional Coalitions, and Implementation Team to conduct and review programs in their area to develop strategies that will reduce serious injuries and fatalities in their region. In addition, LHSC has continued our commitment to address distracted driving in the FFY 2018 HSP to use as another countermeasure to address fatalities and injuries on our roadways.

## 4.0 Program Funding

### 4.1 FFY 2018 Available Funding

**Table 4.1 Available Funding**

<b>Grant Program</b>	<b>FY 2018 Anticipated CF</b>	<b>FY 2018 Anticipated New Appropriation</b>	<b>FY 2018 Total Planned Funds</b>
Section 402	\$799,152.19	\$ 3,615,737.10	\$ 4,414,889.29
Section 154 AL	\$1,834,210.70	\$ 1,039,542.00	\$ 2,873,752.70
Section 154 HE	\$3,829,854.32	\$0.00	\$3,829,854.32
Section 164 AL	\$26,822.27	\$ 1,039,542.00	\$1,072,854.27
Section 164 HE	\$3,829,507.18	\$0.00	\$3,829,507.18
MAP 21 405b Low	\$31,745.80	\$0.00	\$31,745.80
FAST Act 405b Low	\$132,543.79	\$537,685.09	\$670,228.88
MAP 21 405c	\$1,349,460.00	\$0.00	\$1,349,460.00
FAST Act 405c	\$588,988.90	\$588,988.90	\$1,177,977.80
MAP 21 405d Mid	\$29,154.20	\$0.00	\$29,154.20
FAST Act 405d Mid	\$1,721,117.10	\$2,108,233.12	\$3,829,350.22
FAST Act 405e	\$112,600.28	\$196,672.38	\$309,272.76
MAP 21 405f	\$22,578.76	\$0.00	\$22,578.76
FAST Act 405f	\$60,761.53	\$64,751.53	\$125,513.06
FAST Act 405h	\$200,872.74	\$425,798.74	\$626,671.48
<b>Total</b>	<b>\$ 14,732,028.36</b>	<b>\$ 9,616,950.86</b>	<b>\$ 24,348,979.22</b>

CF = Carryforward from prior fiscal year.

## 4.2 FFY 2018 Funding Distribution by Program Area

**Table 4.2 Available Funding**

<b>Funding Source</b>	<b>Allocation of Funds</b>
Planning and Administration	\$440,848.28
Alcohol/Impaired Driving	\$6,759,881.41
Occupant Protection	\$1,493,453.45
Police Traffic Services	\$2,375,083.38
Traffic Records	\$3,189,977.25
Motorcycle Safety	\$151,889.00
Teen Safety Program	\$323,152.18
Railroad/Highway Safety	\$46,197.18
Pedestrian/Bicycle Safety	\$653,251.75
Community Traffic Safety Program	\$98,638.50
Distracted Driving	\$242,675.00
Automated Enforcement Survey	\$49,500.00
Hazard Elimination	\$7,659,361.50
<b>All Funds</b>	<b>\$23,483,908.88</b>

Note: Alcohol/Impaired Driving funds may increase in FFY 2018 due to a possible increase in LHSC's percentage of Section 154/Section 164 Alcohol funding received. There also may be additional Interagency Transfer funding to assist LHSC with the E-Grants System after the full amount of allowable P&A is allocated.

## 5.0 State Certifications and Assurances

### 5.1 Appendix A to Part 1300 – Certification and Assurances for Highway Safety Grants

APPENDIX A TO PART 1300 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59, AS AMENDED BY SEC. 4011, PUB. L. 114-94) begins on the next page.

**APPENDIX A TO PART 1300 –  
CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS  
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,  
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Louisiana

Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;



- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

#### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

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:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o 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).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –



- Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

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**  
**(applies to subrecipients as well as States)**

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**  
**(applies to subrecipients as well as States)**

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 or may pursue suspension or debarment.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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



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

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

**BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase



foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

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**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that 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 U.S.C. 402(b)(1)(A))
3. 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 U.S.C. 402(b)(1)(B))
  4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
  5. The 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 U.S.C. 402(b)(1)(D))
  6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
  7. 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:
    - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
      - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
      - Increase use of seatbelts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
    - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
    - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
    - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
    - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))



8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6/30/2017

\_\_\_\_\_  
Date

**Katara A. Williams**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

## 6.0 State Certifications and Assurances

### 6.1 Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

For FFY 2018, Louisiana is applying for the following 405-incentive grants programs:

- Occupant Protection (23 CFR 1300.21);
- State Traffic Safety Information System Improvements (23 CFR 1300.22);
- Impaired Driving Countermeasures (23 CFR 1300.23);
- Alcohol-Ignition Interlock Law (23 CFR 1300.23(G));
- Distracted Driving (23 CFR 1300.24);
- Motorcyclist Safety (23 CFR 1300.25); and
- Non-motorized Safety (23 CFR 1300.27).

APPENDIX B TO PART 1300 – APPLICATION REQUIREMENTS FOR SECTION 405 AND SECTION 1906 GRANTS that is signed by Louisiana’s Governor’s Representative for Highway Safety begins on the next page.

**APPENDIX B TO PART 1300 –  
APPLICATION REQUIREMENTS  
FOR SECTION 405 AND SECTION 1906 GRANTS**

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

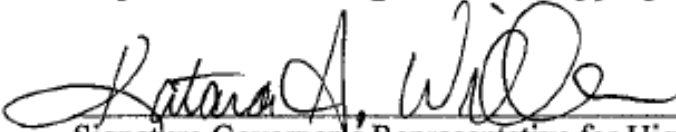
State: Louisiana

Fiscal Year: 2018

**In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –**

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

06/30/2017

\_\_\_\_\_  
Date

**Katara A. Williams**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

## 6.2 Appendix C to Part 1300 – Assurances for Teen Traffic Safety Program (23 CFR 1300.11(e))

State: **Louisiana**

Fiscal Year: **2018**

The State has elected to implement a Teen Traffic Safety Program—a statewide program to improve traffic safety for teen drivers—in accordance with 23 U.S.C. 402(m).

In my capacity as the Governor’s Representative for Highway Safety, I have verified that:

The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 98 - 105 as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to:

- Increase seat belt use;
- Reduce speeding;
- Reduce impaired and distracted driving;
- Reduce underage drinking; and
- Reduce other behaviors by teen drivers that lead to injuries and fatalities.

The logo features a stylized blue outline of the state of Louisiana on the left. A vertical yellow and white stripe runs through the left side of the state outline. To the right of the state outline, the letters 'HSC' are written in a large, bold, blue sans-serif font. Below the state outline and 'HSC' text, the words 'Louisiana Highway Safety Commission' are written in a smaller, blue sans-serif font.

**HSC**  
Louisiana Highway Safety Commission

*Changing Behavior, Saving Lives*

