

Louisiana Streamlining Commission

Suggested Recommendations to Advisory Committee Chairmen

Preamble:

The following comments on this cover sheet have been prepared at the Mercatus Center by Hon. Maurice McTigue. The purpose of the analysis was to identify issues that the committee might pursue and finally develop into recommendations to the full commission.

- The suggested recommendations are based on very limited information and the committee's local knowledge may determine that the suggestions are not viable. In that case the Committee should discard the suggested recommendation.
- If the Committee thinks the suggestion has merit then they should refer it to officials for their analysis.
- Some of our suggestions may be recommending a practice that is already in place, in which case the recommendation may be put aside or may be worded to endorse that practice or to extend it further than is the current practice.

Louisiana Highway Safety Commission:

- The Streamlining Commission might give consideration to benchmarking the outcomes that the Highway Safety Commission uses as its measures against similar states.
- The Streamlining Commission might also consider benchmarking expenditures against other jurisdictions

Savings:

- We do not have any savings recommendations.

STREAMLINING GOVERNMENTS COMMISSION

The Streamlining Government Commission would appreciate your assistance by having you complete the following worksheet. We understand that some of this information is available online and possibly in other documents, but we believe that it is important that you provide this data to ensure that you know what the Commission is reviewing regarding your Department, Agency, or Office. In order to review and compile the data before the next regularly scheduled meeting of the Commission, please complete and return these worksheets to prathert@legis.state.la.us by September 8, 2009. Thank you for your cooperation.

Department name:

Louisiana Highway Safety Commission(LHSC)

State in one sentence the core business of your department:

The mission of the LHSC is to prevent traffic crash fatalities and injuries.

For each program managed by your agency, provide the following information. Please limit your answers for each program to ***no more than half a page*** and simply write ***"unknown"*** next to each program question you are unable to answer.

- **Program name:** LHSC Administrative Program

- **Outcome addressed by this program:**
 - 1 - To reduce the fatality rate on Louisiana streets, roads, and highways from 2.1 in 2002 to 1.0 per 100 million vehicle miles traveled by June 2010.
 - 2 - To reduce the percent of impaired driving traffic fatalities in Louisiana from 47% in 2002 to 38% by 2010.
 - 3 - To increase safety belt usage for all vehicle occupants from 68.6% in 2002 to 85% by June 2010.
 - 4 - To increase statewide safety belt usage for vehicle occupants age 5 and under from 83% in 2002 to 90% by June 2010.
 - 5 - To reduce the number of fatal crashes among drivers age 75 and older from 55 in 2002 to 35 by June 2010.
 - 6 - Reduce the number of fatal crashes among drivers age 15-24 from 321 in 2002 to 305 by June 2010.
 - 7 - To reduce the pedestrian fatality rate from 2.3% in 2002 to 1.8% per 100,000 population by fiscal year 2010.
 - 8 - To reduce the motorcycle fatality from 7.14% in 2002 to 4% by June 2010.
 - 9 - Reduce the pedicycle fatalities from 20 in 2002 to 14 by June 2010.
 - 10 - Reduce the highway-rail grade crossing fatalities from 12 in 2002 to 6 by June 2010.

- **How many members of the public are directly involved in or affected by this program:**
 - All Louisiana citizens; 4,410,796.

- **How much money was expended on this program in the last fiscal year (The most recent data available are acceptable even if they are from FY 07-08):** LHSC FY 08-09 budget shows \$21,449,645.96 expended in this program. It is important to note that \$12,670,479.44 (59%) was transferred to the Louisiana Department of Transportation and Development for the Hazard Elimination Program.

- **Measure used to determine success:**
 - 1- Louisiana highway death rate per 100 million vehicle miles traveled
 - 2- Percentage of traffic fatalities with alcohol involved
 - 3- Percentage of safety belt usage statewide
 - 4- Percentage of child restraint usage statewide
 - 5- Number of fatal crashes among drivers ages 75 and older
 - 6- Number of fatal crashes among drivers ages 15-24
 - 7- Reduction in pedestrian death rate per 100,000 population
 - 8- Motorcycle fatality rate
 - 9- Number of pedicycle fatalities
 - Number of fatalities resulting from rail grade crossing crashes

- **Level of success during each of the last three years:**
 - 1- Louisiana highway death rate per 100 million vehicle miles traveled*
 - 2006 2.0
 - 2007 2.0
 - 2008 1.8

 - 2- Percentage of traffic fatalities with alcohol involved*
 - 2006 46%
 - 2007 49%
 - 2008 49%

 - 3- Percentage of safety belt usage statewide*
 - 2006 75%
 - 2007 75%
 - 2008 75%

 - 4- Percentage of child restraint usage statewide*
 - 2006 86%
 - 2007 88%
 - 2008 95%

 - 5- Number of fatal crashes among drivers ages 75 and older*
 - 2006 39
 - 2007 34
 - 2008 30

- 6- Number of fatal crashes among drivers ages 15-24*
 - 2006 323
 - 2007 342
 - 2008 290

- 7- Reduction in pedestrian death rate per 100,000 population*
 - 2006 2.3
 - 2007 2.6
 - 2008 2.5

- 8- Motorcycle fatalities to total traffic fatalities*
 - 2006 9.5%
 - 2007 8.8%
 - 2008 8.7%

- 9- Number of pedicycle fatalities*
 - 2006 22
 - 2007 23
 - 2008 10

- Number of fatalities resulting from rail grade crossing crashes*
 - 2006 8
 - 2007 9
 - 2008 15

***Data Source: LSU Highway Safety Research Group.**

- **The societal issue addressed by this program is getting *better, remaining static, or deteriorating*:**

The societal issue addressed by the Highway Safety Program is reducing traffic crash deaths and injuries. Program measures indicate Louisiana is getting better in achieving success in relation to the resaurces allocated to traffic safety. In 2006 there were 987 traffic crash fatalities, 2007 there were 993, and in 2008 there were 913.

1. Review and briefly outline the constitutional and statutory mandates for your agency. (Determine what is required by law as distinct from the actual activities.)

The Federal Highway Safety Act of 1966 (P.L. 89-564, 80 Stat. 731) established a coordinated national highway safety program to reduce the death toll on the nation's roads. The act authorized states to use federal funds to develop and strengthen their highway traffic safety programs in accordance with uniform standards promulgated by the secretary of transportation. The act was motivated primarily by growing public concern over the rising number of traffic fatalities in the United States. Between 1960 and 1965, the annual number of traffic fatalities increased by nearly thirty percent. As President Lyndon B. Johnson stated at the signing of the act on September 9, 1966, " ... we have tolerated a raging epidemic of highway death ... which has killed more of our youth than all other diseases combined. Through the Highway Safety Act, we are going to find out more about highway disease—and we aim to cure it."

The act required the secretary of transportation to establish uniform performance standards for the state highway safety programs. To be eligible for federal funds, states were required to formulate comprehensive highway safety programs to implement the federal standards. The initial thirteen (later eighteen) standards promulgated by the secretary touched on many aspects of highway traffic safety, including driver education, driver licensing, vehicle registration, vehicle inspection, highway design and maintenance, and traffic control devices. The National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) jointly administered the standards, with NHTSA taking responsibility for the "driver and vehicle" standards and FHWA overseeing the "roadway" standards.

This program is directed by the United States Department of Transportation through the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). It is a formula and incentive grant program in which federal funds are provided to states based on their populations and road miles. The Governor is responsible for the administration of the Highway Safety Grant Program

The following is a list of the statutory and other authority:

- 23 U.S.C. 401 et Seq. -- Highway Safety Act of 1966, as amended;
- 49 CFR-Part 18 -- Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 23 CFR - Chapter II -- NHTSA and FHWA Procedures and General Provisions for State Highway Safety Programs;
- NHTSA Order 462-6C -- Matching Rates for State and Community Highway Safety Programs, November 30, 1993; and
- Louisiana R.S. 48:1351- 1357, Act 275 of 1968.

In addition to this, LHSC operations are subject to the guidelines and policies established by other agencies. The Louisiana Division of Administration provides policies pertaining to the LHSC's purchasing, contracting, and traveling procedures, while the Department of Civil Service provides policies pertaining to the LHSC's personnel procedures. The LHSC is also subject to the policies in the Department of Public Safety and Corrections' Policy and Procedure Manual.

The LHSC administers the state's Highway Safety Grant Program. This program is designed to reduce traffic crashes and resulting deaths, injuries, and property damage. Programs and projects are administered in accordance with guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). NHTSA and FHWA have identified nine National Priority Program Areas (NPPA): Impaired Driving, Occupant Protection, Speed, Traffic Records, Emergency Services, Police Traffic Services, Motorcycle Safety, Pcdestrian and Bicycle Safety, and Roadway Safety. Projects implemented by LHSC are limited to priority program areas based on severity of the crash, over representation, and the magnitude of the problem. LHSC's Highway Safety Program seeks to develop projects which reduce traffic crashes, deaths, and injuries by focusing on enforcement, public information, education, and legislation.

2. List the activities of your department that fall outside of your constitutional and statutory mandates. (Briefly describe any history of the programs and how they became part of your mission. Recommend if the programs should be eliminated or moved to another agency and identify stakeholders.)

- The NHTSA Fatal Analysis Reporting System (FARS) Section previously contracted with the LHSC to receive specific data elements of all fatal crashes that occur on Louisiana roadways. All crash data were entered by LHSC personnel and transmitted to a mainframe computer in Washington, D.C. FARS compiled and analyzed the data from all states to produce national statistics. The data are used to design safety projects to reduce fatalities, injuries, and economic losses from traffic crashes. This function was transferred to the Louisiana Department of Transportation and Development in 2006.
- In 2006 the LHSC maintained the traffic crash file for the State of Louisiana (all police reported traffic crashes). Copies of Uniform Motor Vehicle Traffic Crash Reports reviewed, edited then forwarded to LSU for data input and analysis. This function was also transferred to the Louisiana Department of Transportation and Development in 2006
- LHSC administers the records for the Motor Carrier Safety Crash Program through the auspices of the Federal Motor Carrier Safety Grant Program (FMCSA). This program requires that all crashes involving commercial motor carriers be reviewed and additional data elements captured. The information, concerning large truck and bus safety, is of vital concern to the public, industry, and government. The function will be discontinued by the LHSC in September, 2009 due to the grant period ending. Louisiana State Police have received a grant from the FMCSA to continue on this function.

3. Identify outdated activities that should no longer be part of your agency. (Identify even if statutorily mandated as many laws are outdated.)

There are no ancillary activities that LHSC performs beyond the NHTSA State and Community grant program.

4. Identify under-performing programs that should be overhauled or eliminated. (The Commission may ask whether or not your programs are meeting the needs of citizens. Make sure all programs related to the Governor's statewide goals.)

The LHSC goals and objectives are challenging, yet the programs put in place by the LHSC to address traffic crashes and fatalities, have a very positive impact as illustrated by traffic crash statistics.

5. Identify duplication or overlap with other state agencies, federal government or public/private stakeholders. (Identify any activities that are available in the public or private sector. If there is overlap, make a recommendation for elimination or consolidation.)

LHSC is an agency within Department of Public Safety & Corrections (DPS&C). Although the LHSC is administratively responsible to the DPS&C, the LHSC is a separate budget unit. The Executive Director of the LHSC is the Governor's Representative for Highway Safety. The Executive Director is appointed by the Governor and reports to the Governor on policy matters. Programmatically, LHSC reports to the Deputy Secretary of Public Safety Services who reviews and approves each agency budget and programs. The budget and program review process provides assurance to the State that duplication is avoided.

A Commission of 21 members is responsible for providing the traffic safety program with policy direction and authorizing major highway safety actions to be implemented in Louisiana by LHSC staff. This Commission is titled the Louisiana Highway Safety Commission. The agency which provides staff to the board is also known as the Louisiana Highway Safety Commission.

6. List programs, functions, or activities that can be privatized or outsourced. (This is a specific focus of the Commission.)

None.