

State of Louisiana
Highway Safety Program



2012 Annual Report

Prepared for the
U.S. Department of Transportation
National Highway Traffic Safety Administration
by the
Louisiana Highway Safety Commission

Sheriff Tony Mancuso, Chairman
Lt. Colonel John A. LeBlanc, Executive Director
and Governor's Highway Safety Representative

December 28, 2012

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Executive Summary

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

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



- Section 402 – General Traffic Safety
- Section 154/164 – Open Container and Repeat Offender Hazardous Elimination Funds
- Section 405a – Occupant Protection Incentive Funds
- Section 406 – Safety Belt Incentive
- Section 408 – Data Program
- Section 410 – Impaired Driving (Programmatic, High Fatality Rate, and High Visibility)
- Section 2010 – Motorcycle
- FLEX Funds - DOTD funds to support occupant protection.

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

The 2012 Annual Report reflects on the federal fiscal year and highlights success toward many of our goals and targets areas that need additional focus. The report provides a detailed description of goals based upon national standards, including activity measures, and a measure of statistical trends. This report also includes goals, achievements, and a narrative program summary for each of our behavioral program areas.

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

We have seen declines in fatalities for four consecutive years and are continuing to use best practices to further the progress. Most significantly, the Louisiana Highway Safety Commission has:

- Reduced fatalities by 6.38%
- Reduced unrestrained fatalities by 5.28%
- Reduced speeding-related fatalities by 10.46%
- Reduced the fatal crashes involving young drivers by 12.96%
- Increased the overall seatbelt usage in the past three years by 4.8 percentage points

We remain keenly aware of the long-term traffic safety problems and will fervently rely on best practices and research based programs to continue the recent success. Our support of enforcement agencies will continue, our community outreach will foster local interest, and our partnerships will continue to flourish while sharing common goals of reducing fatal and injury crashes on our roadways.

Commission Leadership

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

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

The 21 member Commission included the following:

Sheriff Tony Mancuso, <u>Chairman</u>	Calcasieu Parish	7th Congressional District
Jeffery McKneely	Tangipahoa Parish	1st Congressional District
Chief Dwayne Munch	Jefferson Parish	2nd Congressional District
Chief Warren Vedros Sr.	Lafourche Parish	3rd Congressional District
Tommy Head	Caddo Parish	4th Congressional District
Bobby W. Deen	Grant Parish	4th Congressional District
Sheriff Rodney Arbuckle	DeSoto Parish	4th Congressional District
Chief Randall Bryan	Vernon Parish	4th Congressional District
Carl Pendley	Caddo Parish	4th Congressional District
Bryan Bossier	Woodworth	4 th Congressional District
Mayor Reggie Skains	Union Parish	5th Congressional District
Sheriff Robert Buckley	Union Parish	5th Congressional District
Stephen J. Gremillion	Avoyelles Parish	5th Congressional District
Sheriff Charles McDonald	Richland Parish	5th Congressional District
Russ McInnis	Winn Parish	5th Congressional District
Vacant	Baton Rouge	6 th Congressional District
Chief Alexcie Guillory	St. Landry Parish	7th Congressional District
Chief Jim Craft	Lafayette Parish	7th Congressional District
Johnny Gaspard	Vermilion Parish	7th Congressional District
Ray Morvant	Vermilion Parish	7th Congressional District
Lt. Col. Mark Oxley	Calcasieu Parish	7th Congressional District



Statistical Summary

The performance measures shown in the chart below constitute the national performance measures reported by all states.

All data presented is 2011 data which are the most current.

Table 1 – Performance Measures

	2005	2006	2007	2008	2009	2010	2011	2012
C-1 Total Fatalities	963	987	993	916	824	721	675	-
C-2 Total Serious Injuries*	16,630	15,461	15,814	15,540	14,795	13,390	13,471	-
C-3 Fatality rate / 100 million VMT	2.14	2.17	2.19	2.02	1.84	1.56	-	-
Rural VMT	3.24	2.40	2.67	2.58	2.28	2.04	-	-
Urban VMT	1.29	2.00	1.83	1.61	1.50	1.22	-	-
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	375	440	437	397	353	284	269	-
C-5 Alcohol-Impaired Driving Fatalities (w/ \geq .08 BAC)	334	371	375	339	290	226	226	-
C-6 Speeding-Related Fatalities	181	259	256	252	290	239	214	-
C-7 Motorcycle fatalities	75	95	89	81	103	74	80	-
C-8 Unhelmeted Motorcyclists Fatalities	18	12	21	32	25	10	14	-
C-9 Drivers Age 20 or Younger in Fatal Crashes	156	176	179	132	134	108	94	-
C-10 Pedestrian fatalities	113	97	111	107	108	77	88	-
B-1 Occupant Protection Observed Usage (%)**	77.7	74.8	75.2	75.5	74.5	75.9	77.7	79.3
A-1 Number of seat belt citations issued during grant-funded enforcement activities***	22,288	44,540	32,512	20,690	37,088	53,471	69,432	62,348
A-2 Number of impaired driving arrests made during grant-funded enforcement activities***	1,396	1,919	1,854	1,995	2,454	4,739	6,481	5,474
A-3 Number of speeding citations issued during grant-funded enforcement activities***	-	53,235	30,567	19,983	9,584	12,811	24,517	8,696

Source:

FARS

*Louisiana State University Highway Safety Research Group

**Preusser Research Group, Inc.

***Louisiana Highway Safety Commission

FY 2012 Goals

All goals directly relate to the standard performance measures.

- To decrease fatalities from a five-year average of 956 (2004 to 2008) to 868 by 2012, a 4.5 percent annual reduction. (C-1 Total Fatalities)
- To decrease serious injuries from a five-year average (2004 to 2008) of 15,460 to 14,056 by 2012, a 4.5% annual reduction. (C-2 Total Serious Injuries)
- To decrease fatalities per 100 M VMT from a five-year (2004 to 2008) average of 2.14 to 1.94 in 2012, a 2.4% annual reduction. (C-3 Fatality rate/100 million VMT)
 - Reduce the rural fatalities per 100 M VMT from a 5 year average of 3.0 (2004-2008) to 2.48 by 2012, a 2.2% reduction. (Rural VMT)
 - Reduce the urban fatalities per 100 M VMT from a 5 year average of 1.68 (2004-2008) to 1.53 by 2012, a 2.4% reduction. (Urban VMT)
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year average of 424 (2004 to 2008) to 386 in 2012, a 9% annual reduction. (C-4 Unrestrained Passenger Vehicle Occupant Fatalities)
- To decrease alcohol impaired fatalities from a five-year average of 347 (2004 to 2008) to 315 in 2012, a 4.3% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities (w/≥.08 BAC))
- To decrease speeding-related fatalities from a five-year average of 233 (2004 to 2008) to 213 in 2012, a 4.3% annual reduction. (C-6 Speeding-related fatalities)
- To decrease motorcycle fatalities from a five-year average of 85 (2004 to 2008) to 77 by 2012, a 4.7% annual reduction. (C-7 Motorcycle fatalities)
- To decrease unhelmeted motorcyclist fatalities from a five-year average of 24 (2004 to 2008) to 20 in 2012, a 4.1% annual reduction. (C-8 Unhelmeted Motorcyclists Fatalities)
- To decrease number of fatal crashes involving young drivers from an average of 170 (2004 to 2008) to 155 in 2012, a 6.7% annual reduction. (C-9 Drivers Age 20 or younger in Fatal Crashes)
- To decrease pedestrian fatalities from a five year average of 105 (2004 to 2008) to 95 by 2012, a 4.7% annual reduction. (C-10 Pedestrian Fatalities)

- To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012. (B-1 Occupant Protection Observed Usage in %)

FY 2012 Achievements

- Louisiana greatly exceeded their 2012 goal related to decreasing fatalities. The number of fatalities decreased from 721 in 2010 to 675 in 2011, a decrease of 6.38%. (C-1 Total Fatalities)
- The number of serious injuries increased slightly from 13,390 in 2010 to 13,471 in 2011 which is still well below Louisiana's 2012 goal of 14,056. This represents an increase of 0.60%. (C-2 Total Serious Injuries)
- Louisiana also exceeded their 2012 goal for unrestrained passenger vehicle occupant fatalities in all seating positions. This number decreased from 284 in 2010 to 269 in 2011, a decrease of 5.28%. (C-4 Unrestrained Passenger Vehicle Occupant Fatalities)
- The number of alcohol-impaired driving fatalities in Louisiana remained consistent from 2010 to 2011 at 226. While this number is not a decrease from 2010, it is far below the 2012 goal of 315. (C-5 Alcohol-Impaired Driving Fatalities (w/≥.08 BAC))
- Speeding-related fatalities decreased from 239 in 2010 to 214 in 2011, a decrease of 10.46%. While Louisiana realized a 10.46% reduction, we just missed our 2012 goal of 213. (C-6 Speeding-related fatalities)
- The number of motorcycle fatalities increased from 74 in 2010 to 80 in 2011, an increase of 8.11%. Louisiana still surpassed their 2012 goal even with this unfortunate increase in motorcycle fatalities. (C-7 Motorcycle fatalities)
- The number of unhelmeted motorcyclist fatalities increased from 10 in 2010 to 14 in 2011, an increase of 40%. Louisiana still met their 2012 goal of 20 unhelmeted motorcyclist fatalities even with this unfortunate increase. (C-8 Unhelmeted Motorcyclists Fatalities)
- Fatal crashes involving young drivers decreased from 108 in 2010 to 94 in 2011, a decrease of 12.96%. Louisiana also successfully surpassed the 2012 goal for this measure. (C-9 Drivers Age 15 to 20 Involved in Fatal Crashes)
- The number of pedestrian fatalities increased from 77 in 2010 to 88 in 2011, an increase of 14.29%. Louisiana still experienced success in meeting the 2012 goal despite the unfortunate increase in the number of pedestrian fatalities. (C-10 Pedestrian Fatalities)

- The statewide observed seat belt usage of all front seat outboard occupants has increased from 75.9% in 2010 to 77.7% in 2011 to 79.3% in 2012. Louisiana has seen increases in observed seat belt usage in last three years for a combined increase of 4.8 percentage points. (B-1 Occupant Protection Observed Usage in %)
- The number of seat belt citations issued during grant-funded enforcement activities decreased from 69,432 in 2011 to 62,348 in 2012. (A-1 Number of seat belt citations issued during grant-funded enforcement activities)
- The number of impaired driving arrests made during grant-funded enforcement activities decreased from 6,481 in 2011 to 5,474 in 2012. (A-2 Number of impaired driving arrests made during grant-funded enforcement activities)
- The number of speeding citations issued during grant-funded enforcement activities decreased from 24,517 in 2011 to 8,696 in 2012. (A-3 Number of speeding citations issued during grant-funded enforcement activities)

Planning and Administration Program

The LHSC supports a comprehensive Planning and Administrative Program that utilizes Section 402 funds for data analysis, planning, financial management, coordination and communication among traffic safety partners.

Goals

- To administer the State and Community Highway Safety Grant Program and other state and Federal funded highway safety programs.
- To plan for coordinated highway safety activities.
- To use strategic resources most effectively.
- To decrease traffic crashes, deaths, and injuries.

Achievements

The LHSC was successful in achieving all 2012 goals for this program area with the exception of decreasing serious injuries. Unfortunately, serious injuries increased slightly from 2010 to 2011. The State and Community Highway Safety Grant Program was administered per federal guidelines. The LHSC planner conducted data analysis to complete the problem identification. Then, evidence based strategies were identified and resources were allocated to the identified areas. In 2011, traffic crashes and fatalities were decreased.



Impaired Driving Program

In recent years, Louisiana has seen a reduction in the number of alcohol-impaired driving fatalities; however, the state remains slightly above the national average of 31 percent of alcohol-impaired fatalities. The LHSC is utilizing Section 410 HVE/FR and 154/164 Alcohol resources to address this issue from many different fronts – high visibility enforcement, paid media, public information and education, DWI courts, prosecutorial training and education, juvenile underage drinking enforcement, and the Safe Communities program. Additionally, the LHSC serves on the Impaired Driving Emphasis Area Team of the Strategic Highway Safety Plan with the Department of Transportation and Development. The LHSC believes that a multi-faceted approach is the most effective way to continue reductions in these numbers.

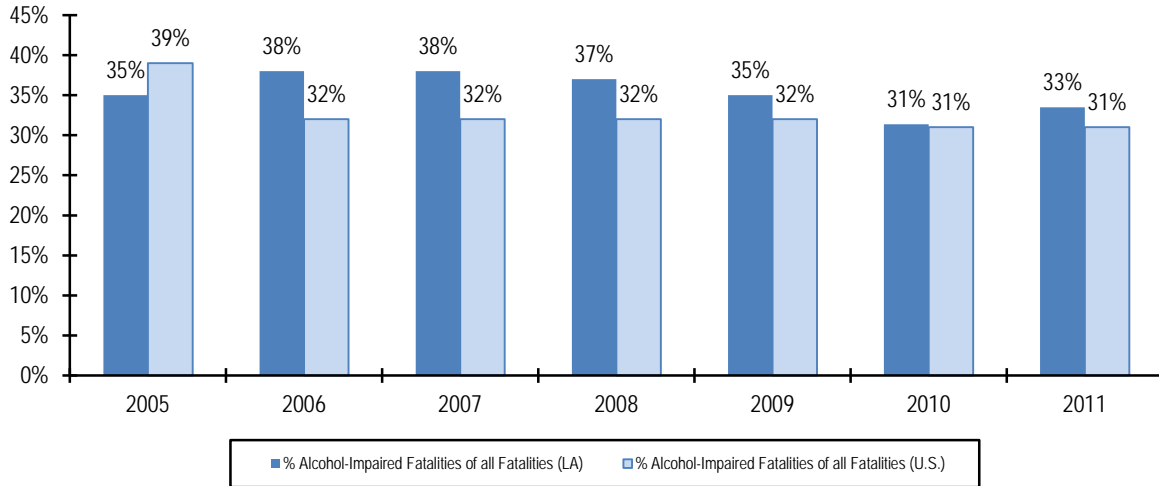
Goals

- To decrease alcohol impaired fatalities from a five-year average of 347 (2004 to 2008) to 315 in 2012, a 4.3% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities (w/≥.08 BAC))

Achievements

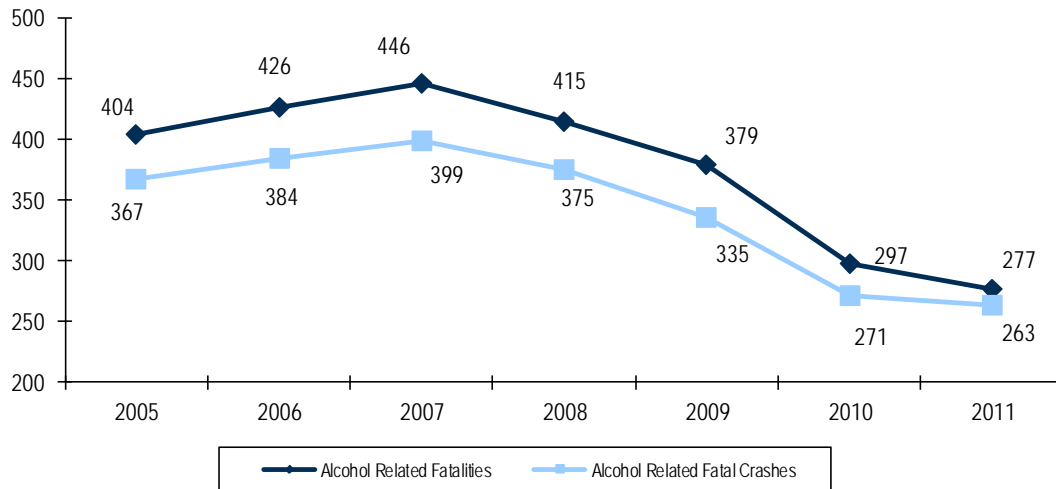
The number of alcohol-impaired driving fatalities in Louisiana remained consistent from 2010 to 2011 at 226. While this number is not a decrease from 2010, it is far below the 2012 goal of 315.

Table 2 Alcohol-Impaired Fatalities as Percent of Total Fatalities as Compared to Nation



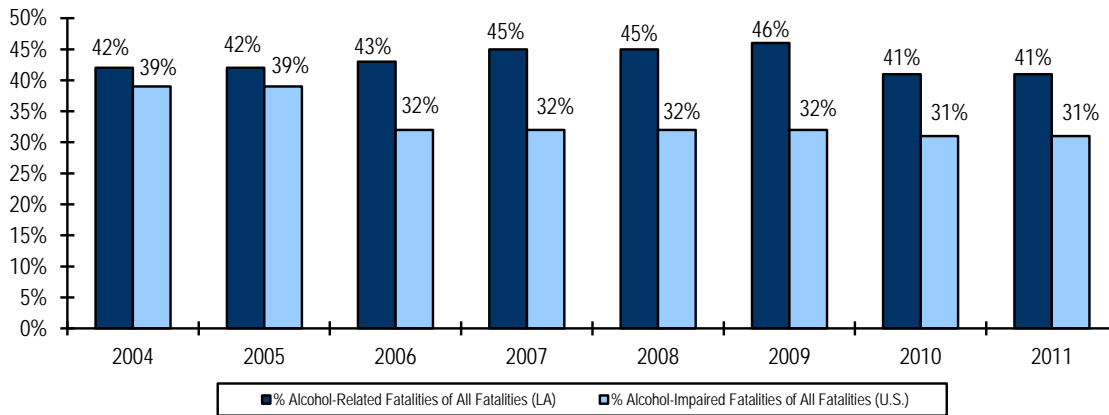
Source: FARS

Table 3 Alcohol-Related Fatalities and Alcohol-Related Fatal Crashes



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

Table 4 Alcohol-Related Fatalities as Percent of Total Fatalities as Compared to Alcohol-Impaired Fatalities as Percent of Total Fatalities in Nation



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

Please note: Louisiana continues to monitor alcohol-related fatalities in relation to alcohol-impaired fatalities as reported in FARS.

Narrative

According to the LSU Highway Safety Research Group (LSU HSRG), alcohol-related fatalities accounted for 41 percent of all 2011 crash deaths, a five percentage point decrease from 2009. According to the Fatality Analysis Reporting System, alcohol-impaired fatalities accounted for only 33 percent of all 2011 crash deaths. In 2012 officers made 31,781 DWI arrests, an increase of almost 5,911 from the 25,870 DWI arrests made just six years earlier.

With the use of Section 402, 410 HVE/FR, and 154/164 Alcohol Funds, the LHSC continued to realize great success in the utilization of high visibility enforcement and paid media. Louisiana’s alcohol-related fatalities reduction can be attributed to the continuation of strong enforcement efforts. In FY 2012, the LHSC contracted with 107 law enforcement agencies and the Louisiana State Police to conduct impaired driving overtime enforcement. The contracts specified that the 24 sheriff’s offices and 83 municipal police departments would perform impaired driving enforcement each month of the 12-month period with special emphasis on the specific “enforcement waves”. The Louisiana State Police contract specified that they would work every month during the 12 month period. These agencies worked a combined 77,481 overtime hours during these five “enforcement waves”, resulting in 349 DWI checkpoints and 5,474 DWI arrests. It is very important to note that these same agencies provided a yearlong maintenance-of-effort attacking impaired driving by conducting 31,781 DWI arrests.

The LHSC utilized Section 154/164 Alcohol Funds to contract with 85 of the 107 law enforcement agencies. The contracts specified that the agencies would perform impaired driving enforcement each month of the 12-month period with special emphasis

on the specific “enforcement waves”. Agencies receiving Section 154/164 Alcohol Funds worked a total of 26,577 overtime hours, conducted 138 checkpoints, and completed 1,549 DWI arrests throughout FY 2012. These agencies reported an additional 16,629 DWI arrests which were completed during non-overtime hours.

Louisiana continued participation in the national “Drive Sober or Get Pulled Over” campaign designed by the National Highway Traffic Safety Administration (NHTSA) to reduce the number of people killed in alcohol-related traffic crashes. During the 2012 “Drive Sober or Get Pulled Over” high visibility enforcement campaign, the Louisiana State Police, 21 sheriff’s offices, and 46 municipal police departments conducted checkpoints and saturation patrols. The LHSC tracked the participation of grant funded law enforcement agencies; however, other agencies across the state may have participated in this campaign. This campaign produced over 1,046 DWI arrests during the Labor Day campaign. Additionally, there were 212 checkpoints conducted by participating agencies and a total of 11,114 overtime hours worked.

The LHSC conducted media events throughout Louisiana to support the “Drive Sober or Get Pulled Over” campaign. Local and state government, various enforcement agencies, and medical personnel participated in the press events and public information campaigns. In addition, educators, business and industry, students, victims and citizens have planned, participated in, and attended many media related events, training seminars, and public information events during the DWI mobilizations.

During FY12, \$699,048.00 was spent on alcohol paid media including 10,084 radio spots, 46,756 television spots, 27,324 donated spots, and 10,689,135 impressions.

The LHSC sponsored the 4th Annual DWI Awards program to recognize leaders in DWI enforcement efforts and to raise awareness of the problem. Recognition awards were presented to law enforcement agencies, individual officers, a district attorney and a state judge. This awards program allows the LHSC to honor those officers and departments that are going the extra mile to protect the citizens of Louisiana from drunk drivers.



Lt. Col. John LeBlanc presents award to Lisa Freeman,
Baton Rouge City Prosecutor of the Year

There were several legislative accomplishments for the impaired driving arena. The most significant was Act 559 that eliminates the DWI defendant’s ability to subpoena the arresting officer(s) to compel testimony in an implied consent administrative hearing. Since over one-half of the driver’s license suspension recalls in Louisiana implied consent administrative hearings were caused by the subpoenaed officer failure to

appear, this law should substantially reduce the number of driver's license suspension recalls. Act 592 allows for multiple DWI tests. Act 169 was enacted to facilitate Louisiana's No Refusal program. The measure allows for electronic testimony and telephonic communication between the applicant and judge when obtaining and granting search warrants.

The LHSC also successfully released the request for proposals for the electronic DWI Reporting System. The vendor was selected and the contract was negotiated. To date, user group meetings with various law enforcement agencies were conducted in Shreveport and Covington and the business requirements document was developed. Programming can now begin. Additionally, the specifications for the hardware have been determined and the pilot is expected to be operational in two judicial districts by the summer of 2013.

During this year, the LHSC partnered with the Louisiana Supreme Court for the oversight and management of four existing DWI courts. In addition, the LHSC and the Supreme Court researched and identified the 24th Judicial District in Jefferson Parish as a candidate for a DWI court. Representatives of the 24th Judicial District are planning to attend the appropriate DWI court training in early 2013.

As a pilot project, the LHSC funded the tuition for two law enforcement officers from the Lafourche Parish Sheriff's Office to complete a nationally certified phlebotomy course. These officers successfully completed the course and are available for all no-refusal activities within Lafourche Parish and for neighboring law enforcement agencies.

The LHSC partnered with Louisiana Department of Transportation and Development, New Orleans Police and Fire Departments, Louisiana State Police, Ministers Against Crime (MAC), and Sigma Gamma Rho Sorority Inc., and Southern University to promote the 2011 Bayou Classic Traffic Safety Campaign at the 38th State Farm Bayou Classic. This significant campaign encourages the more than 200,000 fans visiting New Orleans during this event to drive sober and wear seat belts.

Louisiana utilized a telephone survey as part of its impaired driving program in FY 2012. A telephone survey of 800 licensed motorists was conducted in August 2012. The topics included attitudes regarding seat belts, speeding, and impaired driving. When asked the chances of someone getting arrested if they drive after drinking, 87.4% of respondents answered "very likely" or "somewhat likely". When asked how many times in the last 30 days they had driven a motor vehicle within 2 hours after drinking alcoholic beverages, 84.5% of those surveyed said "none". Respondents were also asked if in the past 30 days they had read, seen, or heard anything about drunk driving enforcement by police and 69.6% said "yes".

Impediments to Achievements

The culture in Louisiana continues to be an obstacle for the LHSC to counter. It will take time to change the perception that driving after drinking is acceptable. However,

the data are trending downward and have been for several years so it seems slowly attitudes are changing.

Unfortunately, Louisiana law allows drive through daiquiri shops and allows 18 to 20 year olds to enter bars even though they must be at least 21 years old to purchase, possess, or consume alcoholic beverages.

Additionally, Louisiana would like to see better integration of the ignition interlock program. The state has good laws, but needs to improve the overall coordination of the ignition interlock program. The LHSC continues to work on this issue.

Recent increases in match requirements have placed additional burdens on the LHSC. The LHSC is also struggling with the continuation of the high match requirements as we operate under the carryover of SAFETEA-LU. Louisiana is also waiting for more guidance on the new Transportation Authorization.



Occupant Protection Program

Louisiana saw a decrease in the number of unrestrained occupant fatalities, but occupant protection remains a priority issue in the state. More than 65% of all the fatalities were unbelted. Louisiana is committed to continuing its support of the National Click It or Ticket It Campaign and the efforts to increase the use of child passenger safety seats. The LHSC is utilizing Section 402, 405, and FLEX resources to address this issue on several different fronts – high visibility enforcement, paid media, public information and education, child safety seat check-up events, training of child safety technicians, coalitions, and the Safe Communities Program. The Occupant Protection Coordinator serves as Co-Chair of the Occupant Protection Emphasis Area Team for the Strategic Highway Safety Plan with the Department of Transportation and Development.

Goals

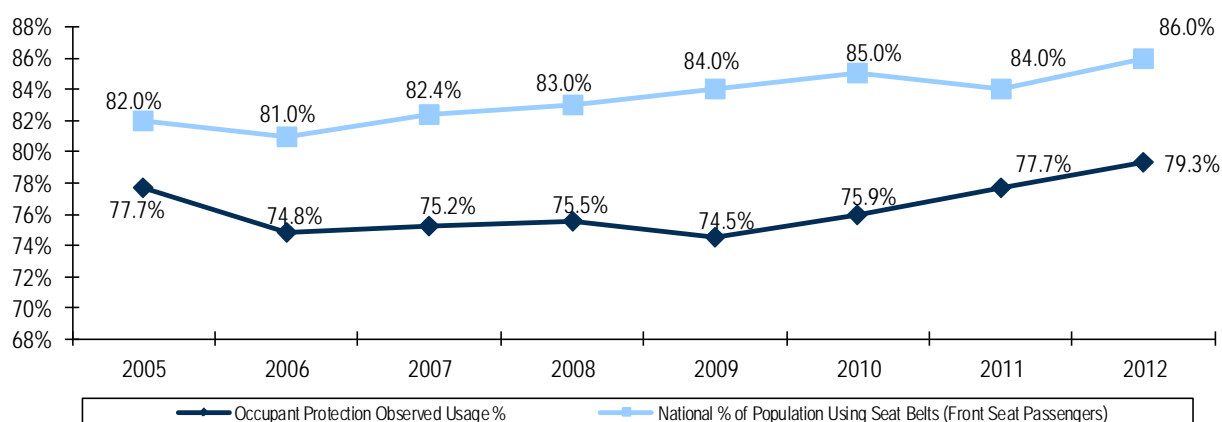
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year average of 424 (2004 to 2008) to 386 in 2012, a 9% annual reduction. (C-4 Unrestrained Passenger Vehicle Occupant Fatalities)
- To increase the statewide observed seat belt use of outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012. (B-1 Occupant Protection Observed Usage in %)

Achievements

Louisiana also exceeded their 2012 goal for unrestrained passenger vehicle occupant fatalities in all seating positions. This number decreased from 284 in 2010 to 269 in 2011, a decrease of 5.28%.

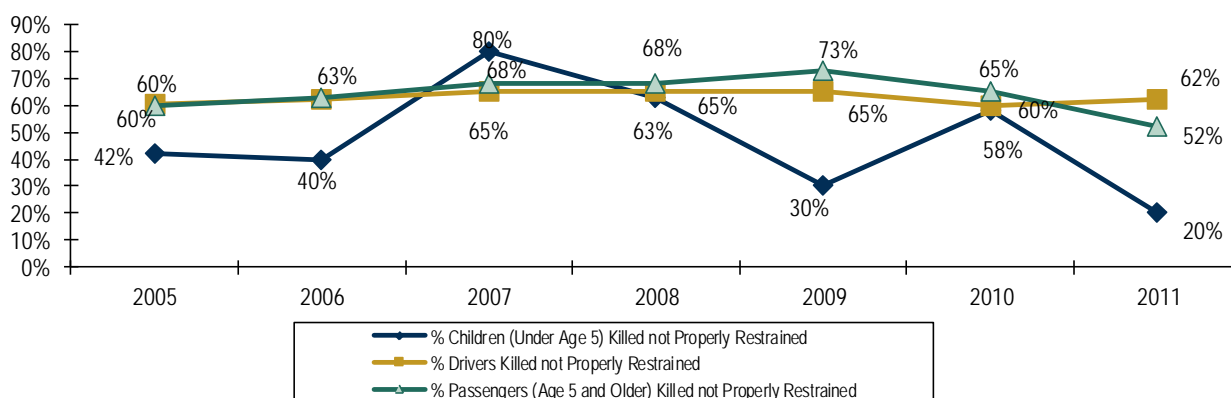
The statewide observed seat belt usage of all front seat outboard occupants has increased from 74.5% in 2009 to 75.9% in 2010 to 77.7% in 2011 to 79.3% in 2012. Louisiana has seen a continued upward trend in observed seat belt usage in 2012 for a combined increase of 4.8 percentage points since 2009.

Table 5 2005 – 2012 Observed Seat Belt Use



Source: Louisiana State University Highway Safety Research Group (State data); NHTSA.

Table 6 Percent of Unrestrained Fatalities 2005 to 2011



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

Narrative

According to the LSU HSRG in 2011, fifty-two percent (52%) of drivers killed were not wearing a safety belt which is a decrease from sixty percent (60%) in 2010. In 2010, sixty-five percent (65%) of passengers age 5 and older who were killed were not wearing a safety belt; while in 2011 this number decreased to sixty-two percent (62%). In 2010, fifty-eight percent (58%) of children ages 4 and younger who were killed were not properly seated in a child seat; while in 2011 this number decreased to twenty percent (20%). Louisiana's observed seat belt usage increased from 77.7% in 2011 to 79.3% in 2012.

The LHSC utilized Section 402 and FLEX funds to contract with 44 law enforcement agencies and the Louisiana State Police to conduct safety belt overtime enforcement during the 12 months of FY 2012 and to support the yearlong "Click It or Ticket" enforcement campaign. These agencies worked a combined 38,272 overtime hours, resulting in 62,348 adult citations and 3,525 child restraint citations. It is important to note that these same agencies provided a yearlong maintenance-of-effort to improve safety belt use through aggressive enforcement. Law enforcement agencies reported issuing 174,033 adult safety belt citations and 16,780 child restraint citations for a total of 190,813 citations.

During the 2012 "Click It or Ticket" National Mobilization, the Louisiana State Police, 27 sheriff's offices, and 98 municipal police departments conducted enforcement activities related to occupant protection. The 2012 participation in "Click It or Ticket" included a record high of 125 law enforcement agencies. Louisiana conducted a kick-off press conference with Administrator Strickland, the Louisiana Office of Public Health, Louisiana State Police, and representatives of local law enforcement agencies. The LHSC tracked the participation of grant funded law enforcement agencies; however, other agencies across the state may have participated in this campaign. This campaign produced over 14,678 safety belt citations and 782 child passenger safety citations. Additionally, participating agencies conducted 191 daytime checkpoints, 60 nighttime checkpoints, and worked a total of 6,004 occupant protection overtime hours. The LHSC conducted media events throughout Louisiana. Local and state government, various enforcement agencies, medical personnel, educators, business and industry, students, victims and citizens participated in the press events and public information campaigns. During FY 2012, \$1,205,976.53 was spent on seat belt advertising including 18,066 radio spots, 65,282 television spots, 41,958 donated spots, and 11,118,669 impressions.

Immediately following the "Click It or Ticket" National Mobilization, the LHSC conducted the "Buckle Up In Your Truck" Campaign. This campaign targeted 18-34 year old male, pick-up drivers who have been shown by data to be the least likely to wear their safety belts. The campaign included enforcement, paid and earned media in the areas of the state with the highest rate of non-use among pick-up truck drivers. Law enforcement agencies received "Buckle Up In Your Truck" banners and nearly 1,000 new Buckle Up America highway signs were distributed among the agencies to be utilized in their public

awareness and earned media activities. Agencies were also directed to focus their enforcement activities on pick-up trucks.



The LHSC also conducted a webinar on Nighttime Seat Belt Enforcement in May 2012. Louisiana had 56 simultaneous connections several of which included multiple people or agencies in one location. The majority of those participating in the webinar indicated an interest in implementing a nighttime belt enforcement program. While 21 participants indicated, they currently have a nighttime seat belt enforcement program. Participants also indicated that they would utilize the information from the webinar to enhance their current programs.

In 2012, the LHSC partnered with the Louisiana Department of Transportation and Development (LA DOTD) in the planning and implementation of occupant protection efforts through the use of FLEX funds. Through this partnership, the LA DOTD provided an additional \$2.2 million dollars to the LHSC for use in the occupant protection program. These funds were used to contract with 123 law enforcement agencies and to enhance the paid media. These agencies worked a total of 27,622 overtime hours resulting in 40,135 adult citations and 2,218 child restraint citations. Agencies participating on FLEX funds also issued 94,897 adult citations and 9,279 child restraint citations on non-overtime hours. This level of additional enforcement would not have been possible without the use of FLEX funds.

The LHSC utilized observational and telephone surveys as an integral part of their occupant protection program. The following surveys were conducted in 2012:

- The twenty-eighth wave of the safety belt observational survey was conducted in August and September of 2012 using the new NHTSA design. Observational data was collected on drivers, front seat passengers of privately owned vehicles. Data were collected at 390 locations selected from Louisiana's eight regions. There were 68,963 front seat occupants observed. The results of this survey showed an increase of 1.6 percentage points in seat belt usage from 2011. The 2011 statewide usage rate is 77.7% compared to 79.3% in 2012. Safety restraint usage ranges by region from 62.5% in the Monroe area to 85.6% in the Lake Charles area. Table 7 shows the Safety Belt Usage, by region, since 2004.

Table 7 Adult Observed Safety Belt Usage (All Vehicles and All Locations)

Region	2004	2005	2006	2007	2008	2009	2010	2011	2012
1-New Orleans	73.4%	77.1%	71.2%	73.1%	68.2%	73.7%	72.6%	74.9%	81.2%
2-Baton Rouge	71.6%	75.6%	73.8%	76.4%	79.0%	74.6%	77.6%	78.5%	73.5%
3-Houma	81.1%	81.3%	79.0%	78.1%	89.1%	76.0%	76.8%	79.6%	80.4%
4-Lafayette	74.3%	77.7%	78.2%	78.6%	79.5%	76.1%	77.0%	80.5%	83.7%
5-Lake Charles	76.9%	79.4%	73.3%	71.3%	72.5%	77.3%	74.2%	74.8%	85.6%
6-Alexandria	76.1%	77.7%	71.5%	72.6%	71.6%	76.9%	71.8%	74.8%	72.8%
7-Shreveport	77.0%	78.4%	77.8%	76.0%	72.6%	71.8%	78.6%	78.2%	79.8%
8-Monroe	74.1%	77.1%	73.2%	72.5%	70.4%	71.3%	74.7%	77.8%	62.5%
Louisiana	75.0%	77.7%	74.8%	75.2%	75.5%	74.5%	75.9%	77.7%	79.3%

- A telephone survey of 800 licensed motorists was conducted in August 2012. The topics included attitudes regarding seat belts, speeding, and impaired driving. When asked how often safety belts were used when driving or riding in a car, van, sport utility vehicle, or pick up, 92.6% of respondents answered “always” or “nearly always”. When asked what they thought their chances of getting a ticket for not wearing a safety belt, 75% of those surveyed said it was “very likely” or “somewhat likely”. Respondents were also asked if in the past 30 days they had read, seen, or heard anything about seat belt enforcement by police and 55.5% said “yes”.

In 2012, Louisiana saw an increase from 77.7% to 79.3% in statewide observed front seat belt usage. This marks the third year of increases in observed front seat belt usage for a total increase of 4.8 percentage points. The LHSC placed a substantial amount of funding into occupant protection overtime enforcement hours and paid media to support the high visibility enforcement.

Louisiana’s mandatory seatbelt law was strengthened by Act 244, which removed the exceptions for SUVs, thus requiring seatbelts for every passenger in all vehicles. Additionally, Act 413 added additional penalties to safety belt violations in Orleans Parish.

As mentioned in the Impaired Driving Program section, the LHSC partnered with Louisiana Department of Transportation and Development, New Orleans Police and Fire Departments, Louisiana State Police, Ministers Against Crime (MAC), and Sigma Gamma Rho Sorority Inc., and Southern University to promote the 2011 Bayou Classic Traffic Safety Campaign at the 38th State Farm Bayou Classic. This important campaign encourages the more than 200,000 fans visiting New Orleans during this event to drive sober and wear seat belts.

During Child Passenger Safety Week, Louisiana conducted events in 11 cities across the state. A total of 35 certified technicians participated, 155 seats were checked, 292 free seats were distributed, and 447 children are now riding safer in Louisiana.

In FFY 2012, the LHSC funded the Louisiana Passenger Safety Task Force (LPSTF) to promote occupant protection and child safety seat usage. The LPSTF conducted five

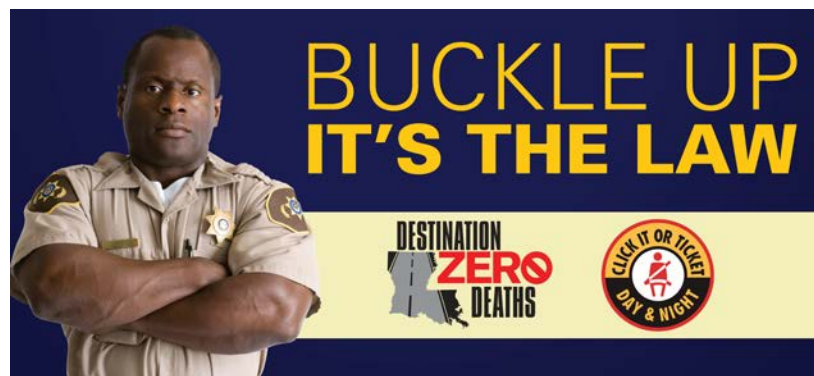
Standardized Child Passenger Safety Instructor/Technician Courses for a total of 100 attendees. The LPSTF also managed the Child Passenger Safety Week events as well as the maintenance of the fitting stations that operate all year long and the child safety seat checkup events that occur throughout the year. Fitting station locations are listed on the LHSC website as a public resource.



Impediments to Achievements

Louisiana must continue its current efforts in order to see additional increases in the observed front seat belt usage rates. Louisiana does have a primary enforcement law for safety belts, but the fine is minimal. It may be necessary to see an increase in that fine in order to experience future increases in observed front seat belt usage. Trucks comprise a substantial portion of the driving fleet in Louisiana and pickup truck occupants are less likely to wear a seat belt. Therefore, we will need to employ strategies to encourage this population to wear their seat belts. Additionally, the LHSC is cognizant that as our observed front seat belt usage rates increase we will need to continue exploring data driven strategies to improve compliance.

Louisiana is also waiting for more guidance on the new Transportation Authorization specifically related to the Highway Safety Improvement Plan Flex Funds. The LHSC has utilized these funds to significantly enhance their occupant protection high visibility enforcement program for the last two years. The loss of or delayed access to these funds will greatly diminish the amount of enforcement and paid media focused on occupant protection.



Motorcycle Program

Louisiana has seen an increase in the number of motorcycle fatalities. According to the LSU HSRG, motorcycle fatalities represent 11.7% of all fatalities in 2011. Louisiana is committed to continuing its support of messaging and outreach for this population through the use of Section 2010 funding.

Goals

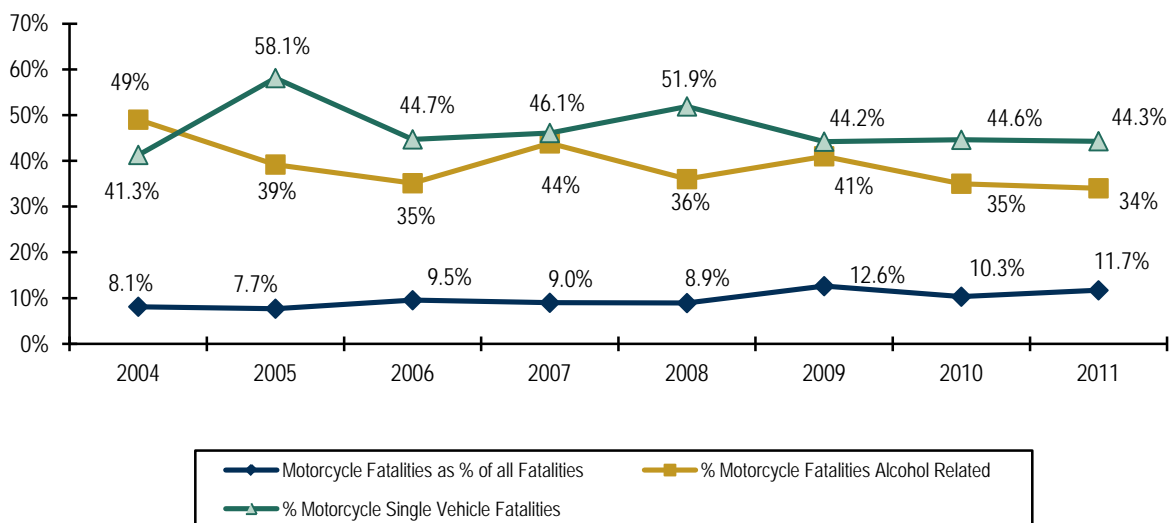
- To decrease motorcycle fatalities from a five-year average of 85 (2004 to 2008) to 77 by 2012, a 4.7% annual reduction. (C-7 Motorcycle Fatalities)
- To decrease unhelmeted motorcyclist fatalities from a five-year average of 24 (2004 to 2008) to 20 in 2012, a 4.1% annual reduction. (C-8 Unhelmeted Motorcyclist Fatalities)

Achievements

The number of motorcycle fatalities increased from 74 in 2010 to 80 in 2011, an increase of 8.11%. Louisiana still surpassed their 2012 goal even with this unfortunate increase in motorcycle fatalities.

The number of unhelmeted motorcyclist fatalities increased from 10 in 2010 to 14 in 2011, an increase of 40%. Louisiana still met their 2012 goal of 20 unhelmeted motorcyclist fatalities even with this unfortunate increase.

Table 8 Motorcyclist Fatalities as Percent of Total Fatalities, Alcohol-Related Fatalities, and Single Vehicle Fatalities



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

Narrative

During 2011, 80 motorcyclists were killed compared to 74 in 2010, which is an increase of 8.11%. Louisiana also saw a 7.6% increase in the number of motorcycle registrations in 2011. The number of unhelmeted motorcycle fatalities increased 40% from 10 in 2010 to 14 in 2011. While the number of fatalities increased, the number of motorcycle registrations increased at a similar percentage. Louisiana saw a 15.5% increase in the number of motorcycle injuries as well as a 14.7% increase in the number of motorcycles involved in crashes. According to the LSU HSRG, 91% of motorcyclists involved in crashes were helmeted in 2011, an increase of 3 percent from 2010.

The Motorcycle Safety and Operator Training program has been in full operation within the Department of Public Safety since February of 2010. The training program is established in nine markets with plans on expansion during the upcoming year. The Motorcycle Awareness Campaign (MAC) has continued to provide outreach for the "Share the Road" message for automobiles and has established new local chapters in 9 communities. During the 2012 Legislation Session, Act 348 was passed to allow a person completing Motorcycle Safety Awareness and Operator Training Program to obtain a motorcycle endorsement without taking the written test. After completing the course, the person simply presents their certificate of completion, pays their fee, and receives their endorsement. The purpose of this law was to encourage motorcyclists to obtain proper training and to obtain their endorsement.



The population continues to grow in Louisiana and we are ever diligent in researching our demographics and providing messaging and outreach efforts to ensure all motorists watch for motorcycles, have access to affordable training, and promote the use of motorcycle helmets.

Impediments to Achievements

Louisiana has a longer riding season so the limited Section 2010 resources have to be spread over a longer time period to keep up the awareness. Louisiana's motorcycle registrations continue to increase emphasizing the need for more outreach and training. Additionally, the LHSC needs to provide a greater emphasis on the utilization of all motorcycle safety equipment.

Police Traffic Services Program

In FY 2012, Louisiana utilized funding from Sections 402, 410, Sections 154/164 and FLEX funds for overtime enforcement related to occupant protection, speeding, and alcohol impaired driving.

Goals

- To decrease fatalities from a five-year average of 956 (2004 to 2008) to 868 by 2012, a 4.5 percent reduction. (C-1 Total Fatalities)
- To decrease serious injuries from a five-year average (2004 to 2008) of 15,460 to 14,056 by 2012, a 4.5% annual reduction. (C-2 Total Serious Injuries)
- To decrease alcohol impaired fatalities from a five-year average of 347 (2004 to 2008) to 315 in 2012, a 4.3% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities)
- To decrease speeding-related fatalities from a five-year average of 233 (2004 to 2008) to 213 in 2012, a 4.3% annual reduction. (C-6 Speeding-Related Fatalities)
- To decrease number of fatal crashes involving young drivers from an average of 170 (2004 to 2008) to 155 in 2012, a 6.7% annual reduction. (C-9 Drivers Age 20 or younger in Fatal Crashes)
- To decrease pedestrian fatalities from a five year average of 105 (2004 to 2008) to 95 by 2012, a 4.7% annual reduction. (C-10 Pedestrian Fatalities)
- To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012. (B-1 Occupant Protection Observed Usage in %)

Achievements

Louisiana greatly exceeded their 2012 goal related to decreasing fatalities. The number of fatalities decreased from 721 in 2010 to 675 in 2011, a decrease of 6.38%.

The number of serious injuries increased slightly from 13,390 in 2010 to 13,471 in 2011 which is still well below Louisiana's 2012 goal of 14,056. This represents an increase of 0.60%.

The number of alcohol-impaired driving fatalities in Louisiana remained consistent from 2010 to 2011 at 226. While this number is not a decrease from 2010, it is far below the 2012 goal of 315.

Speeding-related fatalities decreased from 239 in 2010 to 214 in 2011, a decrease of 10.46%. While Louisiana realized a 10.46% reduction, we just missed our 2012 goal of 213.

Fatal crashes involving young drivers decreased from 108 in 2010 to 94 in 2011, a decrease of 12.96%. Louisiana also successfully surpassed the 2012 goal for this measure.

The number of pedestrian fatalities increased from 77 in 2010 to 88 in 2011, an increase of 14.29%. Louisiana still experienced success in meeting the 2012 goal despite the unfortunate increase in the number of pedestrian fatalities.

The statewide observed seat belt usage of all front seat outboard occupants has increased from 75.9% in 2010 to 77.7% in 2011 to 79.3% in 2012. Louisiana has seen increases in observed seat belt usage in last three years for a combined increase of 4.8 percentage points.

The number of seat belt citations issued during grant-funded enforcement activities decreased from 69,432 in 2011 to 62,348 in 2012.

The number of impaired driving arrests made during grant-funded enforcement activities decreased from 6,481 in 2011 to 5,474 in 2012.

The number of speeding citations issued during grant-funded enforcement activities decreased from 24,517 in 2011 to 8,696 in 2012.

Narrative

In FY 2011, Louisiana saw traffic deaths continue to drop to their lowest level since the LSU HSRG began reporting on this data in 1984. Fatalities decreased by 6.38% to 675 from the previous year's total of 721. This decrease marks the fourth consecutive year that deaths have declined on Louisiana roads.

Additionally, alcohol-impaired fatalities remained at 226 in 2011 (same as in 2010). Speeding-related fatalities decreased 10.46% in FY 2011. Fatal crashes involving young drivers also decreased from 108 in 2010 to 94 in 2011, a decrease of 12.96%. Louisiana also realized a 5.28% reduction in unrestrained fatalities. The LHSC also reported an increase in the percentage of observed front seat belt usage for the third consecutive year. The observed front seat belt usage for 2012 was 79.3% an increase of 1.6 percentage points over the 2011 rate of 77.7%.

The LHSC contracted with the Louisiana State Police, Sheriff's Departments, and municipal agencies to conduct three primary types of enforcement. Impaired Driving, Occupant Protection and Speed are the leading causes of traffic fatalities and injuries, and law enforcement efforts have historically been a critical component to addressing each issue.

In FY 2012, the LHSC contracted with 107 law enforcement agencies and the Louisiana State Police to conduct impaired driving overtime enforcement. The contracts specified that the 24 sheriff's offices and 83 municipal police departments would perform impaired driving enforcement each month of the 12-month period with special emphasis on the specific "enforcement waves". The Louisiana State Police contract specified that they would work every month during the 12-month period. These agencies worked a combined 76,873 overtime hours during these five "enforcement waves", resulting in 345 DWI checkpoints and 5,471 DWI arrests. It is very important to note that these same agencies provided a yearlong maintenance-of-effort attacking impaired driving by conducting 31,654 DWI arrests.

The LHSC utilized Section 402 and FLEX funds to contract with 44 law enforcement agencies and the Louisiana State Police to conduct safety belt overtime enforcement during the 12 months of FY 2012 and to support the yearlong "Click It or Ticket" enforcement campaign. These agencies worked a combined 37,724 overtime hours, resulting in 60,845 adult citations and 3,504 child restraint citations. It is important to note that these same agencies provided a yearlong maintenance-of-effort to improve safety belt use through aggressive enforcement. Law enforcement agencies reported issuing 173,834 adult safety belt citations and 16,842 child restraint citations for a total of 190,676 citations.

Louisiana continues to see success with the implementation of Data-Driven Approach to Crime and Traffic Safety (DDACTS). Lafourche Parish Sheriff's Office has successfully utilized DDACTS for several years now. Additionally, Thibodaux Police Department and New Orleans Police Department are seeing success with its implementation. Baton Rouge Police Department is also utilizing this approach. Thibodaux Police Department conducted workshops on the implementation of DDACTS at the Department of Transportation and Development Transportation Safety Summit in April of 2012 and at the South Central Safe Community Safety Summit in September 2012.

The LHSC did not conduct any branded speed enforcement campaigns during 2012 due to limited resources. However, 8,014 speeding citations were issued through grant funded overtime enforcement activities. Louisiana State Police and local law enforcement have overtime opportunities available through their local District Attorney's Local Agency Compensated Enforcement (LACE) program for speed enforcement. The Louisiana State Police issued 120,437 speeding citations on LACE and 68,932 on regular duty. With these combined resources, Louisiana did experience a 10.46% decrease in speed related fatalities in 2011.

A telephone survey of 800 licensed motorists was conducted in August 2012. The topics included attitudes regarding seat belts, speeding, and impaired driving. When asked what they thought their chances of getting a ticket for driving over the speed limit, 86.1% of those surveyed said it was "very likely" or "somewhat likely". Respondents were also asked if in the past 30 days they had read, seen, or heard anything about speed enforcement by police and 38.8% said "yes". When asked how often on a local road with a speed limit of 30 mph, they drive faster than 35 mph, 19.8% of respondents

replied “always” or “nearly always”. When asked how often on a local road with a speed limit of 65 mph they drive faster than 70 mph, 13.2% of respondents replied “always” or “nearly always”.

Impediments to Achievements

The culture in Louisiana is a very difficult impediment for the LHSC to counter. It will take time to change the perception that driving after drinking is acceptable. However, the data are trending downward and have been for several years so it seems slowly the attitudes are changing.

Unfortunately, Louisiana law allows drive through daiquiri shops and allows 18 to 20 year olds to enter bars even though they must be at least 21 years of age to purchase, possess, or consume alcoholic beverages.

The LHSC would like to increase their enforcement and media placements. However, budget constraints have required a reduction in programming. Recent increases in match requirements have placed additional burdens on the LHSC. The LHSC is also struggling with the continuation of the high match requirements as we operate under continuing resolutions that keep the match requirements frozen at the higher levels.

Louisiana must continue its current efforts in order to see additional increases in the observed front seat belt usage rates. Louisiana does have a primary enforcement law for safety belts, but the fine is minimal. It may be necessary to see an increase in that fine in order to experience future increases in observed front seat belt usage. Trucks comprise a substantial portion of the driving fleet in Louisiana and pickup truck occupants are less likely to wear a seat belt. Therefore, we will need to employ strategies to encourage this population to wear their seat belts. Additionally, the LHSC is cognizant that as our observed front seat belt usage rates increase we will need to continue to explore data driven strategies to increase compliance.

Speeding is our third priority area, therefore it receives less funding than alcohol and occupant protection. However, Louisiana State Police and local law enforcement have overtime opportunities available through their local District Attorney’s Local Agency Compensated Enforcement (LACE) program for speed enforcement.



Traffic Records Program

The Traffic Records Coordinating Committee (TRCC) has sole authority to expend TRCC funding. This committee is chaired by the Director of the DOTD Highway Safety Section. The committee membership consists of stakeholders involved in collecting and using data related to highway safety. The LHSC serves as a member and as the fiscal agent for the TRCC and the Section 408 funds. The TRCC is guided by a Traffic Safety Information System Strategic Plan.

Goals

To support the improvement of road safety through the collection, integration, and analysis of traffic safety data.

To improve the accessibility, accuracy, completeness, integration, timeliness, and uniformity of the crash data system.

To improve the accuracy of the roadway system.

To improve the timeliness of the citation/adjudication system.

To improve the completeness of the driver license/history system.

Achievements

Louisiana qualified for Section 408 funds based on its adoption and use of model data elements and its plan to adopt and use the maximum number of model data elements.

The completeness of the Crash database has improved from 61 percent in 2010 to 69 percent in 2011 in the percentage of crash reports entered into the database with valid latitude and longitude coordinates.

The timeliness of the Crash database has also improved from 70 percent in 2010 to 77 percent in 2011 in the percentage of crash reports entered into the database within 30 days following the crash.

The completeness of the Crash database has improved from 1.75 percent in 2010 to 1.65 percent in 2011 in the percentage of crash reports entered into the database with missing driver license number.

Narrative

The TRCC continued efforts to work on establishing a network that links crash files with roadway files, GIS data, EMS data, driver licensing and vehicle registration data, prosecution, and courts. The LHSC continues to monitor crash data and provide feedback to local law enforcement with the goal to improve data quality, timelines and

crash investigations. The TRCC worked closely with municipal and parish law enforcement agencies, providing training and computer equipment.

Louisiana has demonstrated measurable progress in improving the completeness and timeliness of the crash database of the past year. Various projects are being funded to accomplish the objectives for this project area. RMS Consulting was funded for research and implementation of the automated DWI reporting system. Funds were used to enhance several local courts to transform their local court records from manual to electronic and to assist the local courts in electronically uploading traffic conviction data to the Office of Motor Vehicles. Work was also done to research and develop a statewide electronic traffic citation system.

Funds were also used to support local agencies in purchasing GPS devices and integrating with Mobile Data Terminals to enhance data collection and assist in locating crashes electronically. Funds were also used to purchase laptop computers for police vehicles to be used in conjunction with LaCrash Reporting System to assist in investigating traffic crashes.

Impediments to Achievements

The traffic records program is running smoothly under the guidance of the TRCC. There has been difficulty in achieving the integration of medical records. Additionally, the Louisiana State Police crash reporting software does not provide electronic copies of the narrative and diagrams to the TRCC.

Rail grade Program

According to the LSU HSRG, the number of rail grade related fatalities decreased from 11 in 2010 to 7 in 2011. By comparison to total fatalities, rail grade crossing fatalities represent 1.04% of all Louisiana fatalities. However, the LHSC remains committed to utilize Section 402 funds to support Louisiana Operation Lifesaver through a partnership with LA DOTD.

Goals

To decrease public rail grade crossing fatalities from a five-year average of 16 (2004 to 2008) to 12 in 2012, a 7% annual reduction.

Achievements

The number of rail grade related fatalities decreased from 11 in 2010 to 7 in 2011. With this decrease, Louisiana greatly exceeded its 2012 goal of reducing the number of rail grade crossing fatalities to 12 in 2012.



Narrative

Louisiana Operation Lifesaver continues to be partially funded by the LHSC. In 2007-2008, LHSC funded a portion of the director and administrative assistant's salaries and travel, along with training materials for the Grade Crossing Collision Investigation course for law enforcement and the implementation of the Highway Safety Summit. In 2009, the LHSC began contracting to partially fund only the director's salary.

Partnerships with the railroad industry, preventative legislation on clearings, and on-going public information and education programs make the Louisiana program a national model. Rail traffic continues to increase, and many crossings in rural areas lead to the unfortunate number of crashes in the state. Louisiana Operation Lifesaver evaluates crash data to concentrate its educational in parishes with increased highway-rail grade crossing and trespassing incidents. In 2012, Operation Lifesaver targeted the 13 parishes which include those that have the highest incident rates and those which have a substantial number of miles of railroad tracks.

In 2012, Louisiana Operation Lifesaver conducted more than 1,000 school and community education programs to more than 32,000 people in Louisiana. Display booths were held at approximately 42 conferences and festivals, and another 28 outreach activities provided railroad safety information to around 209,000 people. A total of 21 people attended the Rail Safety for Emergency Responders course statewide, and 198 law enforcement personnel attended 9 Grade Crossing Collision Investigation courses statewide. One Presenter Certification Class was held in Alexandria where 8 students successfully completed the course.

Louisiana Operation Lifesaver has undertaken strategic planning to define its future direction for the next five years, and LHSC is participating in this process.

Impediments to Achievements

Highway safety rail grade crossing safety is Louisiana's leading rail safety problem. Louisiana Operation Lifesaver must continue their educational efforts and outreach to citizens to address the fluctuating number of rail grade crossing fatalities each year.

Safe Communities Program

The Safe Communities concept has been implemented in Louisiana to empower local communities to evaluate their local needs and develop strategies to improve their traffic safety problems. The LHSC will continue to utilize available Section 402 and other appropriate funds to target local communities that have the potential to embrace this concept.

Goals

- To decrease alcohol impaired fatalities from a five-year average of 347 (2004 to 2008) to 315 in 2012, a 4.3% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities)
- To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012. (B-1 Occupant Protection Observed Usage in %)

Achievements

The number of alcohol-impaired driving fatalities in Louisiana remained consistent from 2010 to 2011 at 226. While this number is not a decrease from 2010, it is far below the 2012 goal of 315.

The statewide observed seat belt usage of all front seat outboard occupants has increased from 75.9% in 2010 to 77.7% in 2011 to 79.3% in 2012. Louisiana has seen increases in observed seat belt usage in last three years for a combined increase of 4.8 percentage points.

Narrative

The LHSC is involved in multiple Safe Community programs. Programs under the Safe Community model include, South Central Planning and Development Commission, the North Central Partners in Prevention, St. Martin Parish Safety Community, New Orleans "Who Dat" Coalition, and the Tangipahoa Reshaping Attitudes for Community Change Coalition. Each of the five Safe Community programs have the responsibility to create a data driven action plan, establish /maintain a coalition of members who support the model and participate in the implementation of the action plan, conduct a local Traffic Safety Summit, and specifically support the two National Mobilizations of "Click it or Ticket" and "Drive Sober or Get Pulled Over". Additionally, they each are responsible for continual assessment of need and the strategic implementation of cost effective programs to promote traffic safety.

The Safe Communities concept continues to be shared with existing contractors and explained to potential new contractors. The model provides local empowerment and collaboration on traffic safety issues that would otherwise not likely exist. The partnerships provide great access to policy makers, local culture and attitudes regarding traffic safety programs. A few highlights of the various programs include implementation of parish wide participation in nighttime seatbelt checkpoints, education to policy leaders on alcohol ordinances such as "Mandatory 21", teen seat belt initiatives, and community based awareness campaigns. Additionally, the programs are able to provide mini-grants to address problems identified through a data-driven problem analysis of local data.

The Safe Communities programs are a successful mechanism for empowering local communities to address local problems. For FFY 2014, the LHSC has continued to focus the projects on the priority areas of alcohol and occupant protection.

Impediments to Achievements

The LHSC has seen growing interest in the Safe Communities program; however, we have been unable to expand the program because of limited resources. In order to address the growing interest, the LHSC has partnered with the DOTD to provide funding and resources to the local groups through the Strategic Highway Safety Plan.

Section 154 and Section 164

Open Container Transfer Funds and Repeat Offender Transfer Funds

Funds Transferred to the Section 402 program pursuant to Section 154 and Section 164 were administered, by mutual agreement, by the Louisiana Department of Transportation and Development (LA DOTD) in their Hazard Elimination program. The LHSC participates in the project selection process of the Hazard Elimination.

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

Paid Media Report

Goals

Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2012.

Achievements:

In 2012, LHSC had a paid media contract; additionally, earned media was used to raise the level of awareness among Louisiana citizens regarding traffic safety issues.

The comprehensive media strategy employed by the LHSC during FY 2012 included enforcement messaging, social norming messages, earned media, and a social media component. It played a large role in supporting the enforcement strategies and driving the crash fatalities down in Louisiana.

Paid Media Narrative

The LHSC prepares an annual Marketing and Communications Plan that drives the coordination of each NHTSA campaign and the collaborative enforcement overtime. The goal of the media campaign was to reach a targeted audience by purchasing a

combination of radio, television, and web based advertisements for both alcohol and occupant protection program areas.

Paid media flights were planned based on a strategic assessment of crash statistics, driver and passenger demographics, planned enforcement periods, available messaging, and funds to determine the most effective marketing and communications plan. Our contracted media firm, Garrison Advertising provided professional guidance in plan development and the facilitation of all media placements. Overall placements are assessed quarterly through post media buy analysis and an ongoing assessment of individual markets and vendors who are producing the expected levels of donated space.

The LHSC maintains affidavits of performance on all paid media buys and implements a more extensive assessment to measure target audience reaction for paid media campaigns that exceed \$100,000.00. The LHSC has implemented telephone attitudinal surveys to assess how the target audience's knowledge, attitude, and actions were affected by the impaired driving and occupant protection messages.

Table 9 Seat Belts, Speeding & Impaired Driving Attitudinal Survey-Louisiana Drivers

	2012
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%
What do you think the chances are of getting a ticket if you don't wear your safety belt? "Very likely" and "Somewhat likely"	75.0%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? "Yes"	55.5%
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%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? "Yes"	38.8%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? "Always" and "Nearly Always"	19.8%
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph? "Always" and "Nearly Always"	13.2%
What do you think the chances are of someone getting arrested if they drive after drinking? "Very Likely" and "Somewhat Likely"	87.4%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? "Yes"	69.6%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? "None"	84.5%

Telephone surveys were of 800 licensed motorists statewide.

In addition to paid media, the LHSC contracted for specific earned media efforts to supplement the paid campaign. The LHSC issued numerous news releases and editorial columns throughout the fiscal year and arranged for numerous television and radio appearances for the Governor’s Highway Safety Representative. One-thousand eight hundred and sixty nine (1,869) press clippings were printed throughout fiscal year 2012. An additional two hundred and three (203) web posted entries were reported to the LHSC by NHTSA Region VI. The LHSC also continued its venture in the social media arena through Twitter, Facebook, and YouTube.

Table 10 Summary of Paid Media Air Time Expenditures During FY 2012

Campaign Name	Television Airings	Radio Spots	Impressions	Earned/Donated Space	Amount
Drive Sober or Get Pulled Over	46,756	10,084	10,689,135	27,324	\$ 699,048.00
May Click It Or Ticket	29,468	8,759	7,039,425	23,892	\$ 661,427.22
June Buckle Up In Your Truck	35,814	6,223	4,079,244	18,066	\$ 544,549.31
OP Total	65,282	14,982	11,118,669	41,958	\$ 1,205,976.53

The impaired driving and occupant protection campaigns focused primarily on television and radio outlets; however, web based outreach was utilized as part of some of our sports marketing stations with click through advertising on their home pages. Impression numbers for web based placements is noted as impressions on the chart above. University outreach for both campaigns included live reads at football games, print ads in game day and player books, and allowed for the opportunity for broadcast interviews.

The LHSC utilizes the Marketing and Communications Plan and the additional earned media efforts to ensure campaign messages were targeted statewide and to specific audiences when data identified the need. Through this strategic use of media the LHSC were able to raise the citizens’ level of awareness of traffic safety issues.

- End -

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

State: Louisiana

Federal Reimbursement Voucher

Page: 1

2012-FINAL

Report Date: 12/31/2012

Reimbursement Info: Total: \$.00

For Approval

Claim Period: 09/30/2012 - 09/30/2012

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-00-00-00	Planning and Administration	\$253,218.15	\$.00	\$506,436.30	\$253,218.15	\$253,218.15	\$.00
		Planning and Administration Total	\$253,218.15	\$.00	\$506,436.30	\$253,218.15	\$253,218.15	\$.00
Alcohol								
	AL-2012-10-00-00	Program Management Alcohol	\$92,436.26	\$.00	\$92,436.26	\$92,436.26	\$92,436.26	\$.00
	AL-2012-10-01-00	Alcohol Projects	\$4,807.50	\$.00	\$4,807.50	\$4,807.50	\$4,807.50	\$.00
		Alcohol Total	\$97,243.76	\$.00	\$97,243.76	\$97,243.76	\$97,243.76	\$.00
Motorcycle Safety								
	MC-2012-50-00-00	Motorcycle Program Management	\$13,111.98	\$.00	\$13,111.98	\$13,111.98	\$13,111.98	\$.00
		Motorcycle Safety Total	\$13,111.98	\$.00	\$13,111.98	\$13,111.98	\$13,111.98	\$.00
Occupant Protection								
	OP-2012-20-00-00	Occupant Protection Program Management	\$86,582.41	\$.00	\$86,582.41	\$86,582.41	\$86,582.41	\$.00
	OP-2012-20-01-00	OP Projects	\$33,700.00	\$.00	\$33,700.00	\$33,700.00	\$33,700.00	\$.00
		Occupant Protection Total	\$120,282.41	\$.00	\$120,282.41	\$120,282.41	\$120,282.41	\$.00
Police Traffic Services								
	PT-2012-30-00-00	PTS Program Management	\$200,042.99	\$.00	\$200,042.99	\$200,042.99	\$200,042.99	\$.00
	PT-2012-30-01-00	Police Traffic Services Projects	\$1,329,447.83	\$932,949.44	\$1,329,447.83	\$1,329,447.83	\$1,329,447.83	\$.00
	PT-2012-99-00-00	Matching Funds	\$.00	\$.00	\$436,150.83	\$.00	\$.00	\$.00
		Police Traffic Services Total	\$1,529,490.82	\$932,949.44	\$1,965,641.65	\$1,529,490.82	\$1,529,490.82	\$.00
Traffic Records								
	TR-2012-40-00-00	Traffic Records Program Management	\$103,132.70	\$.00	\$103,132.70	\$103,132.70	\$103,132.70	\$.00
	TR-2012-40-01-00	Traffic Records Projects	\$150,343.62	\$.00	\$150,343.62	\$150,343.62	\$150,343.62	\$.00

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Reimbursement Info: Total: \$.00

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Claim Period: 09/30/2012 -

09/30/2012

Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	NHTSA 406 Total		\$25,690.00	\$0.00	\$25,690.00	\$25,690.00	\$25,690.00	\$0.00
408 Data Program SAFETEA-LU								
	K9-2012-00-00-00	Traffic Records Projects	\$667,455.45	\$0.00	\$667,455.45	\$667,455.45	\$667,455.45	\$0.00
	K9-2012-99-00-00	State Match for Traffic Records	\$0.00	\$0.00	\$166,863.87	\$0.00	\$0.00	\$0.00
	408 Data Program Incentive Total		\$667,455.45	\$0.00	\$834,319.32	\$667,455.45	\$667,455.45	\$0.00
	408 Data Program SAFETEA-LU Total		\$667,455.45	\$0.00	\$834,319.32	\$667,455.45	\$667,455.45	\$0.00
410 Alcohol SAFETEA-LU								
	K8-2012-10-00-00	Section 410 Programmatic Projects	\$1,707,226.94	\$0.00	\$1,707,226.94	\$1,707,226.94	\$1,707,226.94	\$0.00
	K8-2012-99-00-00	State Match for Section 410 Programmatic	\$0.00	\$0.00	\$4,701,373.50	\$0.00	\$0.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$1,707,226.94	\$0.00	\$6,408,600.44	\$1,707,226.94	\$1,707,226.94	\$0.00
	410 Alcohol SAFETEA-LU Total		\$1,707,226.94	\$0.00	\$6,408,600.44	\$1,707,226.94	\$1,707,226.94	\$0.00
410 High Fatality Rate								
	K8FR-2012-10-00-00	Impaired Driving Fatality Rate	\$906,322.06	\$0.00	\$906,322.06	\$906,322.06	\$906,322.06	\$0.00
	K8FR-2012-99-00-00	State Match for Fatality Rate Projects	\$0.00	\$0.00	\$2,718,966.18	\$0.00	\$0.00	\$0.00
	410 High Fatality Rate Total		\$906,322.06	\$0.00	\$3,625,288.24	\$906,322.06	\$906,322.06	\$0.00
410 High Visibility								
	K8HV-2012-10-00-00	Impaired Driving High Visibility	\$831,498.93	\$0.00	\$831,498.93	\$831,498.93	\$831,498.93	\$0.00
	K8HV-2012-99-00-00	State Match for High Visibility Program	\$0.00	\$0.00	\$2,494,496.79	\$0.00	\$0.00	\$0.00
	410 High Visibility Total		\$831,498.93	\$0.00	\$3,325,995.72	\$831,498.93	\$831,498.93	\$0.00
2010 Motorcycle Safety								
	K6-2012-00-00-00	Motorcycle Projects	\$103,786.98	\$0.00	\$103,786.98	\$103,786.98	\$103,786.98	\$0.00
	2010 Motorcycle Safety Incentive Total		\$103,786.98	\$0.00	\$103,786.98	\$103,786.98	\$103,786.98	\$0.00
	2010 Motorcycle Safety Total		\$103,786.98	\$0.00	\$103,786.98	\$103,786.98	\$103,786.98	\$0.00
154 Transfer Funds								
	154AL-2012-10-00-00	154AL Impaired Driving Projects	\$544,204.31	\$497,161.07	\$544,204.31	\$544,204.31	\$544,204.31	\$0.00

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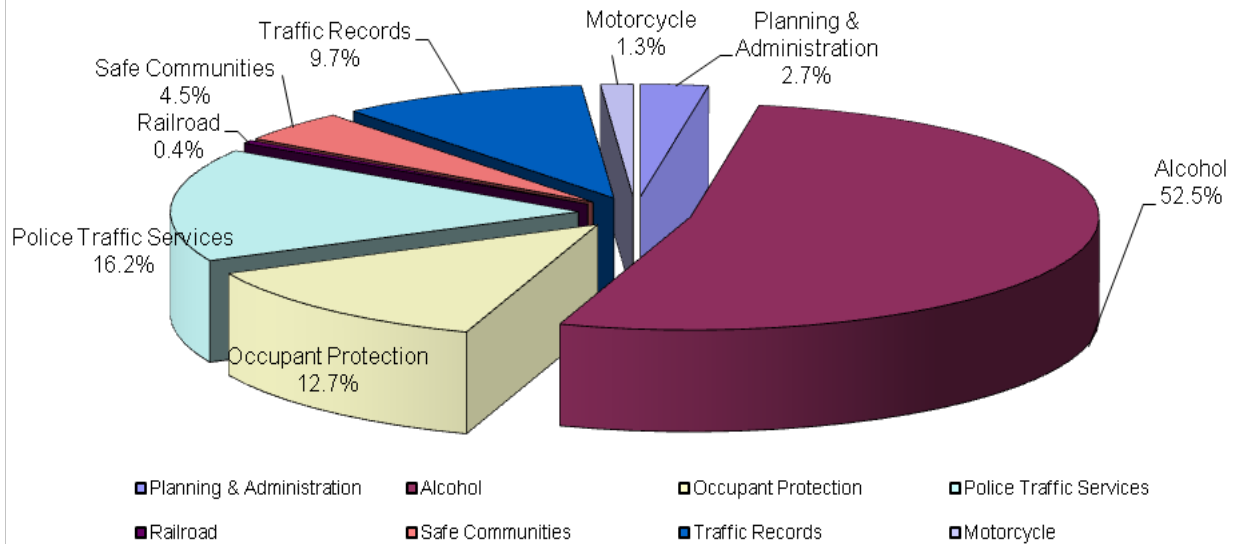
For Approval

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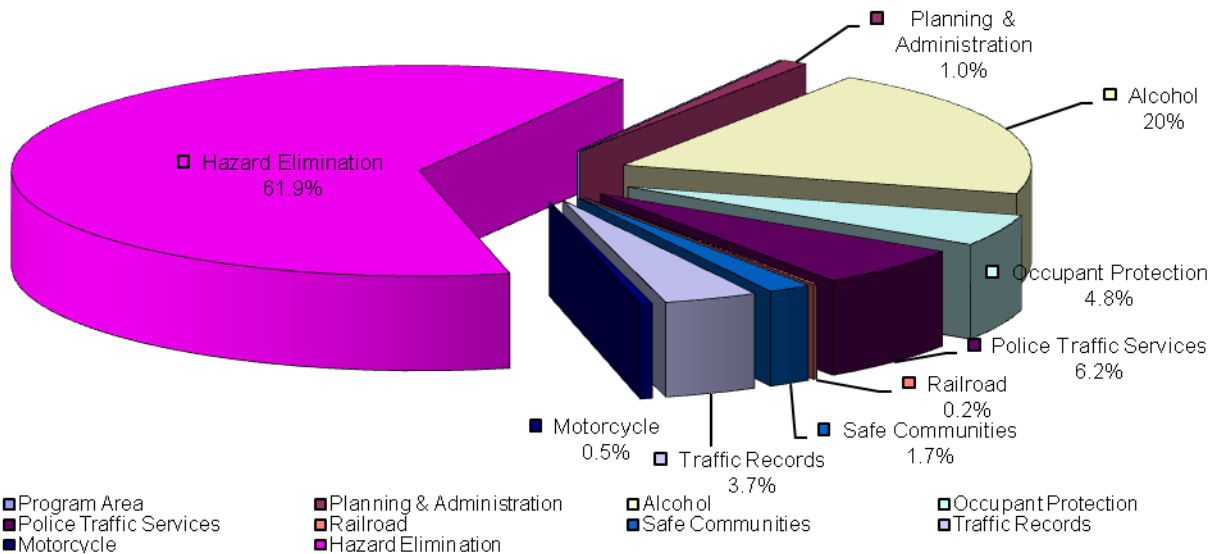
Not Posted In DELPHI

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	154 Alcohol Total		\$544,204.31	\$497,161.07	\$544,204.31	\$544,204.31	\$544,204.31	\$.00
154 Paid Media								
	154PM-2012-00-00-00	Paid Media for Alcohol	\$698,698.40	\$.00	\$698,698.40	\$698,698.40	\$698,698.40	\$.00
	154 Paid Media Total		\$698,698.40	\$.00	\$698,698.40	\$698,698.40	\$698,698.40	\$.00
154 Hazard Elimination								
	154HE-2012-00-00-00	Hazard Elimination Projects	\$7,674,641.84	\$.00	\$7,674,641.84	\$7,674,641.84	\$7,674,641.84	\$.00
	154 Hazard Elimination Total		\$7,674,641.84	\$.00	\$7,674,641.84	\$7,674,641.84	\$7,674,641.84	\$.00
	154 Transfer Funds Total		\$8,917,544.55	\$497,161.07	\$8,917,544.55	\$8,917,544.55	\$8,917,544.55	\$.00
164 Transfer Funds								
	164AL-2012-00-00-00	Impaired Driving Projects	\$99,891.82	\$99,891.82	\$99,891.82	\$99,891.82	\$99,891.82	\$.00
	164 Alcohol Total		\$99,891.82	\$99,891.82	\$99,891.82	\$99,891.82	\$99,891.82	\$.00
164 Paid Media								
	164PM-2012-10-00-00	Impaired Driving Paid Media	\$239,168.45	\$35,732.28	\$239,168.45	\$239,168.45	\$239,168.45	\$.00
	164 Paid Media Total		\$239,168.45	\$35,732.28	\$239,168.45	\$239,168.45	\$239,168.45	\$.00
164 Hazard Elimination								
	164HE-2012-00-00-00	Hazard Elimination Projects	\$7,674,641.86	\$.00	\$7,674,641.86	\$7,674,641.86	\$7,674,641.86	\$.00
	164 Hazard Elimination Total		\$7,674,641.86	\$.00	\$7,674,641.86	\$7,674,641.86	\$7,674,641.86	\$.00
	164 Transfer Funds Total		\$8,013,702.13	\$135,624.10	\$8,013,702.13	\$8,013,702.13	\$8,013,702.13	\$.00
	NHTSA Total		\$24,807,319.70	\$1,761,891.44	\$38,040,892.67	\$24,807,319.70	\$24,807,319.70	\$.00
	Total		\$24,807,319.70	\$1,761,891.44	\$38,040,892.67	\$24,807,319.70	\$24,807,319.70	\$.00

2012 Louisiana Financial Summary (without Hazard Elimination Funds)



2012 Louisiana Financial Summary (Includes Hazard Elimination Funds)



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For Approval

Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-00-00-00		\$253,218.15 50%	\$253,218.15		\$0.00 0%	\$253,218.15 50%	\$253,218.15 100%
	Planning and Administration Total		\$253,218.15 50%	\$253,218.15		\$0.00 0%	\$253,218.15 50%	\$253,218.15 100%
Alcohol								
	AL-2012-10-00-00		\$0.00 0%	\$92,436.26		\$0.00 0%		
	AL-2012-10-01-00		\$0.00 0%	\$4,807.50		\$0.00 0%		
	Alcohol Total		\$0.00 0%	\$97,243.76		\$0.00 0%		
Motorcycle Safety								
	MC-2012-50-00-00		\$0.00 0%	\$13,111.98		\$0.00 0%		
	Motorcycle Safety Total		\$0.00 0%	\$13,111.98		\$0.00 0%		
Occupant Protection								
	OP-2012-20-00-00		\$0.00 0%	\$86,582.41		\$0.00 0%		
	OP-2012-20-01-00		\$0.00 0%	\$33,700.00		\$0.00 0%		

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Occupant Protection Total			\$.00	\$120,282.41		\$.00		
			0%			0%		
<i>Police Traffic Services</i>								
	PT-2012-30-01-00		\$.00	\$1,329,447.83		\$932,949.44		
			0%			70%		
	PT-2012-30-00-00		\$.00	\$200,042.99		\$.00		
			0%			0%		
	PT-2012-99-00-00		\$436,150.83	\$.00		\$.00		
			100%			0%		
Police Traffic Services Total			\$436,150.83	\$1,529,490.82		\$932,949.44		
			22%			61%		
<i>Traffic Records</i>								
	TR-2012-40-01-00		\$.00	\$150,343.62		\$.00		
			0%			0%		
	TR-2012-40-00-00		\$.00	\$103,132.70		\$.00		
			0%			0%		
Traffic Records Total			\$.00	\$253,476.32		\$.00		
			0%			0%		
<i>Railroad/Highway Crossings</i>								
	RH-2012-60-00-00		\$.00	\$3,968.16		\$.00		
			0%			0%		
	RH-2012-60-01-00		\$.00	\$35,456.40		\$.00		
			0%			0%		
Railroad/Highway Crossings Total			\$.00	\$39,424.56		\$.00		
			0%			0%		

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Safe Communities								
	SA-2012-70-00-00		\$0.00 0%	\$18,044.29		\$0.00 0%		
	SA-2012-70-01-00		\$0.00 0%	\$196,156.83		\$196,156.83 100%		
	Safe Communities Total		\$0.00 0%	\$214,201.12		\$196,156.83 92%		
Paid Advertising								
	PM-2012-80-00-00		\$0.00 0%	\$301,852.08		\$0.00 0%		
	Paid Advertising Total		\$0.00 0%	\$301,852.08		\$0.00 0%		
	NHTSA 402 Total	\$3,173,082.89	\$689,368.98 20%	\$2,447,312.09	\$374,989.11	\$1,129,106.27 40%	\$253,218.15 50%	\$253,218.15 9%
405 OP SAFETEA-LU								
	K2-2012-00-00-00		\$0.00 0%	\$476,791.46		\$0.00 0%		
	K2-2012-99-00-00		\$2,462,503.65 100%	\$0.00		\$0.00 0%		
	405 Occupant Protection Total		\$2,462,503.65 84%	\$476,791.46		\$0.00 0%		
405 Paid Media								
	K2PM-2012-00-00-00		\$0.00 0%	\$335,000.00		\$0.00 0%		

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
405 Paid Media Total			\$.00 0%	\$335,000.00		\$.00 0%		
405 OP SAFETEA-LU Total		\$442,681.61	\$2,462,503.65 75%	\$397,025.33	\$414,766.13	\$.00 0%		
NHTSA 406								
	K4PT-2012-00-00-00		\$.00 0%	\$25,690.00		\$.00 0%		
406 Police Traffic Services Total			\$.00 0%	\$25,690.00		\$.00 0%		
NHTSA 406 Total			\$.00 0%	\$.00	\$25,690.00	\$.00 0%		
408 Data Program SAFETEA-LU								
	K9-2012-00-00-00		\$.00 0%	\$667,455.45		\$.00 0%		
	K9-2012-99-00-00		\$166,863.87 100%	\$.00		\$.00 0%		
408 Data Program Incentive Total			\$166,863.87 20%	\$667,455.45		\$.00 0%		
408 Data Program SAFETEA-LU Total		\$435,614.00	\$166,863.87 20%	\$.00	\$667,455.45	\$.00 0%		
410 Alcohol SAFETEA-LU								
	K8-2012-99-00-00		\$4,701,373.50 100%	\$.00		\$.00 0%		
	K8-2012-10-00-00		\$.00 0%	\$1,707,226.94		\$.00 0%		

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	410 Alcohol SAFETEA-LU Total		\$4,701,373.50 73%	\$1,707,226.94		\$0.00 0%		
	410 Alcohol SAFETEA-LU Total	\$1,717,112.03	\$4,701,373.50 73%	\$0.00	\$1,707,226.94	\$0.00 0%		
	410 High Fatality Rate							
	K8FR-2012-99-00-00		\$2,718,966.18 100%	\$0.00		\$0.00 0%		
	K8FR-2012-10-00-00		\$0.00 0%	\$906,322.06		\$0.00 0%		
	410 High Fatality Rate Total	\$1,247,423.81	\$2,718,966.18 75%	\$0.00	\$906,322.06	\$0.00 0%		
	410 High Visibility							
	K8HV-2012-99-00-00		\$2,494,496.79 100%	\$0.00		\$0.00 0%		
	K8HV-2012-10-00-00		\$0.00 0%	\$831,498.93		\$0.00 0%		
	410 High Visibility Total	\$1,247,423.82	\$2,494,496.79 75%	\$0.00	\$831,498.93	\$0.00 0%		
	2010 Motorcycle Safety							
	K6-2012-00-00-00		\$0.00 0%	\$103,786.98		\$0.00 0%		
	2010 Motorcycle Safety Incentive Total		\$0.00 0%	\$103,786.98		\$0.00 0%		
	2010 Motorcycle Safety Total	\$108,512.19	\$0.00 0%	\$0.00	\$103,786.98	\$0.00 0%		

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
154 Transfer Funds								
	154AL-2012-10-00-00		\$.00 0%	\$544,204.31		\$497,161.07 91%		
	154 Alcohol Total		\$.00 0%	\$544,204.31		\$497,161.07 91%		
154 Paid Media								
	154PM-2012-00-00-00		\$.00 0%	\$698,698.40		\$.00 0%		
	154 Paid Media Total		\$.00 0%	\$698,698.40		\$.00 0%		
	154 Transfer Funds Total	\$639,237.78	\$.00 0%	\$.00	\$1,242,902.71	\$497,161.07 40%		
154 Transfer Funds								
	154HE-2012-00-00-00		\$.00 0%	\$7,674,641.84		\$.00 0%		
	154 Hazard Elimination Total		\$.00 0%	\$7,674,641.84		\$.00 0%		
	154 Transfer Funds Total	\$9,840,070.21	\$.00 0%	\$.00	\$7,674,641.84	\$.00 0%		
164 Transfer Funds								
	164AL-2012-00-00-00		\$.00 0%	\$99,891.82		\$99,891.82 100%		
	164 Alcohol Total		\$.00 0%	\$99,891.82		\$99,891.82 100%		

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Program Area	Project	Obligation Limitation (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
164 Paid Media								
	164PM-2012-10-00-00		\$0.00 0%	\$239,168.45		\$35,732.28 15%		
	164 Paid Media Total		\$0.00 0%	\$239,168.45		\$35,732.28 15%		
	164 Transfer Funds Total	\$639,237.72	\$0.00 0%	\$0.00	\$339,060.27	\$135,624.10 40%		
164 Transfer Funds								
	164HE-2012-00-00-00		\$0.00 0%	\$7,674,641.86		\$0.00 0%		
	164 Hazard Elimination Total		\$0.00 0%	\$7,674,641.86		\$0.00 0%		
	164 Transfer Funds Total	\$9,840,069.27	\$0.00 0%	\$0.00	\$7,674,641.86	\$0.00 0%		
	NHTSA Total		\$13,233,572.97 35%	\$2,844,337.42	\$21,962,982.28	\$1,761,891.44 7%	\$253,218.15 50%	\$253,218.15 1%
	Total	\$29,330,465.33	\$13,233,572.97 35%	\$2,844,337.42	\$21,962,982.28	\$1,761,891.44 7%	\$253,218.15 50%	\$253,218.15 1%

FFY 2012 Total List of Projects and Expenses

Coordinator	Project Number	Agency	Year 1 Budgeted	Expended to date	Number of Claims	Balance Year Long	Funding Source
Ken	2012-10-01	In House Alcohol Program Management		\$93,898.60			
Chuck	2012-10-10	Linda Hull	\$18,525.00	\$17,479.09	10	\$1,045.91	Section 410 Programmatic
Chela	2012-10-11	Cathy Childers Consulting	\$48,999.00	\$48,951.41	12	\$47.59	Section 410 Programmatic
Chuck	2012-10-12	Mike Barron	\$50,714.86	\$50,714.86	12	\$0.00	Section 410 Programmatic
Chela	2012-10-13	Dinnika T. Lawrence	\$5,000.00	\$4,276.08	12	\$723.92	Section 410 Programmatic
	2012-10-14	Projects for FFY 2013	\$2,212,531.38	\$0.00	0	\$2,212,531.38	Section 410 Programmatic
Chela	2012-10-15	LSU BRCA	\$53,692.03	\$46,215.43	6	\$7,476.60	Section 410 Programmatic
Chela	2012-10-16	Interim LSU Public Hospital	\$47,380.00	\$32,537.20	10	\$14,842.80	Section 410 Programmatic
Chela	2012-10-17	Northwestern State University	\$19,100.00	\$14,747.17	3	\$4,352.83	Section 410 Programmatic
Chela	2012-10-18	Southeastern Louisiana University	\$37,539.00	\$25,951.92	12	\$11,587.08	Section 410 Programmatic
Chela	2012-10-19	Louisiana District Attorney's Association	\$110,910.54	\$110,910.54	16	\$0.00	Section 410 Programmatic
Chela	2012-10-20	Mothers Against Drunk Driving (MADD)	\$144,000.00	\$88,554.83	10	\$55,445.17	Section 410 Programmatic
Chela	2012-10-21	ThinkFirst of the Ark-La-Tex, Inc.	\$63,500.00	\$63,497.83	10	\$2.17	Section 410 Programmatic
Chela	2012-10-22	La. Supreme Court	\$428,264.42	\$354,225.65	9	\$74,038.77	Section 410 Programmatic
Chela	2012-10-23	Louisiana Office of Alcohol and Tobacco Control	\$172,040.00	\$98,271.08	12	\$73,768.92	Section 410 Programmatic
Chela	2012-10-24	EBR Alcohol Beverage Control	\$138,276.00	\$116,057.56	10	\$22,218.44	Section 410 Programmatic
Chela	2012-10-25	Terrebonne Parish District Attorney	\$85,000.00	\$85,000.00	10	\$0.00	Section 410 Programmatic
Chela	2012-10-26	Baton Rouge City Court	\$144,520.00	\$142,868.29	12	\$1,651.71	Section 410 Programmatic
Chela	2012-10-27	Iberia Parish Government	\$33,494.75	\$29,938.77	3	\$3,555.98	Section 410 Programmatic
Chela	2012-10-28	14th Judicial District Attorney's Office	\$120,000.00	\$109,422.73	1	\$10,577.27	Section 410 Programmatic
Chela	2012-10-29	22nd Judicial District Court	\$44,456.62	\$44,456.62	4	\$0.00	Section 410 Programmatic
Chela	2012-10-30	St. Mary Parish Government	\$35,026.24	\$35,026.24	3	\$0.00	Section 410 Programmatic
Chela	2012-10-31	4th Judicial District Attorney's Office	\$120,000.00	\$119,989.39	12	\$10.61	Section 410 Programmatic
Ken	2012-01-00	Planning and Administration	\$371,375.98	\$253,218.15	0	\$118,157.83	Section 402
Juanita	2012-02-00	Morris Beverly (PA) Diversity Coordinator	\$10,000.00	\$1,550.00	4	\$8,450.00	Section 402
Ken	2012-03-00	Police Traffic Services Support	\$25,690.00	\$25,690.00	2	\$0.00	Section 406
Ken	2012-10-00	Program Management - Alcohol	\$344,269.06	\$92,436.26	0	\$251,832.80	Section 402
Chela	2012-10-32	Kenner PD	\$10,000.00	\$0.00	0	\$10,000.00	Section 410 Programmatic
Chela	2012-10-33	Lafourche Parish SO	\$10,000.00	\$4,102.16	1	\$5,897.84	Section 410 Programmatic
Chuck	2012-10-34	Louisiana Commission on Law Enforcement (LCLE)	\$46,000.00	\$31,370.00	6	\$14,630.00	Section 410 Programmatic

Chuck	2012-10-35	RMS Consulting (Richard Patrick)	\$49,950.00	\$47,326.92	12	\$2,623.08	Section 410 Programmatic
Chela	2012-10-36	LTAP	\$80,000.00	\$18,005.55	1	\$61,994.45	Section 164AL
Dortha	2012-10-37	Brandee Ketchum 25% now Melinda Long	\$11,497.00	\$17,410.59	6	-\$5,913.59	Section 154AL
Ken	2012-20-00	Program Management - Occupant Protection	\$98,337.32	\$86,582.41	0	\$11,754.91	Section 402
Dortha	2012-20-01	Linden Claybrook	\$30,450.00	\$30,449.54	12	\$0.46	Section 405
Dortha	2012-20-02	Catholic Charities Archdiocese of New Orleans	\$49,987.00	\$48,569.62	8	\$1,417.38	Section 405
Dortha	2012-20-03	Hispanic Committee of the South	\$57,100.00	\$57,092.42	12	\$7.58	Section 405
Dortha	2012-20-04	Dinnika T. Lawrence	\$36,000.00	\$33,382.08	12	\$2,617.92	Section 405
Dortha	2012-20-05	Interim LSU Public Hospital (MCLNO)	\$196,400.00	\$185,316.55	11	\$11,083.45	Section 405
Dortha	2012-20-06	Wayne McElveen	\$40,900.00	\$18,281.00	7	\$22,619.00	Section 405
Dortha	2012-20-07	Friends of Safety Town	\$7,900.00	\$7,000.25	1	\$899.75	Section 405
Dortha	2012-20-08	PRG Inc. (PA) Attitudinal Survey	\$33,700.00	\$33,700.00	1	\$0.00	Section 402
Dortha	2012-20-08	PRG Inc.	\$96,700.00	\$96,700.00	1	\$0.00	Section 405
Ken	2012-30-00	Program Management - PTS	\$255,757.85	\$200,042.99	0	\$55,714.86	Section 402
	2012-30-00	Various Law Enforcement TBD	\$738,236.60		0	\$738,236.60	Section 410HVE
Lyrice	2012-30-00	Various Law Enforcement TBD FFY 2013	\$1,247,423.82	\$0.00		\$1,247,423.82	Section 410HVE
Lyrice	2012-30-00	New Projects for FFY 2013	\$1,006,787.12	\$0.00	0	\$1,006,787.12	Section 164AL
Ken	2012-30-00-01	Commodities for Bayou Classic	\$4,807.50	\$4,807.50	1	\$0.00	Section 402
Darrell	2012-30-01	Wayne McElveen	\$18,731.00	\$12,122.68	7	\$6,608.32	Section 402
Kenny	2012-30-02	Aaron Chabaud	\$44,973.00	\$32,247.27	14	\$12,725.73	Section 402
Lyrice	2012-30-03	Bobby Potter	\$44,973.00	\$0.00	0	\$44,973.00	Section 402
Lyrice	2012-30-04	Brad McGlothren	\$44,973.00	\$44,583.18	12	\$389.82	Section 402
Lyrice	2012-30-05	Brad Stewart	\$44,973.00	\$34,364.48	12	\$10,608.52	Section 402
Lyrice	2012-30-06	Don Campbell	\$44,973.00	\$43,939.12	14	\$1,033.88	Section 402
Darrell	2012-30-07	Frank Vaughan	\$44,973.00	\$12,722.46	4	\$32,250.54	Section 402
Kenny	2012-30-08	Morris Beverly	\$44,973.00	\$41,542.49	12	\$3,430.51	Section 402
Darrell	2012-30-09	Pete Stout	\$44,973.00	\$24,036.96	12	\$20,936.04	Section 402
Lyrice	2012-30-10	Ted Riser	\$44,973.00	\$44,343.43	12	\$629.57	Section 402
Lyrice	2012-30-11	Kenny Williams	\$49,950.00	\$49,950.00	12	\$0.00	Section 402
Lyrice	2012-30-12	Darrell Hebert	\$49,950.00	\$49,950.00	12	\$0.00	Section 402
Chela	2012-30-13	Travel/Training Various Agencies as approved	\$25,000.00	\$16,221.18	0	\$8,778.82	Section 402
Lyrice	2012-30-14	Alexandria PD	\$53,025.00	\$39,351.50	12	\$13,673.50	Section 402
Lyrice	2012-30-15	Ascension Parish SO	\$52,000.00	\$43,179.39	12	\$8,820.61	Section 402
Lyrice	2012-30-16	Baker PD	\$2,000.00	\$1,993.36	10	\$6.64	Section 402
Lyrice	2012-30-16	Baker PD	\$7,500.00	\$4,205.72	12	\$3,294.28	Section 410HVE

Lyrice	2012-30-17	Baton Rouge PD	\$259,020.00	\$252,919.55	12	\$6,100.45	Section 402
Lyrice	2012-30-17	Baton Rouge PD	\$95,480.00	\$91,610.00	12	\$3,869.99	Section 410FR
Lyrice	2012-30-17	Baton Rouge PD	\$124,000.00	\$123,730.14	6	\$269.86	Section 410HVE
Lyrice	2012-30-18	Caddo Parish SO	\$34,770.00	\$33,855.00	14	\$915.00	Section 402
Darrell	2012-30-19	Calcasieu Parish SO	\$10,345.00	\$10,255.00	12	\$90.00	Section 402
Darrell	2012-30-19	Calcasieu Parish SO	\$25,725.00	\$25,646.25	12	\$78.75	Section 410FR
Darrell	2012-30-19	Calcasieu Parish SO	\$58,765.00	\$53,130.00	12	\$5,635.00	Section 410HVE
Lyrice	2012-30-20	City of Denham Springs	\$43,820.00	\$37,361.35	12	\$6,458.65	Section 402
Kenny	2012-30-21	City of Thibodaux	\$600.00	\$73.64	7	\$526.36	Section 402
Kenny	2012-30-21	City of Thibodaux	\$23,400.00	\$23,400.00	12	\$0.00	Section 410FR
Kenny	2012-30-21	City of Thibodaux	\$12,500.00	\$10,999.78	12	\$1,500.22	Section 410HVE
Lyrice	2012-30-22	Cotton Valley PD	\$540.00	\$504.00	12	\$36.00	Section 402
Lyrice	2012-30-22	Cotton Valley PD	\$5,004.00	\$5,004.00	12	\$0.00	Section 154AL
Kenny	2012-30-23	Covington PD	\$8,191.50	\$619.89	12	\$7,571.61	Section 402
Kenny	2012-30-23	Covington PD	\$14,835.00	\$11,979.49	14	\$2,855.51	Section 154AL
Lyrice	2012-30-25	East Baton Rouge Parish SO	\$78,800.00	\$78,800.00	12	\$0.00	Section 402
Lyrice	2012-30-25	East Baton Rouge Parish SO	\$50,000.00	\$50,000.00	12	\$0.00	Section 410FR
Lyrice	2012-30-26	Gonzales PD	\$16,850.00	\$15,249.73	12	\$1,600.27	Section 402
Lyrice	2012-30-26	Gonzales PD	\$1,680.00	\$1,065.76	12	\$614.24	Section 410FR
Lyrice	2012-30-26	Gonzales PD	\$31,164.00	\$25,108.19	12	\$6,055.81	Section 410HVE
Lyrice	2012-30-27	Greenwood PD	\$768.00	\$751.00	12	\$17.00	Section 402
Lyrice	2012-30-27	Greenwood PD	\$8,576.00	\$8,450.20	12	\$125.80	Section 410HVE
Kenny	2012-30-28	Hammond PD	\$780.00	\$717.60	12	\$62.40	Section 402
Kenny	2012-30-28	Hammond PD	\$4,647.50	\$4,544.93	12	\$102.57	Section 410FR
Kenny	2012-30-28	Hammond PD	\$18,720.00	\$17,647.53	12	\$1,072.47	Section 154AL
Kenny	2012-30-30	Houma PD	\$15,503.00	\$15,044.39	12	\$458.61	Section 402
Kenny	2012-30-30	Houma PD	\$25,900.00	\$25,899.95	12	\$0.05	Section 410FR
Kenny	2012-30-30	Houma PD	\$38,110.00	\$38,109.46	12	\$0.54	Section 154AL
Darrell	2012-30-31	Iberia Parish SO	\$1,200.00	\$1,382.30	12	-\$182.30	Section 402
Darrell	2012-30-31	Iberia Parish SO	\$25,000.00	\$24,890.75	12	\$109.25	Section 154AL
Lyrice	2012-30-32	Jean Lafitte PD	\$1,275.00	\$1,275.00	12	\$0.00	Section 402
Lyrice	2012-30-32	Jean Lafitte PD	\$15,000.00	\$15,000.00	12	\$0.00	Section 410HVE
Lyrice	2012-30-33	Jefferson Parish SO	\$18,700.00	\$18,699.93	12	\$0.07	Section 402
Lyrice	2012-30-33	Jefferson Parish SO	\$122,400.00	\$122,398.13	12	\$1.87	Section 410HVE
Lyrice	2012-30-34	Kenner PD	\$22,755.00	\$22,755.00	12	\$0.00	Section 402

Lyrice	2012-30-34	Kenner PD	\$20,008.00	\$20,008.00	12	\$0.00	Section 410HVE
Darrell	2012-30-36	Lafayette PD	\$8,354.00	\$6,920.76	12	\$1,433.24	Section 402
Darrell	2012-30-36	Lafayette PD	\$73,139.27	\$72,200.73	12	\$938.54	Section 154AL
Kenny	2012-30-37	Lafourche Parish SO	\$1,325.00	\$1,272.73	15	\$52.27	Section 402
Kenny	2012-30-37	Lafourche Parish SO	\$10,000.00	\$8,601.91	11	\$1,398.09	Section 410FR
Kenny	2012-30-37	Lafourche Parish SO	\$31,750.00	\$27,874.98	12	\$3,875.02	Section 410HVE
Darrell	2012-30-39	Lake Charles PD	\$3,616.00	\$3,566.91	12	\$49.09	Section 402
Darrell	2012-30-39	Lake Charles PD	\$50,881.00	\$26,436.30	12	\$24,444.70	Section 154AL
Lyrice	2012-30-40	Livingston Parish SO	\$11,475.00	\$11,475.00	12	\$0.00	Section 402
Lyrice	2012-30-40	Livingston Parish SO	\$49,500.00	\$44,685.00	12	\$4,815.00	Section 410HVE
Lyrice	2012-30-41	Livingston PD	\$5,551.40	\$5,551.40	12	\$0.00	Section 402
Lyrice	2012-30-41	Livingston PD	\$10,155.00	\$10,155.00	12	\$0.00	Section 410HVE
Lyrice	2012-30-42	Louisiana State Police (LSP)	\$85,605.00	\$83,037.76	12	\$2,567.24	Section 402
Lyrice	2012-30-42	Louisiana State Police (LSP)	\$235,500.00	\$167,751.17	12	\$67,748.83	Section 410FR
Lyrice	2012-30-42	Louisiana State Police (LSP)	\$297,800.00	\$189,610.59	12	\$108,189.41	Section 154AL
Kenny	2012-30-43	Mandeville PD	\$816.00	\$808.35	7	\$7.65	Section 402
Kenny	2012-30-43	Mandeville PD	\$6,800.00	\$6,766.54	8	\$33.46	Section 410FR
Kenny	2012-30-43	Mandeville PD	\$8,500.00	\$8,479.77	11	\$20.23	Section 410HVE
Lyrice	2012-30-44	New Orleans Police Department	\$68,495.00	\$67,703.13	12	\$791.87	Section 402
Lyrice	2012-30-44	New Orleans Police Department	\$119,995.00	\$67,408.35	12	\$52,586.65	Section 410HVE
Lyrice	2012-30-44	New Orleans Police Department	\$50,000.00	\$17,182.97	12	\$32,817.03	Section 154AL
Lyrice	2012-30-45	University of Louisiana at Monroe	\$15,260.00	\$15,260.00	12	\$0.00	Section 154AL
Lyrice	2012-30-46	Monroe PD	\$72,478.80	\$70,956.00	12	\$1,522.80	Section 402
Darrell	2012-30-47	Opelousas PD	\$720.00	\$720.00	12	\$0.00	Section 402
Darrell	2012-30-47	Opelousas PD	\$18,000.00	\$18,661.83	11	-\$661.83	Section 154AL
Lyrice	2012-30-48	Pineville PD	\$46,110.00	\$46,110.00	12	\$0.00	Section 402
Kenny	2012-30-49	Ponchatoula PD	\$672.00	\$418.14	12	\$253.86	Section 402
Kenny	2012-30-49	Ponchatoula PD	\$12,152.00	\$12,152.00	12	\$0.00	Section 410FR
Kenny	2012-30-49	Ponchatoula PD	\$11,200.00	\$619.44	13	\$10,580.56	Section 154AL
Lyrice	2012-30-50	Rapides Parish SO		\$11,684.66	12	-\$11,684.66	Section 402
Lyrice	2012-30-50	Rapides Parish SO	\$36,720.00	\$36,514.69	12	\$205.31	Section 410HVE
Lyrice	2012-30-51	Shreveport PD	\$20,026.00	\$20,023.35	12	\$2.65	Section 402
Lyrice	2012-30-51	Shreveport PD	\$86,032.00	\$85,134.83	12	\$897.17	Section 410HVE
Kenny	2012-30-52	Slidell PD	\$768.00	\$617.64	12	\$150.36	Section 402
Kenny	2012-30-52	Slidell PD	\$40,000.00	\$40,000.00	12	\$0.00	Section 410FR

Kenny	2012-30-52	Slidell PD	\$36,800.00	\$36,800.00	12	\$0.00	Section 410HVE
Lyrca	2012-30-53	Sorrento PD	\$740.00	\$339.15	9	\$400.85	Section 402
Lyrca	2012-30-53	Sorrento PD	\$5,000.00	\$3,690.75	11	\$1,309.25	Section 410HVE
Kenny	2012-30-54	St. Tammany Parish SO	\$2,858.28	\$2,858.28	10	\$0.00	Section 402
Kenny	2012-30-54	St. Tammany Parish SO	\$29,177.28	\$29,177.28	12	\$0.00	Section 410FR
Kenny	2012-30-54	St. Tammany Parish SO	\$70,917.00	\$70,393.05	12	\$523.95	Section 410HVE
Darrell	2012-30-55	St. Martin Parish SO	\$3,000.00	\$1,483.09	10	\$1,516.91	Section 402
Darrell	2012-30-55	St. Martin Parish SO	\$7,000.00	\$3,786.74	10	\$3,213.26	Section 154AL
Kenny	2012-30-56	Tangipahoa Parish SO	\$920.00	\$1,124.52	13	-\$204.52	Section 402
Kenny	2012-30-56	Tangipahoa Parish SO	\$13,800.00	\$12,885.75	10	\$914.25	Section 410FR
Kenny	2012-30-56	Tangipahoa Parish SO	\$10,994.00	\$7,696.10	12	\$3,297.90	Section 410HVE
Kenny	2012-30-57	Terrebonne Parish SO	\$2,884.00	\$2,884.00	12	\$0.00	Section 402
Kenny	2012-30-57	Terrebonne Parish SO	\$28,476.00	\$28,476.00	12	\$0.00	Section 410FR
Kenny	2012-30-57	Terrebonne Parish SO	\$30,520.00	\$28,028.00	12	\$2,492.00	Section 410HVE
Lyrca	2012-30-58	Walker PD	\$1,085.92	\$1,085.92	12	\$0.00	Section 402
Lyrca	2012-30-58	Walker PD	\$6,108.25	\$6,108.25	12	\$0.00	Section 410HVE
Lyrca	2012-30-59	West Monroe PD	\$4,013.52	\$4,013.52	12	\$0.00	Section 402
Lyrca	2012-30-59	West Monroe PD	\$65,000.00	\$64,928.73	12	\$71.27	Section 154AL
Lyrca	2012-30-60	Westwego PD	\$1,703.88	\$1,688.64	12	\$15.24	Section 402
Lyrca	2012-30-60	Westwego PD	\$20,500.00	\$20,475.16	12	\$24.84	Section 154AL
Lyrca	2012-30-61	Zachary PD	\$744.00	\$744.00	11	\$0.00	Section 402
Lyrca	2012-30-61	Zachary PD	\$15,500.00	\$15,500.00	11	\$0.00	Section 410HVE
Lyrca	2012-30-70-00	Various Law Enforcement TBD	\$27,500.00	\$0.00	0	\$27,500.00	Section 164AL
Lyrca	2012-30-70-01	Leesville PD	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrca	2012-30-70-02	Marksville PD	\$2,500.00	\$2,280.00	1	\$220.00	Section 164AL
Darrell	2012-30-70-03	Abbeville PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Darrell	2012-30-70-04	Allen Parish SO	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Darrell	2012-30-70-05	Baldwin PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-06	Beauregard Parish SO	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Kenny	2012-30-70-07	Bogalusa PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Lyrca	2012-30-70-08	Bossier City PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Lyrca	2012-30-70-09	Clinton PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Darrell	2012-30-70-10	DeQuincy PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Darrell	2012-30-70-11	DeRidder PD	\$2,500.00	\$2,340.00	1	\$160.00	Section 164AL
Darrell	2012-30-70-12	Eunice PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL

Darrell	2012-30-70-13	Franklin PD	\$2,500.00	\$1,166.73	1	\$1,333.27	Section 164AL
Kenny	2012-30-70-14	Franklinton PD	\$2,500.00	\$583.85	1	\$1,916.15	Section 164AL
Kenny	2012-30-70-15	Golden Meadow PD	\$2,500.00	\$2,258.16	1	\$241.84	Section 164AL
Lyrice	2012-30-70-16	Gramercy PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-17	Iowa PD	\$2,500.00	\$1,365.00	1	\$1,135.00	Section 164AL
Darrell	2012-30-70-18	Jefferson Davis SO	\$2,500.00	\$604.04	1	\$1,895.96	Section 164AL
Darrell	2012-30-70-19	Jennings PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-20	Kinder PD	\$2,500.00	\$2,400.00	1	\$100.00	Section 164AL
Lyrice	2012-30-70-21	Mangham PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Darrell	2012-30-70-22	Merryville PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-23	Morehouse Parish SO (DECLINED)	\$0.00	\$0.00	0	\$0.00	Section 164AL
Lyrice	2012-30-70-24	Natchitoches PD	\$2,500.00	\$2,496.23	1	\$3.77	Section 164AL
Lyrice	2012-30-70-25	Port Allen PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-26	Port Barre PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-27	Rayne PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-28	Rosepine PD did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-29	Springhill PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Lyrice	2012-30-70-30	St. Charles SO	\$2,500.00	\$2,188.63	1	\$311.37	Section 164AL
Kenny	2012-30-70-31	St. Helena SO	\$2,500.00	\$0.00	1	\$2,500.00	Section 164AL
Lyrice	2012-30-70-32	St. John the Baptist SO	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-33	Sulphur PD	\$2,500.00	\$1,024.58	1	\$1,475.42	Section 164AL
Lyrice	2012-30-70-34	Union Parish SO	\$2,500.00	\$2,190.00	1	\$310.00	Section 164AL
Lyrice	2012-30-70-35	Cullen PD	\$2,500.00	\$2,484.00	1	\$16.00	Section 164AL
Kenny	2012-30-70-36	Washington Parish SO	\$2,500.00	\$784.52	1	\$1,715.48	Section 164AL
Darrell	2012-30-70-37	Welsh PD	\$2,500.00	\$1,375.00	1	\$1,125.00	Section 164AL
Lyrice	2012-30-70-38	White Castle PD	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-39	Winnfield PD	\$2,500.00	\$941.00	1	\$1,559.00	Section 164AL
Lyrice	2012-30-70-40	Killian PD	\$2,500.00	\$2,498.97	1	\$1.03	Section 164AL
Lyrice	2012-30-70-41	Haughton PD	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Lyrice	2012-30-70-51	Bastrop Police Department	\$2,500.00	\$1,193.13	1	\$1,306.87	Section 164AL
Lyrice	2012-30-70-52	Benton Police Department	\$2,500.00	\$1,962.51	1	\$537.49	Section 164AL
Darrell	2012-30-70-53	Berwick Police Department	\$2,500.00	\$897.90	1	\$1,602.10	Section 164AL
Lyrice	2012-30-70-55	Causeway Police Department did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-56	Choudrant Police Dept.	\$2,500.00	\$1,265.11	1	\$1,234.89	Section 164AL
Lyrice	2012-30-70-57	Columbia Police Department did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL

Lyrice	2012-30-70-59	East Jefferson Levee District	\$2,500.00	\$454.44	1	\$2,045.56	Section 164AL
Lyrice	2012-30-70-60	Grambling Police Department	\$2,500.00	\$2,438.80	1	\$61.20	Section 164AL
Lyrice	2012-30-70-61	Grambling University Police Department did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-62	Grayson Police Department did not work		\$0.00	0	\$0.00	Section 164AL
Lyrice	2012-30-70-63	Harahan Police Department	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Kenny	2012-30-70-66	Independence Police Department	\$2,500.00	\$2,487.90	1	\$12.10	Section 164AL
Lyrice	2012-30-70-67	Jonesboro Police Department (DECLINED)	\$0.00	\$0.00	0	\$0.00	Section 164AL
Darrell	2012-30-70-68	Kaplan Police Department did not work	\$2,500.00	\$0.00	1	\$2,500.00	Section 164AL
Darrell	2012-30-70-69	Lafayette Parish Sheriffs Office	\$2,500.00	\$411.00	1	\$2,089.00	Section 164AL
Kenny	2012-30-70-70	Lockport Police Department	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-71	LSU A University Police Department	\$2,500.00	\$1,501.71	1	\$998.29	Section 164AL
Lyrice	2012-30-70-72	LSU Police Dept.	\$2,500.00	\$1,739.25	1	\$760.75	Section 164AL
Lyrice	2012-30-70-73	Minden Police Dept.	\$2,500.00	\$1,246.75	1	\$1,253.25	Section 164AL
Lyrice	2012-30-70-77	Ouachita Parish Sheriff (DECLINED)	\$0.00	\$0.00	0	\$0.00	Section 164AL
Lyrice	2012-30-70-78	Plaquemines Parish Sheriff	\$0.00	\$0.00	0	\$0.00	Section 164AL
Kenny	2012-30-70-79	Port Fourchon Harbor Police did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-82	St Bernard Parish Sheriff	\$2,500.00	\$1,500.00	1	\$1,000.00	Section 164AL
Lyrice	2012-30-70-83	Stonewall Police Department	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Kenny	2012-30-70-84	Tangipahoa Police Department did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-86	Ville Platte Police Department did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Darrell	2012-30-70-88	Patterson Police Department did not work	\$2,500.00	\$0.00	0	\$2,500.00	Section 164AL
Lyrice	2012-30-70-89	Bunkie Police Department	\$2,500.00	\$2,500.00	1	\$0.00	Section 164AL
Kenny	2012-30-70-91	Southeastern Louisiana University PD	\$2,500.00	\$1,185.40	1	\$1,314.60	Section 164AL
Lyrice	2012-30-70-93	Montgomery PD	\$2,500.00	\$1,150.00	1	\$1,350.00	Section 164AL
Lyrice	2012-30-70-94	West Baton Rouge SO	\$5,000.00	\$3,771.36	1	\$1,228.64	Section 164AL
Lyrice	2012-30-70-95	Richland Parish SO	\$2,500.00	\$738.92	3	\$1,761.08	Section 164AL
Lyrice	2012-30-70-96	Winn Parish SO	\$2,500.00	\$1,461.38	1	\$1,038.62	Section 164AL
Chuck	2012-40	TRCC	\$446,781.67	\$0.00	0	\$446,781.67	Section 408 TR
Ken	2012-40-00	Program Management - Traffic Records	\$138,994.57	\$103,132.70	0	\$35,861.87	Section 402
Chuck	2012-40-00	DPS Data Processing Section	\$3,000,000.00	\$0.00	0	\$3,000,000.00	Section 154AL
Chuck	2012-40-00	DPS Data Processing Section	\$3,000,000.00	\$0.00	0	\$3,000,000.00	Section 164AL
Chuck	2012-40-01	LSU Highway Safety Research Center	\$25,000.00	\$18,088.46	6	\$6,911.54	Section 408 TR
Chuck	2012-40-02	Bobby Breland	\$32,000.00	\$31,512.25	14	\$487.75	Section 402
Chuck	2012-40-03	H&M Consulting	\$25,000.00	\$25,000.00	3	\$0.00	Section 402
Chuck	2012-40-04	DPS Data Processing Section	\$95,000.00	\$93,831.37	30	\$1,168.63	Section 402

Chuck	2012-40-10	TRCC	\$2,469.00	\$0.00	0	\$2,469.00	Section 408 TR
Chuck	2012-40-10-01	Monroe PD	\$26,500.00	\$26,425.51	1	\$74.49	Section 408 TR
Chuck	2012-40-10-02	LSU Highway Safety Research Center	\$89,634.00	\$70,338.11	2	\$19,295.89	Section 408 TR
Chuck	2012-40-10-03	LSU Highway Safety Research Center	\$88,362.00	\$88,259.14	2	\$102.86	Section 408 TR
Chuck	2012-40-10-04	Northern Tier Research	\$49,900.00	\$36,800.00	1	\$13,100.00	Section 408 TR
Chuck	2012-40-10-05	Slidell PD	\$14,400.00	\$14,400.00	1	\$0.00	Section 408 TR
Chuck	2012-40-10-06	Mandeville PD	\$12,000.00	\$12,000.00	1	\$0.00	Section 408 TR
Chuck	2012-40-10-07	City of Harahan	\$16,735.00	\$16,435.85	1	\$299.15	Section 408 TR
Chuck	2012-40-20	TRCC	\$50,050.00	\$0.00	0	\$50,050.00	Section 408 TR
Chuck	2012-40-20-01	LSU Highway Safety Research Center	\$25,000.00	\$24,248.07	4	\$751.93	Section 408 TR
Chuck	2012-40-20-02	LSU Highway Safety Research Center	\$49,950.00	\$33,039.15	7	\$16,910.85	Section 408 TR
Chuck	2012-40-20-03	DOTD Roadway Data Project	\$500,000.00	\$288,178.13	1	\$211,821.87	Section 408 TR
Chuck	2012-40-30	TRCC	\$200,000.00	\$0.00	0	\$200,000.00	Section 408 TR
Chuck	2012-40-40	TRCC	\$60,000.00	\$0.00	0	\$60,000.00	Section 408 TR
Chuck	2012-40-50	TRCC	\$60,315.00	\$0.00	0	\$60,315.00	Section 408 TR
Chuck	2012-40-50-01	City of Mandeville	\$39,685.00	\$39,243.03	3	\$441.97	Section 408 TR
Chuck	2012-40-60	TRCC	\$200,000.00	\$0.00	0	\$200,000.00	Section 408 TR
Ken	2012-50-00	Program Management - Motorcycle	\$17,056.85	\$13,111.98	0	\$3,944.87	Section 402
Juanita	2012-50-00-01	New Projects for FFY 2013	\$108,512.19	\$0.00		\$108,512.19	Section 2010
Juanita	2012-50-01	Louisiana State Police	\$174,797.89	\$63,786.98	11	\$111,010.91	Section 2010
Juanita	2012-50-02	Motorcycle Awareness Campaign	\$40,000.00	\$40,000.00	3	\$0.00	Section 2010
Ken	2012-60-00	Program Management - Railroad/Highway	\$10,435.61	\$3,968.16	0	\$6,467.45	Section 402
Chela	2012-60-01	Louisiana Operation Lifesaver, Inc.	\$38,831.00	\$35,456.40	4	\$3,374.60	Section 402
Ken	2012-70-00	Program Management - Safe Communities	\$25,000.00	\$18,044.29	0	\$6,955.71	Section 402
Chuck	2012-70-01	Lincoln Parish SO	\$38,020.00	\$29,290.59	13	\$8,729.41	Section 402
Chuck	2012-70-02	St. Martin Parish Safe Community	\$75,600.00	\$75,583.55	11	\$16.45	Section 402
Chela	2012-70-03	National Safety Council	\$36,100.00	\$21,574.29	7	\$14,525.71	Section 402
Chuck	2012-70-04	South Central Planning & Development Commission	\$69,710.00	\$69,708.40	12	\$1.60	Section 402
Chuck	2012-70-05	Tangipahoa Parish Government	\$20,000.00	\$17,980.90	6	\$2,019.10	Section 410 Programmatic
Chuck	2012-80-01	Garrison Advertising	\$220,000.00	\$208,805.58	11	\$11,194.42	Section 402
Chuck	2012-80-01	Garrison Advertising	\$335,000.00	\$335,000.00	11	\$0.00	Section 405
Chuck	2012-80-01	Garrison Advertising	\$417,000.00	\$378,344.52	9	\$38,655.48	Section 410FR
Chuck	2012-80-01	Garrison Advertising	\$698,698.40	\$698,698.40	13	\$0.00	Section 154AL
Chuck	2012-80-01	Garrison Advertising	\$239,301.60	\$239,168.45	0	\$133.15	Section 164AL
Chuck	2012-80-02	Garrison Advertising	\$49,000.00	\$45,046.50	3	\$3,953.50	Section 402

Chela	2012-80-03	New Projects for FFY 2013	\$1,506,549.86	\$0.00	0	\$1,506,549.86	Section 410FR
Chuck	2012-80-04	Rafael Bermudez and Associates	\$48,000.00	\$48,000.00	14	\$0.00	Section 402
Chuck	2012-80-05	Unassigned	\$7,010.74	\$0.00	0	\$7,010.74	Section 405
Chuck	2012-90-00	Dept of Transportation and Development	\$46,428,671.56	\$7,674,641.87	17	\$38,754,029.69	Section 154HE
Chuck	2012-90-00	Dept of Transportation and Development	\$46,429,019.57	\$7,674,641.86	17	\$38,754,377.71	Section 164HE
				\$24,933,864.06			

ENROLLED

ACT No. 169

Regular Session, 2012

HOUSE BILL NO. 90

BY REPRESENTATIVE MACK

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AN ACT

To enact Code of Criminal Procedure Article 162.2, relative to search warrants; to provide for the issuance of search warrants upon electronic testimony; to provide procedures for the issuance of warrants upon electronic testimony; to provide for definitions; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. Code of Criminal Procedure Article 162.2 is hereby enacted to read as follows:

Art. 162.2. Warrant issued upon electronic testimony

A. In addition to the provisions of Articles 162 and 162.1, a search warrant may issue upon probable cause established to the satisfaction of the judge by the electronic testimony of a credible person reciting facts establishing the cause for issuance of the warrant.

B. For purposes of this Section, the following words shall have the following meanings:

(1) "Electronic signature" shall include any electronic means indicating that the person originating an electronic document adopts the contents of the document, and that the person who claims to have written the electronic document is in fact the person who wrote it.

(2) "Electronic testimony" shall mean any method of communication, whether wired or wireless or any combination thereof, in which text or images may be transferred electronically from one person to another and includes but shall not be limited to text messages and electronic mail.

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HB NO. 90

ENROLLED

1 C. The submission of electronic testimony to a judge pursuant to the
2 provisions of this Article shall contain the electronic signature of the applicant, the
3 applicant's full name and occupation, and a telephone number and electronic address
4 which may be used by the judge to contact the applicant.

5 D. Any electronic testimony presented to a judge shall serve as the
6 equivalent of the applicant having been administered an oath or affirmation,
7 swearing that the facts contained in the electronic testimony are true and correct to
8 the best of his knowledge, subject to the penalties for perjury or false swearing.

9 E. Accompanying the electronic testimony shall be an electronic facsimile
10 of the search warrant. If the judge finds probable cause and approves the issuance
11 of the warrant, he shall affix his electronic signature to the warrant and return it
12 immediately to the applicant.

13 F. It shall be the responsibility of the applicant to create a written
14 reproduction of his electronic testimony, including its electronic signature, and a
15 written reproduction of the warrant, including the judge's electronic signature, and
16 preserve the written reproductions in the same manner as an original warrant signed
17 by both the applicant and the judge within forty-eight hours from the time the
18 warrant was issued.

19 G. Telephonic communication between the judge and the affiant relatively
20 contemporaneously with the application for the warrant shall satisfy the requirements
21 of R.S. 9:2603.1(D).

SPEAKER OF THE HOUSE OF REPRESENTATIVES

PRESIDENT OF THE SENATE

GOVERNOR OF THE STATE OF LOUISIANA

APPROVED: _____

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ENROLLED

ACT No. 244

Regular Session, 2012

HOUSE BILL NO. 197

BY REPRESENTATIVES HENRY BURNS AND WILLMOTT

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AN ACT

To amend and reenact R.S. 32:295.1(A) and (B), relative to seat belts; to require all passengers in motor vehicles to wear a seat belt; to prohibit a driver from transporting more passengers than a motor vehicle has seat belts; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 32:295.1(A) and (B) are hereby amended and reenacted to read as follows:

§295.1. Safety belt use; tags indicating exemption

A. (1) Each driver of a passenger car, van, ~~sports utility vehicle~~, or truck having a gross weight of ten thousand pounds or less, commonly referred to as a pickup truck, in this state shall have a safety belt properly fastened about his or her body at all times when the vehicle is in forward motion. The provisions of this Section shall not apply to those cars, vans, ~~sports utility vehicles~~, or pickups manufactured prior to January 1, 1981.

(2) A person operating or riding in an auticycle shall wear seatbelts while in forward motion.

~~(3) Each driver of a passenger car, van, sports utility vehicle, or truck having a gross weight of ten thousand pounds or less, commonly referred to as a pickup truck, shall not transport more persons than there are safety belts available in the vehicle.~~

B. Except as provided by R.S. 32:295 for children under the age of thirteen or as otherwise provided by law, each occupant of a passenger car, van, ~~sports utility vehicle~~, or truck having a gross weight of ten thousand pounds or less, commonly

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HB NO. 197

ENROLLED

1 referred to as a pickup truck, in this state shall have a safety belt properly fastened
2 about his or her body at all times when the vehicle is in forward motion; ~~if a belt for~~
3 ~~his seating space has been provided by the manufacturer.~~

4 * * *

SPEAKER OF THE HOUSE OF REPRESENTATIVES

PRESIDENT OF THE SENATE

GOVERNOR OF THE STATE OF LOUISIANA

APPROVED: _____

Regular Session, 2012

ACT No. 348

ENROLLED

SENATE BILL NO. 77

BY SENATORS GALLOT, GARY SMITH AND WALSWORTH

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AN ACT

To amend and reenact R.S. 32:402.3(C) and 408(C)(1), relative to motorcycle endorsements on drivers' licenses; to provide that persons meeting certain qualifications are not required to take a written knowledge test to obtain an "M" endorsement on a driver's license; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 32:402.3(C) and 408(C)(1) are hereby amended and reenacted to read as follows:

§402.3. Motorcycle Safety, Awareness, and Operator Training Program; fund

* * *

C. Participation in the program shall be voluntary for any person who meets the qualifications of the Department of Public Safety and Corrections to apply for a motorcycle operator's endorsement. Those persons who satisfactorily complete the program shall receive a motorcycle operator's endorsement without the necessity of taking a written knowledge test or an operator's skill test.

* * *

§408. Examination of applicants required; classes of licenses

* * *

C.(1) Motorcycles, motor driven cycles, and motorized bicycles shall not be given a separate class, as such, but their use shall be provided for by making an endorsement on one of the basic classes outlined in this Section. Such an endorsement shall be made only after the applicant has taken and successfully passed tests specifically designed for the operation of such vehicles. No written knowledge test or operator's skill test shall be required if an applicant has successfully

Page 1 of 2
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SB NO. 77

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1 completed the Motorcycle Safety, Awareness, and Operator Training Program
2 provided in R.S. ~~17:282~~ 32:402.3.
3 * * *

PRESIDENT OF THE SENATE

SPEAKER OF THE HOUSE OF REPRESENTATIVES

GOVERNOR OF THE STATE OF LOUISIANA

APPROVED: _____

ENROLLED

ACT No. 413

Regular Session, 2012

HOUSE BILL NO. 718

BY REPRESENTATIVE WESLEY BISHOP

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AN ACT

To amend and reenact R.S. 32:295.1(G)(2) and to enact R.S. 15:571.11(A)(1)(d) and R.S. 32:295.1(G)(3), relative to the disposition of fines collected for safety belt violations; to provide for an additional penalty for safety belt violations in Orleans Parish; to provide for the use of funds received from that assessment; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 15:571.11(A)(1)(d) is hereby enacted to read as follows:

§571.11. Dispositions of fines and forfeitures

A.(1)

* * *

(d) Notwithstanding any other provision of law to the contrary, the additional penalty collected for safety belt violations occurring in Orleans Parish shall be deposited into the indigent defender fund in accordance with R.S. 32:295.1(G)(2).

* * *

Section 2. R.S. 32:295.1(G)(2) is hereby amended and reenacted and R.S. 32:295.1(G)(3) is hereby enacted to read as follows:

§295.1. Safety belt use; tags indicating exemption

* * *

G.

* * *

(2) Any person who violates the provisions of this Section in Orleans Parish shall have an additional twenty dollar penalty assessed for each violation. The funds

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Regular Session, 2012

ACT No. 559

ENROLLED

SENATE BILL NO. 489

BY SENATOR PERRY

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AN ACT

To amend and reenact the introductory paragraph of R.S. 32:668(A), relative to hearing procedures following revocation or denial of drivers' licenses; to provide relative to testimony of law enforcement officers; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 32:668(A)(introductory paragraph) is hereby amended and reenacted to read as follows:

§668. Procedure following revocation or denial of license; hearing; court review; review of final order; restricted licenses

A. Upon suspending the license or permit to drive or nonresident operating privilege of any person or upon determining that the issuance of a license or permit shall be denied to the person, the Department of Public Safety and Corrections shall immediately notify the person in writing and upon his request shall afford him an opportunity for a hearing based upon the department's records or other evidence admitted at the hearing, and in the same manner and under the same conditions as is provided in R.S. 32:414 for notification and hearings in the case of suspension of licenses, except that ~~no law enforcement officer shall be compelled by such person to appear or testify at such hearing and~~ the scope of such a hearing for the purposes of this Part shall be limited to the following issues:

* * *

PRESIDENT OF THE SENATE

SPEAKER OF THE HOUSE OF REPRESENTATIVES

GOVERNOR OF THE STATE OF LOUISIANA

APPROVED: _____

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ENROLLED

ACT No. 592

Regular Session, 2012

HOUSE BILL NO. 781

BY REPRESENTATIVE PYLANT

AN ACT

To amend and reenact R.S. 32:666(A)(1)(a)(i), (2)(introductory paragraph), and (3), relative to chemical tests for suspected drunken drivers; to provide for the administration of multiple chemical tests; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 32:666(A)(1)(a)(i), (2)(introductory paragraph), and (3) are hereby amended and reenacted to read as follows:

§666. Refusal to submit to chemical test; submission to chemical tests; exception; effects of

A. (1)(a)(i) When a law enforcement officer has probable cause to believe that a person has violated R.S. 14:98, ~~R.S. 14:98.1~~, or any other law or ordinance that prohibits operating a vehicle while intoxicated, that person may not refuse to submit to a chemical test or tests if he has refused to submit to such test or tests on two previous and separate occasions of any previous such violation or in any case wherein a fatality has occurred or a person has sustained serious bodily injury in a crash involving a motor vehicle, aircraft, watercraft, vessel, or other means of conveyance. Serious bodily injury means bodily injury which involves unconsciousness, protracted and obvious disfigurement, or protracted loss or impairment of the function of a bodily member, organ, or mental faculty, or a substantial risk of death. The law enforcement officer shall direct that a chemical test or tests be conducted of a person's blood, urine, or other bodily substance, or perform a chemical test of such person's breath, for the purpose of determining the alcoholic content of his blood and the presence of any abused substance or controlled substance as set forth in R.S. 40:964 in his blood in such circumstances. The officer may direct a person to submit to a breath test, and if indicated, an additional blood test for the purpose of testing for the presence of alcohol, abused substances, and

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HB NO. 781

ENROLLED

1 controlled dangerous substances. A refusal of any such test or tests shall result in the
 2 suspension of driving privileges as provided by the provisions of this Part. A
 3 physician, physician assistant, registered nurse, emergency medical technician,
 4 chemist, nurse practitioner, or other qualified technician shall perform a chemical
 5 test in accordance with the provisions of R.S. 32:664 when directed to do so by a law
 6 enforcement officer.

* * *

8 (2) In all cases other than those in Paragraph (1) of this Subsection, a person
 9 under arrest for a violation of R.S. 14:98, ~~R.S. 14:98.1~~, or other law or ordinance that
 10 prohibits operating a vehicle while intoxicated may refuse to submit to such
 11 chemical test or tests, after being advised of the consequences of such refusal as
 12 provided for in R.S. 32:661(C), subject to the following:

* * *

14 (3) In all cases where a person is under arrest for a violation of R.S. 14:98,
 15 ~~R.S. 14:98.1~~, or other law or ordinance that prohibits operating a vehicle while
 16 intoxicated who refuses to submit to a chemical test or tests if he has refused to
 17 submit to a chemical test on two previous and separate occasions of any previous
 18 such violation shall be advised that the consequences of such refusal shall be subject
 19 to criminal penalties under the provisions of R.S. 14:98.2.

* * *

SPEAKER OF THE HOUSE OF REPRESENTATIVES

PRESIDENT OF THE SENATE

GOVERNOR OF THE STATE OF LOUISIANA

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