

State of Louisiana  
Highway Safety Program



2013 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

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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 405c – State Traffic Safety Information System Improvement
- Section 405d – Impaired Driving Countermeasures
- Section 405f – Motorcyclist Safety
- Section 408 – Data Program
- Section 410 – Impaired Driving (Programmatic, High Fatality Rate, and High Visibility)
- Section 2010 – Motorcycle
- Highway Safety Improvement Program (HSIP) 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 2013 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 seeks to reduce traffic fatalities and injuries on Louisiana roadways through enforcement support, community outreach, and a multitude of partnerships through the state.

Louisiana saw an increase in fatalities and fatal crashes in 2012 after four consecutive years of declines. We will continue to use data driven, best practices to address identified traffic safety priorities. The Louisiana Highway Safety Commission was successful in achieving the following:

- Reduced unrestrained fatalities by 11.11%
- Reduced speeding-related fatalities by 2.8%
- Reduced motorcycle fatalities by 2.5%
- Increased the overall seatbelt usage over the past four years by 8 percentage points, with an increase of 3.2% over the previous year

We continue to identify long-term traffic safety problems and monitor emerging traffic safety trends while relying on best practices and research-based programs to address these identified traffic safety problems and emerging trends. Our strong 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**

A Governor appointed board of 21 Commissioners supports the LHSC. 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	3 <sup>rd</sup> Congressional District
Chief Warren Vedros Sr.	Lafourche Parish	1 <sup>st</sup> Congressional District
Franklin Kyle	St. Tammany Parish	1 <sup>st</sup> Congressional District
Chief Dwayne Munch	Jefferson Parish	2 <sup>nd</sup> Congressional District
Chief Jim Craft	Lafayette Parish	3 <sup>rd</sup> Congressional District
Johnny Gaspard	Vermilion Parish	3 <sup>rd</sup> Congressional District
Ray Morvant	Vermilion Parish	3 <sup>rd</sup> Congressional District
Lt. Col. Mark Oxley	Calcasieu Parish	3 <sup>rd</sup> Congressional District
Sheriff Rodney Arbuckle	DeSoto Parish	4 <sup>th</sup> Congressional District
Chief Randall Bryan	Vernon Parish	4 <sup>th</sup> Congressional District
Sheriff Ricky Moses	Beauregard Parish	4 <sup>th</sup> Congressional District
Carl Pendley	Caddo Parish	4 <sup>th</sup> Congressional District
Mayor Reggie Skains	Union Parish	4 <sup>th</sup> Congressional District
Sheriff Robert Buckley	Union Parish	4 <sup>th</sup> Congressional District
Bryan Bossier	Rapides Parish	5 <sup>th</sup> Congressional District
Bobby W. Deen	Grant Parish	5 <sup>th</sup> Congressional District
Stephen J. Gremillion	Avoyelles Parish	5 <sup>th</sup> Congressional District
Chief Alexcie Guillory	St. Landry Parish	5 <sup>th</sup> Congressional District
Sheriff Lee Harrell	Richland Parish	5 <sup>th</sup> Congressional District
Russ McInnis	Winn Parish	5 <sup>th</sup> Congressional District
Jeffery McKneely	Tangipahoa Parish	6 <sup>th</sup> 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 2012 data which are the most current.

**Table 1 – Performance Measures**

	2006	2007	2008	2009	2010	2011	2012	2013
C-1 Total Fatalities	987	993	916	824	721	680	722	-
C-2 Total Serious Injuries <sup>1</sup>	15,461	15,814	15,545	14,797	13,398	13,476	13,554	-
C-3 Fatality rate / 100 million VMT	2.17	2.19	2.02	1.84	1.59	1.46	1.54	-
Rural VMT	2.40	2.67	2.58	2.27	2.38	1.73	-	-
Urban VMT	2.00	1.83	1.61	1.49	1.72	1.26	-	-
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	440	437	397	353	284	270	240	-
C-5 Alcohol-Impaired Driving Fatalities (.08 BAC and greater)	371	375	339	290	226	219	241	-
C-6 Speeding-Related Fatalities	259	256	252	290	239	214	208	-
C-7 Motorcycle fatalities	95	89	81	103	74	80	78	-
C-8 Unhelmeted Motorcyclists Fatalities	12	21	32	25	10	14	4	-
C-9 Drivers Age 20 or Younger in Fatal Crashes	176	179	132	134	108	94	99	-
C-10 Pedestrian fatalities	97	111	107	108	77	90	118	-
B-1 Occupant Protection Observed Usage (%)**	74.8	75.2	75.5	74.5	75.9	77.7	79.3	82.5
A-1 Number of seat belt citations issued during grant-funded enforcement activities***	44,540	32,512	20,690	37,088	53,471	69,432	62,348	65,462
A-2 Number of impaired driving arrests made during grant-funded enforcement activities***	1,919	1,854	1,995	2,454	4,739	6,481	5,474	8,741
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	8,926

Source: FARS  
 \*Louisiana State University Highway Safety Research Group  
 \*\*Preusser Research Group, Inc.  
 \*\*\*Louisiana Highway Safety Commission

<sup>1</sup> Serious Injuries are comprised of "Code B" and "Code C" injuries. (see definitions below)

*Incapacitating Injury "Code B":* An incapacitating injury in any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

*Non-Incapacitating Evident Injury "Code C":* A non-incapacitating evident injury is any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

## FFY 2013 Goals

All goals directly relate to the standard performance measures.

- To decrease fatalities from a five-year (2004 to 2008) average of 957 to 848 by 2013, a 2.4 percent annual reduction. (C-1 Total Fatalities)
- To decrease serious injuries from a five-year (2004 to 2008) average of 15,460 to 13,705 by 2013, a 2.4% annual reduction. (C-2 Total Serious Injuries)
- To decrease fatalities per 100 M VMT from a five-year (2004 to 2008) average of 2.12 to 1.88 in 2013, a 2.4% annual reduction. (C-3 Fatality rate/100 million VMT)
  - Reduce the rural fatalities per 100 M VMT from a five-year (2004-2008) average of 3.0 to 2.42 in 2013, a 2.4% annual reduction. (Rural VMT)
  - Reduce the urban fatalities per 100 M VMT from a five-year (2004-2008) average of 1.68 to 1.49 in 2013, a 2.4% annual reduction. (Urban VMT)
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year (2004 to 2008) average of 412 to 365 in 2013, a 2.4% annual reduction. (C-4 Unrestrained Passenger Vehicle Occupant Fatalities)
- To decrease alcohol impaired fatalities from a five-year (2004 to 2008) average of 347 to 307 in 2013, a 2.4% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities (.08 BAC and greater))
- To decrease speeding-related fatalities from a five-year (2004 to 2008) average of 233 to 207 in 2013, a 2.4% annual reduction. (C-6 Speeding-related fatalities)
- To decrease motorcycle fatalities from a five-year (2004 to 2008) average of 83 to 73 by 2013, a 2.6% annual reduction. (C-7 Motorcycle fatalities)
- To decrease unhelmeted motorcyclist fatalities from a five-year (2004 to 2008) average of 24 to 19 in 2013, a 4.8% annual reduction. (C-8 Unhelmeted Motorcyclists Fatalities)
- To decrease number of fatal crashes involving young drivers from a five-year (2004 to 2008) average of 166 to 147 in 2013, a 2.4% annual reduction. (C-9 Drivers Age 20 or younger in Fatal Crashes)
- To decrease pedestrian fatalities from a five-year (2004 to 2008) average of 106 to 94 by 2013, a 2.4% 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 77.7 percent in 2011 to 79.7 percent in 2012. (B-1 Occupant Protection Observed Usage in %)

## **FFY 2013 Achievements**

- The number of fatalities increased from 680 in 2011 to 722 in 2012, an increase of 6.17%. Louisiana still met their 2013 goal of 848 fatalities despite this unfortunate increase in fatalities. (C-1 Total Fatalities)
- The number of serious injuries increased slightly from 13,476 in 2011 to 13,554 in 2012 which is still below Louisiana's 2013 goal of 13,705. This represents an increase of 0.58%. (C-2 Total Serious Injuries)
- Louisiana saw an increase in fatalities per 100 M VMT from 1.46 in 2011 to 1.54 in 2012. Despite this increase, Louisiana still met their 2013 goal of 1.88. (C-3 Fatality rate/100 million VMT)
- Louisiana exceeded their 2013 goal for unrestrained passenger vehicle occupant fatalities in all seating positions. This number decreased from 270 in 2011 to 240 in 2012, a decrease of 11.11%. (C-4 Unrestrained Passenger Vehicle Occupant Fatalities)
- The number of alcohol-impaired driving fatalities in Louisiana increased from 219 in 2011 to 241 in 2012, an increase of 10.04%. While this number is an increase from the previous year, it is still far below the 2013 goal of 307. (C-5 Alcohol-Impaired Driving Fatalities (.08 BAC and greater)
- Speeding-related fatalities decreased from 214 in 2011 to 208 in 2012, a decrease of 2.8%. While Louisiana realized a 2.8% reduction, we narrowly missed our 2013 goal of 207. (C-6 Speeding-related fatalities)
- The number of motorcycle fatalities decreased from 80 in 2011 to 78 in 2012, a decrease of 2.5%. Louisiana did not meet their 2013 goal of 73. (C-7 Motorcycle fatalities)
- The number of unhelmeted motorcyclist fatalities decreased from 14 in 2011 to 4 in 2012, a decrease of 71%. Louisiana far surpassed their 2013 goal of 19 unhelmeted motorcyclist fatalities. (C-8 Unhelmeted Motorcyclists Fatalities)
- Fatal crashes involving young drivers increased from 94 in 2011 to 99 in 2012, an increase of 5.32%. Louisiana successfully surpassed the 2013 goal of 147 for this measure despite this unfortunate increase. (C-9 Drivers Age 15 to 20 Involved in Fatal Crashes)



- The number of pedestrian fatalities increased from 90 in 2011 to 118 in 2012, an increase of 31.11%. Louisiana did not meet its 2013 goal of 94 for this measure. (C-10 Pedestrian Fatalities)
- 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 to 82.5% in 2013. Louisiana has seen a continued upward trend in observed seat belt usage in 2013 for a one-year increase of 3.2 percentage points and a combined increase of 8.0 percentage points since 2009. (B-1 Occupant Protection Observed Usage in %)
- The number of seat belt citations issued during grant-funded enforcement activities increased from 62,348 in 2012 to 65,462 in 2013. (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 increased from 5,474 in 2012 to 8,741 in 2013. (A-2 Number of impaired driving arrests made during grant-funded enforcement activities)
- The number of speeding citations issued during grant-funded enforcement activities increased from 8,696 in 2012 to 8,926 in 2013. (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.

## ***Programs and Projects***

### **2013-40-03 H & M Consulting**

**\$25,000.00/Section 402**

This project successfully delivered a presentation to nearly 100 traffic safety stakeholders from around the state on the 2012 crash data and provided a statistical analysis on the 2013 Seat Belt Observational Survey data. In addition, the contractor prepared several small ad hoc reports for the LHSC staff regarding highway safety issues that arose during the year, particularly during the Legislative Session.

### **2013-40-02 Traffic Safety Program Consultant**

**\$34,642.85/Section 402**

The project successfully assisted LHSC staff with the gathering and reporting of grant funded enforcement statistics, research, and other related functions to enhance the overall mission of reducing deaths and serious injuries on Louisiana highways. The contractor received the monthly claims submitted by the 58 contracted year-long law enforcement agencies and 74 contracted special wave agencies. The data was assimilated, organized, and prepared into report form. Contractor also represented the LHSC at eleven (11) Southeast Louisiana DWI Task Force meetings, four (4) DOTD North Shore Regional Traffic Safety Coalitions, one (1) Governor's DWI Task Force meeting, and participated in the Louisiana District Attorneys Association/SELA annual training.

### **2013-02-00 Diversity Coordinator**

**\$1,428.77/Section 402**

This project provided funds for a Diversity Coordinator to develop an educational outreach plan to focus traffic safety messages in parishes with a higher proportion of fatal and serious injury crashes among African American males. Following development of the outreach plan, contact would be made with organizations, venues, community leaders, policy makers, educators, and other appropriate entities to share the traffic safety message with the diverse population. Unfortunately, this project did not achieve results during FFY 2013.

## ***Achievements***

- The number of fatalities increased from 680 in 2011 to 722 in 2012, an increase of 6.17%. Louisiana still met their 2013 goal of 848 despite this unfortunate increase in fatalities. (C-1 Total Fatalities)
- The number of serious injuries increased slightly from 13,476 in 2011 to 13,554 in 2012 which is still below Louisiana's 2013 goal of 13,705. This represents an increase of 0.58%. (C-2 Total Serious Injuries)
- Louisiana saw an increase in fatalities per 100 M VMT from 1.46 in 2011 to 1.54 in 2012. Despite this increase, Louisiana still met their 2013 goal of 1.88. (C-3 Fatality rate/100 million VMT)

## **Narrative**

The LHSC was successful in achieving all 2013 goals for this program area despite slight increases in each area. 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 2013, all applications for federal funds were submitted prior to the deadlines. The LHSC did receive Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) funds for State Traffic Safety Information System Improvements, Impaired Driving Countermeasures, and Motorcyclist Safety. However, these funds were received late in the planning cycle and were not planned for expenditure during FFY 2013.



## **Impaired Driving Program**

In 2012, Louisiana saw a 10.04% increase in the number of alcohol-impaired driving fatalities. Approximately 33% of the state's fatalities are alcohol-impaired which is slightly above the national average of 31 percent 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.

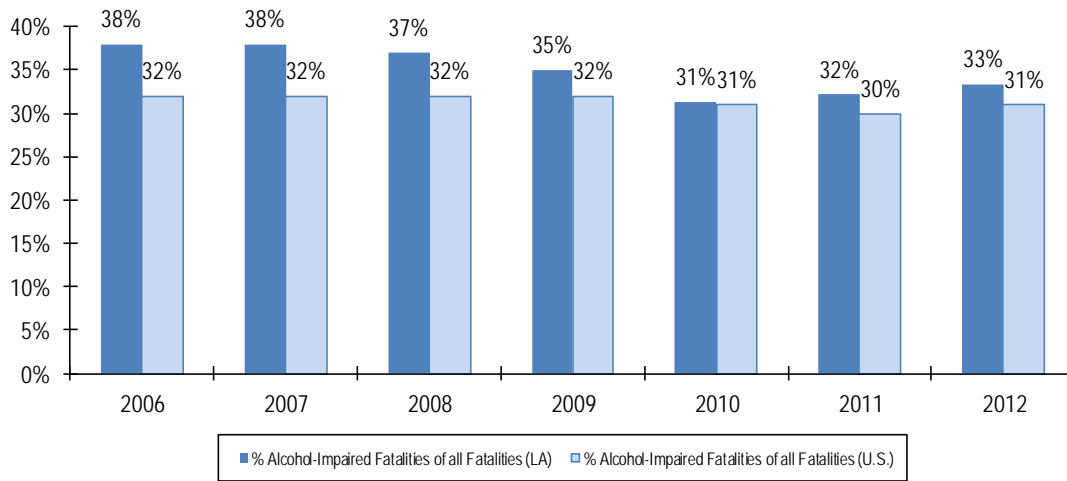
### **Goals**

- To decrease alcohol impaired fatalities from a five-year (2004 to 2008) average of 347 to 307 in 2013, a 2.4% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities (.08 BAC and greater)

### **Achievements**

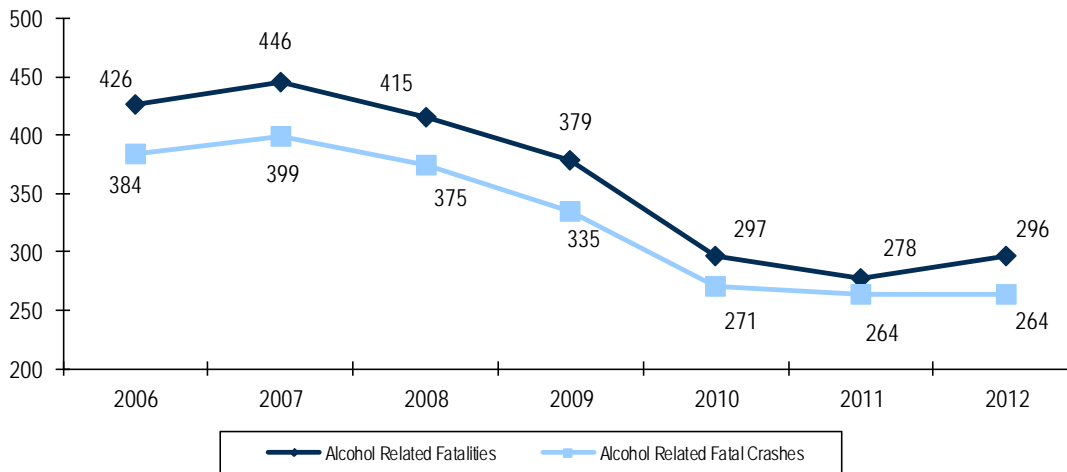
The number of alcohol-impaired driving fatalities in Louisiana increased from 219 in 2011 to 241 in 2012, an increase of 10.04%. While this number is an increase from the previous year, it is still far below the 2013 goal of 307.

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



Source: FARS

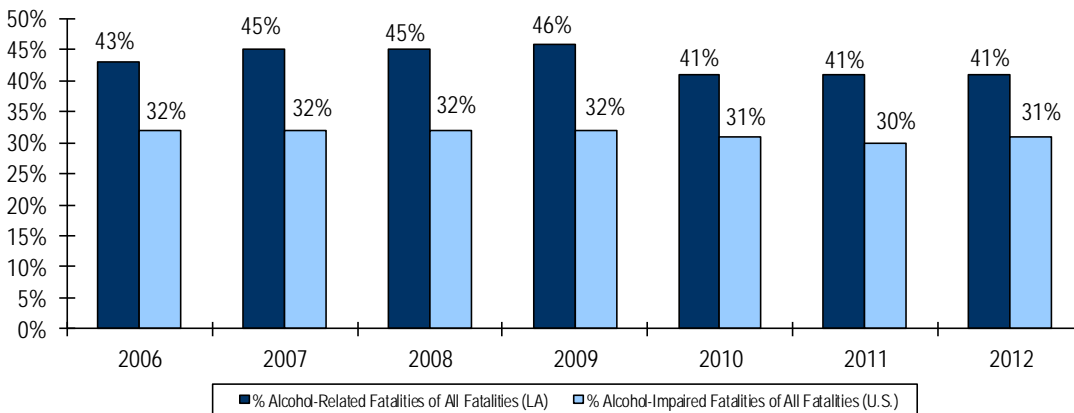
**Table 3 Alcohol-Related Fatalities and Alcohol-Related Fatal Crashes \***



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

\*Alcohol-Related Fatalities and Alcohol-Related Fatal Crashes are State measures. These measures refer to any amount of alcohol by the driver as determined by the investigating officer and by a statistical model predicting alcohol involvement based on crash factors. The predictive model attempts to control for the percentage of fatal crashes when actual blood or breath tests are not conducted or are unavailable.

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



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

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

### **Programs and Projects**

**2013-10-01 DWI Assessment Supplies \$2,365.07**

These funds provided for the supplies for the Impaired Driving Assessment Team in the conduct of the NHTSA facilitated Impaired Driving Assessment in August 2013.

**2013-10-18 ThinkFirst for Teens Program \$64,500.00/Section 410**

The ThinkFirst program successfully coordinated and implemented 50 evidence-based prevention programs in a 15-parish area in Northwest Louisiana. This evidence-based prevention program educated youth and young adults on the dangers and consequences of underage drinking and impaired driving.

**2012-10-16 FFY13 Sudden Impact-Comprehensive Regional Program \$19,345.33/Section 410**

**2013-10-21 \$23,668.95/Section 410**

The Sudden Impact program utilized a statewide comprehensive injury prevention program for adolescents to decrease the number of fatal and injury crashes. This program employed a multidisciplinary, multi-tiered approach to increase knowledge, create positive attitudes and influence healthy decisions related to driving under the influence of alcohol and participating in high-risk behaviors that accompany driving under the influence. A total of 103 Sudden Impact Programs, 12 mock crashes, and 12 reinforcement victim presentations were successfully conducted during FFY 2013.

**2013-10-13 Program Administrative Assistance Sudden Impact & SELA DWI Task Force Coordinator \$3,395.84/Section 410**

This contractor successfully performed Administrative Assistant duties for the Southeast DWI Task Force and Sudden Impact Programs for FFY 2013.

**2013-10-11 DWI Policy Specialist \$41,949.91/Section 410**

The DWI Policy Specialist participated in impaired driving task forces and committee meetings throughout FFY 2013. The contractor assisted with research and tracking of impaired driving policies and legislation. In addition, this contractor assisted in the development of the Statewide Impaired Driving Plan and the Section 405 d application.

**2012-10-24 FFY13 Alcohol Beverage Control J.U.D.E. Task Force \$87,903.29/Section 410**

The J.U.D.E. Task Force worked throughout FFY 2013 to attack the problem of underage drinking and deter impaired driving in East Baton Rouge Parish. The Task Force successfully completed 3,143 hours of overtime, issued 470 citations on overtime, cited 31 business employees during compliance checks, and provided information on penalties to 31 outlets/businesses during these compliance checks.

**2012-10-23 FFY13 Louisiana Cops in Shops Program \$96,220.97/Section 410**

The Louisiana Office of Alcohol and Tobacco Control (ATC) utilized enforcement agents to conduct additional extensive underage alcohol enforcement efforts statewide on an overtime basis. The ATC successfully conducted 3,522 overtime hours and issued 545 citations in an effort to reduce the incidence of underage alcohol procurement and thereby reduce incidences of injury and death on roadways.

**2012-10-15 FFY13 LSU Baton Rouge Collegiate Alliance (BRCA) \$46,976.56/Section 410**

During FFY 2013, the Baton Rouge Collegiate Alliance (BRCA) worked to reduce alcohol-related traffic fatalities and injuries among 18-24 year olds in the East Baton Rouge Parish (EBRP) area. The BRCA utilized a comprehensive, research based, joint university-community environmental approach to address local conditions that contributed to high-risk drinking behavior and impaired driving related traffic fatalities and injuries among 18-24 year olds in the EBRP area. The BRCA held bi-monthly meetings of university-community members, held bi-monthly executive board meetings to establish goals and objectives, and co-hosted the annual statewide Professional Development Summit with LaHEC. The BRCA also implemented, collected, and distributed the CORE Survey on Alcohol and Other Drugs results to members and the general public.

**2012-10-17 FFY13 Northwestern State University Alcohol Education and Prevention Program      \$14,398.23/Section 410**

This program successfully provided alcohol and traffic safety education, awareness, and prevention programming for students at Northwestern State University (NSU). Through their peer mentor training program, NSU successfully delivered the alcohol and traffic safety program to all incoming freshman. In addition, NSU held activities throughout the year to reinforce the alcohol and traffic safety message.

**2013-10-17 Mothers Against Drunk Driving      \$111,209.35/Section 410**

This program monitored DWI cases throughout the prosecution process in several court jurisdictions across Louisiana. During FFY 2013, this program successfully collected data and/or followed 7,063 DWI cases as well as followed and researched 28 high-risk, high-profile DWI cases.

**2013-10-10 Annual DWI Awards Program      \$17,918.91/Section 410**

This program provided funds for the coordination and implementation of the 5<sup>th</sup> Annual LHSC DWI Enforcement Awards Program and Luncheon. The program was promoted statewide to identify potential award recipients. More than 30 awards were distributed in over 20 different categories.

**2013-10-12 Louisiana Impaired Driving Assessment Coordinator  
\$48,171.92/Section 410**

The Louisiana Impaired Driving Assessment Coordinator coordinated the implementation of the priority recommendations of the 2009 Impaired Driving Assessment in Louisiana, advised the LHSC Executive Director and staff on impaired driving legal issues, attended pertinent meetings regarding impaired driving issues around the state. More specifically, the Coordinator served as Chairman of the Southeast Louisiana DWI Task Force at twelve (12) meetings; attended one (1) meeting of the Governor's DWI task Force; testified once before a Legislative Committee during the Legislative Session; attended four (4) meetings of the North Shore Traffic Safety Coalition; attended seven (7) meetings of the New Orleans Regional Traffic Safety Coalition; attended two (2) meetings of the South Central Safety Coalition; prepared safety interlock data for Louisiana and reported to Dr. Richard Roth of New Mexico for the NHTSA survey; worked with LHSC staff on the preparation of the 2013 Impaired Driving Strategic Plan, as required by NHTSA; and attended the annual LDAA and SELA training seminars.

**2012-10-37 FFY13 DPS Legal Consultant      \$17,097.79/Section 410**

This project provided funds for a DPS legal consultant to assist with DWI efforts and implied consent suspensions recalls.

**2013-10-16 Louisiana District Attorneys Association \$56,947.70/Section 410**

This project successfully funded the Traffic Safety Resource Prosecutor (TSRP) and training to assist attendees in the proper handling of DWI cases. The training was attended by one (1) judge, 113 law enforcement officers (city, parish, and state), and 57 prosecutors. The TSRP served as resource for prosecutors, law enforcement, and the LHSC.

**2012-10-22 FFY13 Louisiana Supreme Court  
\$605,170.31/Section 410; \$184,797.54/Section 410 FR  
(\$789,967.95 Total)**

The Louisiana Supreme Court successfully provided administrative, fiscal, and programmatic oversight of five (5) DWI courts including Baton Rouge City DWI Court, 16<sup>th</sup> Judicial District Court (Iberia), 16<sup>th</sup> Judicial District Court (St. Mary), 22<sup>nd</sup> Judicial District Court, and 24<sup>th</sup> Judicial District Court.

**DWI Courts**

**2012-10-31 FFY13 4<sup>th</sup> Judicial District DWI Court \$115,766.58/Section 410**  
**2012-10-28 FFY13 14<sup>th</sup> Judicial District DWI Court \$109,380.53/Section 410**  
**2013-10-19 32<sup>nd</sup> Judicial District DWI Court \$85,000.00/Section 410**

DWI courts main goal is to reduce recidivism which helps to remove impaired drivers from the road. These DWI court programs utilized a strict treatment program with all offenders. The DWI offender(s) in these programs were carefully screened several times a month. The results each month have been favorable, (i.e. Terrebonne Parish DWI court clients had 238 clean drug (alcohol included) screens and four (4) positive screens during one reporting month. Each court held graduation ceremonies for participants successfully completing the program.

**DWI Overtime Enforcement – Local Law Enforcement**

**2012-30-14 FFY13 through 2012-30-61 FFY13 and 2013-30-15 through 2013-30-32  
\$332,563.25/Section 410 FR; \$1,511,381.05/Section 410 HVE**

Law enforcement agencies conducted DWI checkpoints and saturation patrols throughout the 12 months of FFY 2013 and during state and national enforcement periods. This DWI overtime enforcement program was data driven to reduce the number of alcohol-impaired fatalities in the areas most at risk.

***Narrative***

According to the Highway Safety Research Group at LSU (HSRG), alcohol-related fatalities accounted for 41 percent of all 2012 crash deaths, a five percentage point decrease from 2009. According to the Fatality Analysis Reporting System (FARS), alcohol-impaired fatalities accounted for only 33 percent of all 2012 crash deaths. While alcohol-impaired fatalities refer to only those fatalities with a driver having a BAC of .08



or greater; alcohol-related fatalities refer to fatalities involving any amount of alcohol by the driver as determined by the investigating officer and by a statistical model predicting alcohol involvement based on crash factors. The predictive model attempts to control for the percentage of fatal crashes when actual blood or breath tests are not conducted or are unavailable. Last year in Louisiana, police made more than 27,500 DWI arrests.

With the use of Section 402, 410 HVE/FR, and 154/164 Alcohol Funds, the LHSC continued to address the issue of impaired driving through high visibility enforcement and paid media. In FFY 2013, the LHSC contracted with 114 law enforcement agencies and the Louisiana State Police to conduct impaired driving overtime enforcement. The contracts specified that the 30 sheriff's offices and 84 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 117,618 overtime hours during these five "enforcement waves", resulting in 591 DWI checkpoints and 8,741 DWI arrests. It is very important to note that these same agencies provided a yearlong maintenance-of-effort attacking impaired driving by conducting 38,884 DWI arrests.

The LHSC utilized Section 154/164 Alcohol Funds to contract with 56 of the 114 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 16,923 overtime hours, conducted 71 checkpoints, and completed 1,081 DWI arrests throughout FFY 2013. These agencies reported an additional 8,301 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 2013 "Drive Sober or Get Pulled Over" high visibility enforcement campaign, the Louisiana State Police, 30 sheriff's offices, and 71 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 2,024 DWI arrests during the Labor Day campaign. Additionally, there were 201 checkpoints conducted by participating agencies and a total of 20,246 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 FY13, \$622,529.39 was spent on alcohol paid media including 2,752 radio spots, 12,924 television spots, 25,506 donated spots, and 26,792,401 impressions.

The LHSC sponsored the 5<sup>th</sup> 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.

During FY13, the LHSC conducted a NHTSA facilitated Impaired Driving Assessment from August 12-16. This assessment resulted in 20 priority recommendations for consideration to improve Louisiana's impaired driving issues.

The 2013 legislative session was fiscal in nature and therefore not very active for traffic safety issues. The only Act of note in the 2013 Session was Act 388, which accomplished the following:

- It created an incentive for a defendant to enter a drug division probation program by enabling the Court on a third or fourth offense DWI to waive the mandatory minimum provisions and waive the prohibition against probations, parole, or suspension of sentence.
- It changed the time in which one could ask for a civil administrative hearing from 15 to 30 days from arrest for DWI.
- It clarified the law requiring an ignition interlock device as a condition of reinstatement for repeat offenders. The jurisprudence had narrowly defined prior offenses as a conviction whereas this amendment requires only a prior DWI arrest to trigger its application.

The LHSC also made progress on the electronic DWI Reporting System. The selected vendor, Geocent, Inc., completed the primary system programming, developed the User screens, implemented the security measures, and completed the majority of the in-house testing. Additionally, all of the necessary system servers have been ordered and installed at the DPS Data Center. All computer equipment required for the pilot project (desktops, signature pads, magnetic strip readers and scanner/ printers) has been ordered. The three-parish pilot project is scheduled to begin in January 2014, with complete statewide rollout anticipated around May 2014. The Louisiana District Attorneys Association (LDAA) is being consulted to assist with the necessary reprogramming required for the 42 Judicial Districts in the state.

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 2012 Bayou Classic Traffic Safety Campaign at the 39<sup>th</sup> 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 FFY 2013. A telephone survey of 800 licensed motorists was conducted in September 2013. The topics included attitudes regarding seat belts, speeding, and impaired driving. When asked the changes of someone getting arrested if they drive after drinking, 89.9% of respondents answered “very likely” or “somewhat likely”, an increase of 2.5 percentage points from 2012. When asked how many times in the last 30 days they had driven a motor vehicle within 2 hours after drinking alcoholic beverages, 56.8% of those surveyed said “none”, a decrease of 27.7 percentage points from 2012. Respondents were also asked if in the past 30 days they had read, seen, or heard anything about drunk driving enforcement by police and 62.9% said “yes”, a decrease of 6.7 percentage points from 69.6 in 2012.

### ***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. Louisiana did see downward trends for several years so it seems perhaps some changes are occurring. Unfortunately, the 2012 numbers did begin to trend upward again so the battle continues.

Louisiana alcohol laws are among the most liberal in the country. 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 still 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.

## **Occupant Protection Program**

Louisiana saw further declines in the number of unrestrained occupant fatalities; however, occupant protection remains a priority issue in the state. More than 55% of all 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 safety seats. The LHSC is utilizing Section 402 and Highway Safety Improvement Program (HSIP) 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 LHSC failed to qualify for MAP-21 Occupant Protection Funds. The Occupant Protection Coordinator serves as Co-Chair of the Occupant Protection Emphasis Area Team for

the Strategic Highway Safety Plan with the Louisiana Department of Transportation and Development.

**Goals**

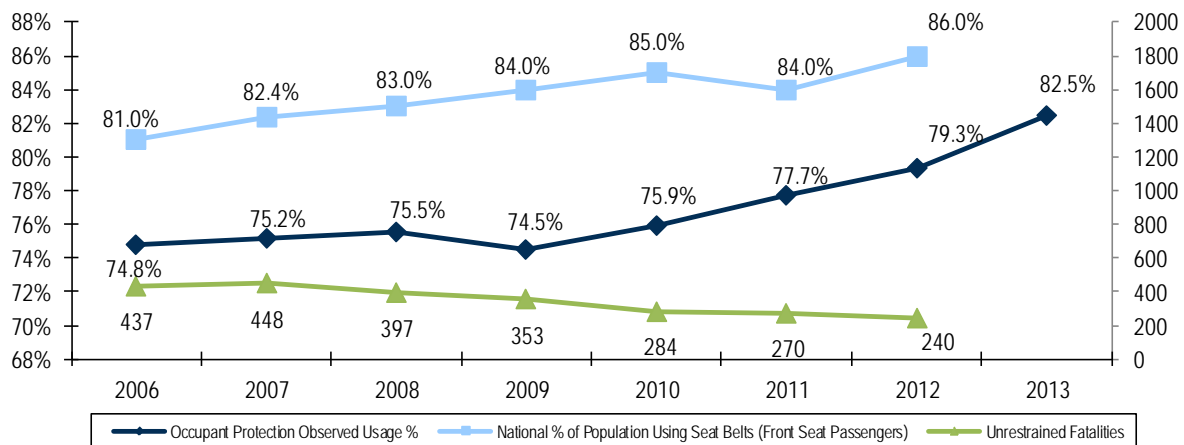
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year (2004 to 2008) average of 412 to 365 in 2013, a 2.4% annual reduction. (C-4 Unrestrained Passenger Vehicle Occupant Fatalities)
- To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 77.7 percent in 2011 to 79.7 percent in 2012. (B-1 Occupant Protection Observed Usage in %)

**Achievements**

Louisiana exceeded their 2013 goal for unrestrained passenger vehicle occupant fatalities in all seating positions. This number decreased from 270 in 2011 to 240 in 2012, a decrease of 11.11%.

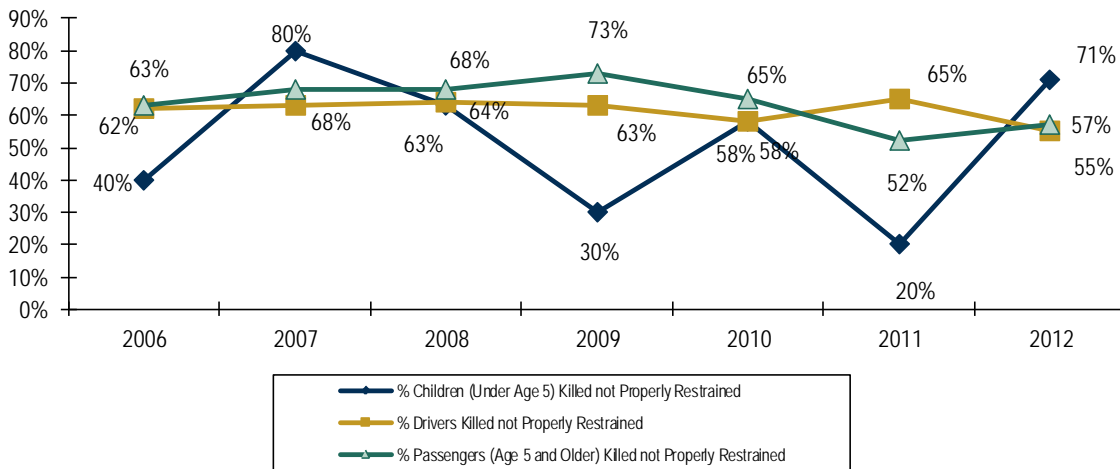
The statewide observed seat belt usage of all front seat outboard occupants has increased from 74.5% in 2009 to 75.9% in 2010 to 77.7% in 2011 to 79.3% in 2012 to 82.5% in 2013. Louisiana has seen a continued upward trend in observed seat belt usage in 2013 for a one-year increase of 3.2 percentage points and a combined increase of 8.0 percentage points since 2009.

**Table 5 2006 – 2013 Observed Seat Belt Use**



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

**Table 6 Percent of Unrestrained Fatalities 2006 to 2012**



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

**Programs and Projects**

**2013-20-02 Highway to Safety: Hispanic Outreach OP Program (New Orleans Area) \$32,939.71/Section 405; \$17,058.29/Section 402 (\$49,998.00/Total)**

**2013-20-03 Hispanic Outreach Highway Safety Program (Rapides and Natchitoches Parishes) \$56,991.02/Section 402**

These projects successfully educated Hispanic and non-Hispanic populations in the Rapides, Natchitoches, and Greater New Orleans areas on the importance of wearing seat belts and using child safety restraints. Together these projects conducted eight (8) occupant protection bi-lingual outreach campaigns, hosted eight (8) child safety restraint discussion sessions, conducted seven (7) safety seat clinics/installations, conducted sixteen (16) occupant protection information sessions, and participated in National Child Passenger Safety Week and Seat Check Saturday.

**2013-20-04 Louisiana Passenger Safety Task Force Assistant \$3,091.67/Section 405; \$31,918.35/Section 402 (\$35,010.02/Total)**

This contractor served as the administrative assistant for the Louisiana Passenger Safety Task Force (LPSTF) and successfully co-coordinated and implemented all of the child passenger restraint focused programs and events as approved by the LPSTF program director. The administrative assistant maintained the database of all child passenger safety technicians and instructors, coordinated quarterly statewide meetings, ordered and distributed promotional materials and supplies to technicians, instructors, and grant funded fitting stations, coordinated the schedule of National Child Passenger Safety Week and Seat Check Saturday Events, and organized five (5) four-day technician training courses.

**2012-20-05 FFY 13 Louisiana Passenger Safety Task Force**

**\$133,409.80/Section 402**

**2013-20-07**

**\$45,051.25/Section 402**

The Louisiana Passenger Safety Task Force (LPSTF) successfully maintained occupant protection efforts through the Interim LSU Hospital. They maintained a database of technicians and instructors, promoted recertification, conducted quarterly statewide meetings of technicians and instructors, supported 30 grant funded fitting stations, delivered five (5) Standardized Child Passenger Safety Instructor/Technician Courses, delivered one (1) Transporting Children with Special Needs Update training, and participated in National Child Passenger Safety Week and Seat Check Saturday.

**2013-20-06 Sheriff's Safety Town- Caddo Parish \$7,818.00/Section 405**

This program worked to increase occupant protection awareness and usage in seven parishes in Northwest Louisiana using Caddo Parish Sheriff's Safety Town. This program reached over 5,000 students during FFY 2013.

**2013-20-08 Research and Assessment Surveys**

**\$196,350.00/Section 402**

This project successfully conducted the statewide observational survey as required by the National Highway Traffic Safety Administration (NHTSA) to determine adult safety belt usage. The motorcycle helmet usage survey was conducted simultaneously as no additional cost. Contractor also conducted the statewide attitudinal survey on impaired driving, seat belt, and speeding, the statewide child passenger safety restraint usage survey, and the first ever-nighttime observational seat belt usage survey.

***Narrative***

According to the HSRG at LSU in 2012, fifty-five percent (55%) of drivers killed were not wearing a safety belt which is a decrease from sixty-five percent (65%) in 2011. In 2011, fifty-two percent (52%) of passengers age 5 and older who were killed were not wearing a safety belt; while in 2012 this number increased to fifty-seven percent (57%). In 2011, twenty percent (20%) of children ages 4 and younger who were killed were not properly seated in a child seat; while in 2012 this number increased to seventy-one percent (71%). The number of unrestrained fatalities decreased from 270 in 2011 to 240 in 2012. Louisiana's observed seat belt usage increased from 79.3% in 2012 to 82.5% in 2013.

The LHSC utilized Section 402 and HSIP funds to contract with 58 law enforcement agencies and the Louisiana State Police to conduct safety belt overtime enforcement during the 12 months of FFY 2013 and to support the yearlong "Click It or Ticket" enforcement campaign. These agencies worked a combined 60,611 overtime hours, resulting in 65,236 adult citations and 4,831 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 121,612 adult safety belt citations and 15,332 child restraint citations for a total of 136,944 citations.



During the 2013 “Click It or Ticket” National Mobilization, the Louisiana State Police, 39 sheriff’s offices, and 101 municipal police departments conducted enforcement activities related to occupant protection. The 2013 participation in “Click It or Ticket” included a record high of 138 law enforcement agencies. Louisiana conducted a kick-off press conference at Louisiana State Police Headquarters. 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 15,614 safety belt citations and 1,089 child passenger safety citations. Additionally, participating agencies conducted 324 daytime checkpoints, 128 nighttime checkpoints, and worked a total of 25,268 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 FFY 2013, \$960,820.00 was spent on seat belt advertising including 12,928 radio spots, 37,326 television spots, 25,940 donated spots, and 48,588,337 impressions.

In FFY 2013, 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 HSIP funds. Through this partnership, the LA DOTD provided an additional \$2.6 million dollars to the LHSC for use in the occupant protection program. These funds were used to contract with 138 law enforcement agencies and to enhance the paid media. These agencies worked a total of 26,225 overtime hours resulting in 37,927 adult citations and 2,379 child restraint citations. Agencies participating on HSIP funds also issued 66,882 adult citations and 9,430 child restraint citations on non-overtime hours. This level of additional enforcement would not have been possible without the use of HSIP funds.

The LHSC utilized observational and telephone surveys as an integral part of their occupant protection program. The following surveys were conducted in 2013:

- The twenty-ninth wave of the safety belt observational survey was conducted in May and June of 2013 using the new NHTSA design. Observational data were collected on drivers, front seat passengers of privately owned vehicles. Data were collected at 336 locations selected from Louisiana’s eight regions. There were 57,946 front seat occupants observed. The results of this survey showed an increase of 3.2 percentage points in seat belt usage from 2012. The 2013 statewide usage rate was 79.3% compared to 82.5% in 2013. Safety restraint usage ranges by region from 78.1% in the New Orleans area to 91.0% 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	2013
1-New Orleans	73.4%	77.1%	71.2%	73.1%	68.2%	73.7%	72.6%	74.9%	81.2%	78.1%
2-Baton Rouge	71.6%	75.6%	73.8%	76.4%	79.0%	74.6%	77.6%	78.5%	73.5%	82.7%
3-Houma	81.1%	81.3%	79.0%	78.1%	89.1%	76.0%	76.8%	79.6%	80.4%	85.5%
4-Lafayette	74.3%	77.7%	78.2%	78.6%	79.5%	76.1%	77.0%	80.5%	83.7%	81.7%
5-Lake Charles	76.9%	79.4%	73.3%	71.3%	72.5%	77.3%	74.2%	74.8%	85.6%	91.0%
6-Alexandria	76.1%	77.7%	71.5%	72.6%	71.6%	76.9%	71.8%	74.8%	72.8%	83.4%
7-Shreveport	77.0%	78.4%	77.8%	76.0%	72.6%	71.8%	78.6%	78.2%	79.8%	83.6%
8-Monroe	74.1%	77.1%	73.2%	72.5%	70.4%	71.3%	74.7%	77.8%	62.5%	81.0%
Louisiana	<b>75.0%</b>	<b>77.7%</b>	<b>74.8%</b>	<b>75.2%</b>	<b>75.5%</b>	<b>74.5%</b>	<b>75.9%</b>	<b>77.7%</b>	<b>79.3%</b>	<b>82.5%</b>

Source: Applied Technology 2004-2011, Preusser Research Group 2012-2013

- The first wave of the nighttime seat belt observational survey was conducted in November of 2012. Observational data were collected on drivers and front seat passengers of privately owned vehicles. Data were collected at a 10% subsample of sites used in the daytime statewide seat belt survey. The nighttime sample was stratified to provide representation for all eight geographic regions of the State. Data collectors observed nighttime seat belt use at 39 sites across eight (8) Louisiana parishes. A total of 4,238 vehicles, 4,228 drivers, and 1,238 front seat passengers were observed. The nighttime observation usage rate was 11 percentage points lower than the daytime usage rate. Belt use was lower at night across the State and across all occupant characteristics.
- The twenty-seventh wave of the child restraint observational safety survey was conducted during May of 2013. A total of 3,014 observations were made at 69 sites. Of children subject to Louisiana, 78.0% were restrained while in the motor vehicle. However, research has shown that the use of child safety restraints decreases as age increases. Almost all 98.9% of the children less than one year old observed were restrained which was a slight decrease from 99.6% in 2011. The child restraint usage rate for children ages one through three was 86.9%, down from 95.4% in 2011. Among four and five year olds, the usage rate decreased to 71.2%, from the 88.3% measured in 2011. Child restraint usage among children aged six through twelve was 75.1%, a decrease from the 82.3% measured in 2011.
- A telephone survey of 800 licensed motorists was conducted in September 2013. 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, 95.5% of respondents answered “always” or “nearly always”, an increase of 2.9 percentage points from 92.6 in 2012. When asked what they thought their chances of getting a ticket for not wearing a safety belt, 78.2% of those surveyed said it was “very likely” or “somewhat likely”, an increase of 3.2 percentage points from 75 in 2012. Respondents were also asked if in the past 30 days they had read, seen, or heard anything about seat belt enforcement by police and 45.1% said “yes”, a decrease of 10.4 percentage points from 55.5 in 2012.



In 2013, Louisiana realized a 3.2 percentage point increase from 79.3% to 82.5% in statewide observed front seat belt usage. This marks the fourth year of increases in observed front seat belt usage for a total increase of 8.0 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.

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 2012 Bayou Classic Traffic Safety Campaign at the 39<sup>th</sup> 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 the September 2013 Child Passenger Safety Week, Louisiana conducted events in 15 cities across the state. A total of 24 certified technicians participated, 351 seats were checked, 134 free seats were distributed, and 485 children are now riding safer in Louisiana.

In FFY 2013, 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 112 attendees. The LPSTF also managed the Child Passenger Safety Week events as well as the maintenance of the 34 grant funded 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. A request for proposals for a research project entitled "Factors Influencing Seatbelt Utilization in Louisiana and Strategies to Improve Usage Rate" was recently released. The LHSC will utilize the results of this research project in future planning.

# Motorcycle Program

Louisiana saw a decrease in the number of motorcycle fatalities. According to the HSRG at LSU, motorcycle fatalities represented 10.8% of all fatalities in 2012. Louisiana is committed to continuing its support of messaging and outreach for this population through the use of Section 2010 funding.

## Goals

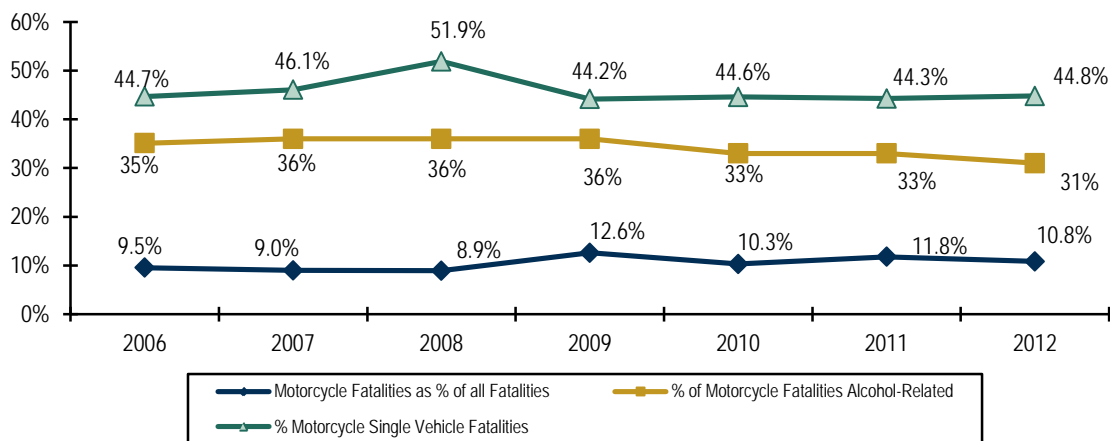
- To decrease motorcycle fatalities from a five-year (2004 to 2008) average of 83 to 73 by 2013, a 2.6% annual reduction. (C-7 Motorcycle fatalities)
- To decrease unhelmeted motorcyclist fatalities from a five-year (2004 to 2008) average of 24 to 19 in 2013, a 4.8% annual reduction. (C-8 Unhelmeted Motorcyclists Fatalities)

## Achievements

The number of motorcycle fatalities decreased from 80 in 2011 to 78 in 2012, a decrease of 2.5%. Louisiana did not meet their 2013 goal of 73.

The number of unhelmeted motorcyclist fatalities decreased from 14 in 2011 to 4 in 2012, a decrease of 71%. Louisiana far surpassed their 2013 goal of 19 unhelmeted motorcyclist fatalities.

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



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

## ***Programs and Projects***

### **2013-50-01 Louisiana State Police – Motorcycle Safety and Operator Training \$172,207.21/Section 2010**

Louisiana Department of Public Safety (LA DPS) Motorcycle Safety, Awareness, and Operator Training Program worked to reduce the number of motorcycle related traffic accident injuries and fatalities in Louisiana through quality training and comprehensive motorcycle awareness projects. This program implemented 100 Basic, Intermediate, or Advanced Rider Courses reaching in excess of 900 Motorcycle riders through their ten (10) training statewide training locations. LA DPS ensured that all instructors maintained the appropriate certifications through re-certification and other necessary activities. LA DPS also helped facilitate a Motorcycle Awareness and Safety Rally at the State Capitol on the last Sunday in April. This support included obtaining a proclamation from the Governor's office declaring May as Motorcycle Awareness Month and promoting motorcycle operator training and motorcycle awareness at the rally. Over 250 motorcyclists attended the event.

### **2013-50-02 Motorcycle Awareness Committee \$40,000.00/Section 2010**

The Motorcycle Awareness Campaign (MAC) successfully promote awareness and safety of motorcyclists on roadways in Louisiana throughout FFY 2013. MAC utilized the "Watch for Motorcyclists" message to educate the motoring public. MAC supported the existing 9 chapters, and worked to develop two (2) new chapters within parishes with a high number of motorcycle fatalities. MAC conducted earned media activities during May 2013 – Motorcycle Awareness Month. MAC helped facilitate the Motorcycle Awareness and Safety Rally with Louisiana DPS at the State Capitol on the last Sunday in April. MAC set up a program booth on site to promote motorcycle operator training as well as motorcyclist awareness.

### ***Narrative***

During 2012, 78 motorcyclists were killed compared to 79 in 2011, which is a decrease of 1.3%. Louisiana also saw a 5.2% increase in the number of motorcycle registrations in 2012. The number of unhelmeted motorcycle fatalities decreased 71% from 14 in 2011 to 4 in 2012. Louisiana saw a 5.0% decrease in the number of motorcycle injuries as well as a 1.3% decrease in the number of motorcycles involved in crashes. According to the HSRG at LSU, 91% of motorcyclists involved in crashes were helmeted in 2012, the same as in 2011.

The Motorcycle Safety, Awareness 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 ten markets with plans on additional expansion during the upcoming year. The Motorcycle Awareness Campaign (MAC) has continued to provide outreach for the "Watch for Motorcyclists" message for automobiles and supported local chapters in nine (9) communities and is working on expansion to additional areas.

These two groups worked together again to conduct the 9<sup>th</sup> Annual Louisiana Motorcycle Awareness & Safety Rally on April 28, 2013, to announce May as Motorcycle Awareness Month, promote motorcycle operator training, and motorcycle awareness. Over 250 motorcyclists attended the event.

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 utilized over a longer 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 continue emphasizing the utilization of all motorcycle safety equipment.



Pictures from the 9<sup>th</sup> Annual Louisiana Motorcycle Awareness & Safety Rally, April 28, 2013, Louisiana State Capitol, Baton Rouge, LA

## **Police Traffic Services Program**

In FFY 2013, Louisiana utilized funding from Sections 402, 410, Sections 154/164 and HSIP for overtime enforcement related to alcohol-impaired driving, occupant protection, speeding.

### ***Goals***

- To decrease fatalities from a five-year (2004 to 2008) average of 957 to 848 by 2013, a 2.4 percent annual reduction. (C-1 Total Fatalities)
- To decrease serious injuries from a five-year (2004 to 2008) average of 15,460 to 13,705 by 2013, a 2.4% annual reduction. (C-2 Total Serious Injuries)

- To decrease alcohol impaired fatalities from a five-year (2004 to 2008) average of 347 to 307 in 2013, a 2.4% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities (.08 BAC and greater)
- To decrease speeding-related fatalities from a five-year (2004 to 2008) average of 233 to 207 in 2013, a 2.4% annual reduction. (C-6 Speeding-related fatalities)
- To decrease number of fatal crashes involving young drivers from a five-year (2004 to 2008) average of 166 to 147 in 2013, a 2.4% annual reduction. (C-9 Drivers Age 20 or younger in Fatal Crashes)
- To decrease pedestrian fatalities from a five-year (2004 to 2008) average of 106 to 94 by 2013, a 2.4% 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 77.7 percent in 2011 to 79.7 percent in 2012. (B-1 Occupant Protection Observed Usage in %)

### ***Achievements***

The number of fatalities increased from 680 in 2011 to 722 in 2012, an increase of 6.17%. Louisiana still met their 2013 goal of 848 despite this unfortunate increase in fatalities.

The number of serious injuries increased slightly from 13,476 in 2011 to 13,554 in 2012 which is still below Louisiana's 2013 goal of 13,705. This represents an increase of 0.58%.

The number of alcohol-impaired driving fatalities in Louisiana increased from 219 in 2011 to 241 in 2012, an increase of 10.04%. While this number is an increase from the previous year, it is still far below the 2013 goal of 307.

Speeding-related fatalities decreased from 214 in 2011 to 208 in 2012, a decrease of 2.8%. While Louisiana realized a 2.8% reduction, we narrowly missed our 2013 goal of 207.

Fatal crashes involving young drivers increased from 94 in 2011 to 99 in 2012, an increase of 5.32%. Louisiana successfully surpassed the 2013 goal of 147 for this measure despite this unfortunate increase.

The number of pedestrian fatalities increased from 90 in 2011 to 118 in 2012, an increase of 31.11%. Louisiana did not meet its 2013 goal of 94 for this measure.

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 to 82.5% in 2013. Louisiana has seen a continued upward trend in observed seat belt

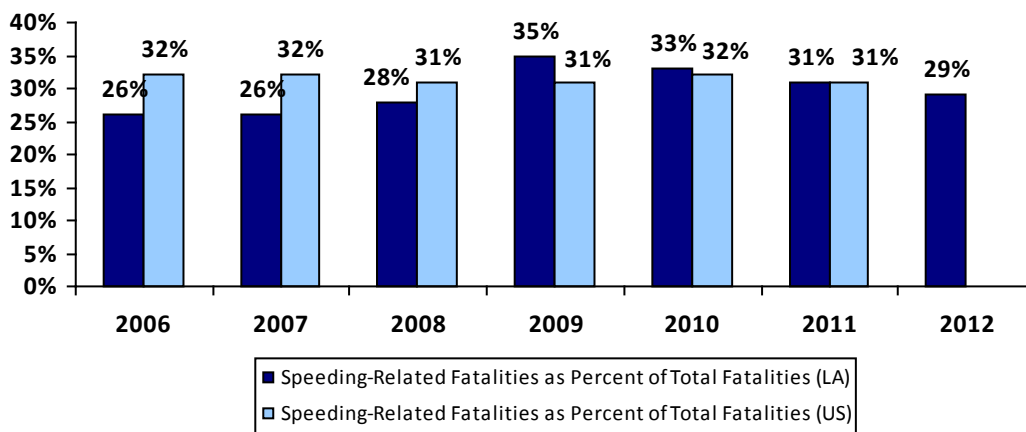
usage in 2013 for a one-year increase of 3.2 percentage points and a combined increase of 8.0 percentage points since 2009.

The number of seat belt citations issued during grant-funded enforcement activities increased from 62,348 in 2012 to 65,236 in 2013.

The number of impaired driving arrests made during grant-funded enforcement activities increased from 5,474 in 2012 to 8,755 in 2013.

The number of speeding citations issued during grant-funded enforcement activities increased from 8,696 in 2012 to 8,926 in 2013.

**Table 9 Speed Involvement in Louisiana Fatalities Compared to U.S. Average 2006 to 2012**



Source: FARS, 2012 U.S. data not available

### ***Programs and Projects***

<b>2013-30-02</b>	<b>Law Enforcement Liaison – Troop L</b>	<b>\$29,348.67/Section 402</b>
<b>2013-30-03</b>	<b>Law Enforcement Liaison – Troop D</b>	<b>\$32,885.30/Section 402</b>
<b>2013-30-04</b>	<b>Law Enforcement Liaison – Troops B &amp; C</b>	<b>\$48,432.62/Section 402</b>
<b>2013-30-05</b>	<b>Law Enforcement Liaison – Troop A</b>	<b>\$38,856.69/Section 402</b>
<b>2013-30-06</b>	<b>Law Enforcement Liaison – Troops G &amp; E</b>	<b>\$44,063.61/Section 402</b>
<b>2013-30-09</b>	<b>Law Enforcement Liaison – Troops I</b>	<b>\$47,297.78/Section 402</b>
<b>2013-30-10</b>	<b>Law Enforcement Liaison – Troops F &amp; E</b>	<b>\$46,026.66/Section 402</b>

The Law Enforcement Liaisons (LELs) worked to reduce fatal and injury crashes on Louisiana roadways throughout FFY 2013. The LELs successfully promoted LHSC priority highway safety programs to law enforcement agencies in their designated LSP Troop areas. LELs visited each contracted law enforcement a minimum of two (2) times per month. They encouraged participation by both contracted and non-contracted agencies in both the national Click It or Ticket and Drive Sober or Get Pulled Over mobilizations. The FFY 2013 law enforcement participation in Click It or Ticket was the largest ever in Louisiana.

**2012-30-42 FFY13 Louisiana State Police (LSP) Crash Reduction Grant  
\$170,706.04/HSIP Funds; \$157,694.84/Section 402;  
\$207,761.82/Section 410 FR; \$20,581.44/Section 410 HVE;  
\$178,125.84/Section 164 AL (\$734,869.98 Total)**

This project successfully worked DWI, speed, and occupant protection overtime enforcement as well as public information officer overtime activities. The LSP also planned and conducted training courses throughout the year: one (1) SFST Instructor Development Course; four (4) SFST Practical Training Courses; two (2) SFST Field Training Courses; two (2) Advanced Roadside Impaired Driving Enforcement (ARIDE) Courses; and one (1) Drug Recognition Expert (DRE) training. Over 250 State Police, City Police, and Sheriff's Deputies received training in FFY 2013. The most vital of these was the DRE training which was necessary to revitalize the state's DRE program in order to address the increasing drug impaired driving issue.

**Overtime Traffic Safety Enforcement – Local Law Enforcement  
2012-30-14 FFY13 through 2012-30-61 FFY13 and 2013-30-15 through 2013-30-32  
\$991,246.80/Section 402; \$727,441.52/HSIP Funds; \$332,563.25/Section 410 FR;  
\$1,511,381.05/Section 410 HVE; and \$222,791.60/Section 154/164 AL**

Law enforcement agencies conducted overtime enforcement of traffic safety laws using checkpoints and saturation patrols throughout the 12 months of FFY 2013 and during state and national enforcement periods. All overtime enforcement programs were data driven to reduce the number of alcohol-impaired fatalities, unrestrained fatalities, and speeding fatalities in the areas most at risk.

**2013-30-11 Police Traffic Safety Contractor – Troops C & L \$49,949.50/Section 402  
2013-30-12 Police Traffic Safety Contractor – Troops D & I \$49,950.00/Section 402**

These contractors successfully provided oversight and management of Police Traffic Services subgrants in their designated LSP Troop Areas.

***Narrative***

In FFY 2013, Louisiana saw traffic deaths increase slightly after four years of declines. Fatalities increased by 6.17% to 722 from the previous year's total of 680. Additionally, alcohol-impaired fatalities increased from 219 in 2011 to 241 in 2012, an increase of 10.04%. Speeding-related fatalities decreased 2.8% in FFY 2013. Fatal crashes involving young drivers also increased from 94 in 2011 to 99 in 2012, an increase of 5.32%. Louisiana realized an 11.11% reduction in unrestrained fatalities. The LHSC also reported an increase in the percentage of observed front seat belt usage for the fourth consecutive year. The observed front seat belt usage for 2013 was 82.5% an increase of 3.2 percentage points over the 2012 rate of 79.3%.

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 been a critical component to addressing each issue.

In FFY 2013, the LHSC contracted with 114 law enforcement agencies and the Louisiana State Police to conduct impaired driving overtime enforcement. The contracts specified that the 30 sheriff's offices and 84 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 117,618 overtime hours during these five "enforcement waves", resulting in 591 DWI checkpoints and 8,741 DWI arrests. It is very important to note that these same agencies provided a yearlong maintenance-of-effort attacking impaired driving by conducting 38,884 DWI arrests.

The LHSC utilized Section 402 and HSIP funds to contract with 58 law enforcement agencies and the Louisiana State Police to conduct safety belt overtime enforcement during the 12 months of FFY 2013 and to support the yearlong "Click It or Ticket" enforcement campaign. These agencies worked a combined 60,939 overtime hours, resulting in 65,462 adult citations and 4,854 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 121,461 adult safety belt citations and 15,332 child restraint citations for a total of 136,793 citations.

Louisiana continues to encourage 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 continuing to see success with its implementation. Baton Rouge Police Department is also utilizing this approach.

The LHSC did not conduct any branded speed enforcement campaigns during 2013 due to limited resources. However, 8,926 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 113,401 speeding citations on LACE and 57,923 on regular duty. With these combined resources, Louisiana did experience a 2.8% decrease in speed related fatalities in 2012.

A telephone survey of 800 licensed motorists was conducted in September 2013. 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, 88.5% of those surveyed said it was "very likely" or "somewhat likely", an increase of 2.4 percentage points from 86.1% in 2012. Respondents were also asked if in the past 30 days they had read, seen, or heard anything about speed enforcement by police and 43.8% said "yes", an increase of 5 percentage points from 38.8% in 2012. When asked



how often on a local road with a speed limit of 30 mph, they drive faster than 35 mph, 20.2% of respondents replied “always” or “nearly always”, an increase of 0.4 percentage points from 19.8% in 2012. When asked how often on a local road with a speed limit of 65 mph they drive faster than 70 mph, 11.1% of respondents replied “always” or “nearly always”, a decrease of 2.1 percentage points from 13.2% in 2012.

### ***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.

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. We also must employ more nighttime enforcement strategies to address our high number of nighttime unrestrained fatalities and unbelted front seat occupants.

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 60 percent in 2011 to 68 percent in 2012 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 66 percent in 2011 to 75 percent in 2012 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 4.6 percent in 2011 to 3.9 percent in 2012 in the percentage of crash reports entered into the database with missing driver license number.

### **Projects and Initiatives**

*Some items in this program area are Initiatives and as such are planned but may not have projects assigned or funds spent during the fiscal year, but projects are planned and expend funds during the fiscal year.*

**2013-40-05 Electronic DWI Reporting System**  
**\$165,225.31/Section 154 AL; \$208,551.50/Section 164 AL**  
**(\$373,776.81 Total)**

This project successfully provided funds for the development and management of the electronic DWI reporting system. To identify and prioritize those necessary steps that DPS Information Technology should take, on behalf of Highway Safety, to supervise, manage and direct Geocent, Inc. in the development and implementation of the Electronic DWI Reporting System Project, the details of which are outlined in the Geocent contract with DPS Information Technology. The primary system programming has been completed, the User screens developed, the security measures implemented, and the majority of the in-house testing completed. Additionally, all of the necessary system servers have been ordered and installed at the DPS Data Center, as well as the pilot project computer equipment (desktops, signature pads, magnetic strip readers and scanner/ printers.) The three-parish pilot project is scheduled to begin in January 2014, with complete statewide rollout anticipated around May 2014. The Louisiana District Attorneys Association (LDAA) is being consulted to assist with the necessary reprogramming required for the 42 Judicial Districts in the state.

**2013-10-14 Electronic DWI Reporting System Coordinator**  
**\$49,614.74/Section 410 Programmatic**

This contractor successfully served as the coordinator of the LHSC Electronic DWI Reporting System Project. This contractor participated in numerous detailed meetings, representing LHSC, regarding the Geocent contract award; worked with the contractor and DPS Data to oversee the development of the software; handled required logistical issues, such as setting up meetings with judicial and law enforcement partners around the state; revised necessary arrest package forms; coordinated with DPS Legal and Applied Technology on a myriad of issues that arose, and kept the LHSC staff abreast of developments.

**2013-40-06 Meeting and Conference Support for TRCC-related Initiatives**  
**\$16,765.07/Section 408**

This project successfully supported TRCC-related meetings. During FFY 2013, the TRCC hosted four TRCC Executive Committee meetings at the LSU Lod Cook Center, hosted one TRCC Working group meeting at the LSU Lod Cook Center, and hosted one TRCC Strategic Planning meeting at the LSU LTAP Center.

**2013-40-10 Improve Timeliness and Accuracy of Crash Data  
\$0.00/Section 408**

This initiative, managed by the Traffic Records Coordinating Committee (TRCC), focused on improving the timeliness and accuracy of crash data. Projects helped the state receive crash data in a timelier manner and receive more complete and accurate crash data. Projects include the following:

- **2013-40-10-01 LSP Laser Equipment \$132,219.00/Section 408**

This project, of the above initiative, successfully purchased three (3) laser surveying modules for the Louisiana State Police (LSP) for use in the reconstruction of fatality and serious injury traffic crashes (Note: The LSP investigates over 60% of all fatal crashes in Louisiana).

The LSP ordered and dispersed these laser modules to Troops “A” (Baton Rouge), “B” (New Orleans) and “I” (Lafayette), and all three Troops have received the necessary training and have begun utilizing them in crash investigations. They were previously using Total Work Station modules, which required several troopers to operate – these laser modules can be operated by a single trooper in less than half the time and result in a more detailed and accurate report.

- **2013-40-11 HSRG Hardware & Software \$43,088.79/Section 408**

This project, of the above initiative, provided funds for the purchase of computer hardware and software to support the TRCC Strategic Plan Initiative of “Improving Accuracy and Timeliness”. This project purchased VIN data to complement the LaCrash software for police officers in crash investigation; purchased a large storage bin for the HSRG server; purchased an additional server to support LaCrash; purchased four tablets from different manufacturers to test the LaCrash software; and purchased two laptops.

**2013-40-20 Improve Data Accessibility \$0.00/Section 408**

This initiative, managed by the Traffic Records Coordinating Committee (TRCC), focused on improving and measuring data accessibility. Projects assisted the state measure and improve the dissemination of crash data to decision makers. Projects include the following:

- **2012-40-20-03 FFY 13 DOTD Roadway Data \$211,821.87/Section 408**

This project, of the above initiative, successfully provided funds for a consultant to inventory approximately 26,000 miles of the state roadway network: specifically, to obtain the following data – right of way images, roughness, faulting, rutting, pavement distress and Global Positioning System (GPS) data.

This was the second year of a two-year contract. The purpose of this inventory was to provide DOTD with accurate highway data to support their planning needs. (NOTE: This funding from TRCC 408 money represented only a small portion of the overall amount DOTD contracted out – approximately 2%.) The consultant, Fugro, Inc., continued their survey and inventory work on the 26,000 miles of the state roadway network, to DOTD's satisfaction, and expended the balance of the original contract amount utilizing TRCC funds.

- **2013-40-21 HSRG GAs & Students Workers \$10,622.88/Section 408**

This project, of the above initiative, provided funds to employ LSU graduate assistants and/or student workers to address the TRCC Strategic Plan Initiative of "Improving Data Accessibility", and to address the HSRG issues of Business Intelligence, website and GIS projects. Due to a problem with additional documentation being required by the Louisiana Office of Contractual Review (OCR), and amount of time it required to assimilate and report this documentation back, this contract was very late getting to HSRG for implementation. As a result, only one Graduate Assistant was hired on this contract, and this was for the latter part of the year. (HSRG used other funds to hire students during the bulk of the fiscal year).

**2013-40-30 Electronic Citation \$0.00/Section 408**

This initiative, managed by the Traffic Records Coordinating Committee (TRCC), focused on capturing, storing, analyzing, and reporting of electronic citation data. Projects helped law enforcement move from a paper based to an electronic citation system. No projects were funded during FFY 2013.

**2013-40-40 Traffic Crash Report Revision \$0.00/Section 408**

This initiative, managed by the Traffic Records Coordinating Committee (TRCC), focused on enhancing the uniformity of the state's crash data. Projects helped the state enhance their crash data to be uniform with MMUCC requirements and the development of new training material. No projects were funded during FFY 2013.

**2013-40-50 Court Management \$0.00/Section 408**

This initiative, managed by the Traffic Records Coordinating Committee (TRCC), focused on capturing, storing, analyzing, and reporting of court management data. Projects helped the state courts move from a paper based to an electronic reporting system. Projects included the following:

- **2013-40-51 Westwego Mayors' Court \$48,198.00/Section 408**

The project provided funds for computer equipment and programming to completely transform the Westwego Mayor's Court into an electronic

environment. The Court agreed to electronically submit all conviction data to the Office of Motor Vehicles. All the necessary computer equipment was purchased and installed, and the programming completed. The Court held their first court date under the new system in November.

**2013-40-60 EMS and Injury Surveillance Data Needs**

**\$0.00/Section 408**

This initiative, managed by the Traffic Records Coordinating Committee (TRCC), focused on capturing, storing, analyzing, and reporting of EMS and injury surveillance data. Projects helped the state identify how to capture and integrate EMS and injury surveillance data with crash data. No projects were funded during FFY 2013.

**2013-40-04 Information Technology Applications Program Analyst  
\$96,093.66/Section 402**

This project successfully funded a position located at the DPS Data Center dedicated to assisting Highway Safety in preparing and programming reports and electronic enhancements as requested; working with the selected vendor in the assimilation and rollout of the Electronic DWI Reporting System; uploading, maintaining, and troubleshooting the State Police Crash database; and working with State Police Troops in solving crash report problems.

***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 TRCC requested GO TEAM assistance to revise its strategic plan and this effort is ongoing. The LHSC continues to monitor crash data and provide feedback to local law enforcement with the goal to improve data quality, timeliness, 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 accuracy and timeliness of the crash database in the past year. Various projects are being funded to accomplish the objectives for this and other initiatives. 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 begin the process of integrating some emergency medical services data into the crash data 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 three (3) laser surveying modules for the Louisiana State Police (LSP) for use in the reconstruction of fatality and serious injury 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 HSRG at LSU, the number of rail grade related fatalities decreased from 7 in 2011 to 4 in 2012. By comparison to total fatalities, rail grade crossing fatalities represent 0.55% 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 (2004 to 2008) average of 16 to 11 in 2013, a 7.7% annual reduction.

### ***Programs and Projects***

**2013-60-01    Operation Lifesaver**

**\$18,092.63/Section 402**

This project supported the Operation Lifesaver director with funds for a portion of salary, travel, and training. This project successfully completed outreach through schools, display booths, and community education programs with an emphasis on the 13 high-risk parishes among five (5) demographic groups. Grade Crossing Investigation courses were conducted for law enforcement personnel across the state. Five (5) electronic newsletters were distributed statewide.

### ***Achievements***

The number of rail grade related fatalities decreased from 7 in 2011 to 4 in 2012. With this decrease, Louisiana greatly exceeded its 2013 goal of reducing the number of rail grade crossing fatalities to 11 in 2013.

### ***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 presentations in parishes with increased highway-rail grade crossing and trespassing incidents. In 2013, Operation Lifesaver targeted the 13 parishes with the highest incident rates and most substantial number of miles of railroad tracks.

In 2013, Louisiana Operation Lifesaver conducted more than 900 school and community education programs to more than 31,000 people in Louisiana. Display booths were held at over 100 conferences and festivals, and another 28 outreach activities provided railroad safety information to around 125,000 people. A total of 112 law enforcement personnel attended five (5) Grade Crossing Collision Investigation courses statewide. Operation Lifesaver is in the process of revising the presentation process to a format with imbedded audio to enhance the video portion of the presentation. This process will enable Operation Lifesaver's Authorized Volunteers to deliver the safety message as facilitators instead of narrators. 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 at rail grade crossings 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 (2004 to 2008) average of 347 to 307 in 2013, a 2.4% annual reduction. (C-5 Alcohol-Impaired Driving Fatalities (.08 BAC and greater)
- To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 77.7 percent in 2011 to 79.7 percent in 2012. (B-1 Occupant Protection Observed Usage in %)



## **Achievements**

The number of alcohol-impaired driving fatalities in Louisiana increased from 219 in 2011 to 241 in 2012, an increase of 10.04%. While this number is an increase from the previous year, it is still far below the 2013 goal of 307.

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 to 82.5% in 2013. Louisiana has seen a continued upward trend in observed seat belt usage in 2013 for a one-year increase of 3.2 percentage points and a combined increase of 8.0 percentage points since 2009.

## **Programs and Projects**

<b>2012-70-01 FFY13</b>	<b>Lincoln Parish Safe Community</b>	<b>\$31,446.96/Section 402</b>
<b>2012-70-02 FFY13</b>	<b>St. Martin Parish Safe Community</b>	<b>\$73,132.36/Section 402</b>
<b>2013-70-03</b>	<b>New Orleans Safe Community</b>	<b>\$15,736.25/Section 402</b>
<b>2012-70-04 FFY13</b>	<b>S. Central Safe Community</b>	<b>\$62,278.46/Section 402</b>

These projects employed the Safe Community model to address impaired driving and occupant protection in their communities. Each group at a minimum held quarterly meetings of their multi-disciplinary membership and coordinated a traffic safety summit in their community. Each Safe Community also successfully developed and implemented data-driven action plans for both impaired driving and occupant protection. The groups also worked throughout the year to expand resources, partnerships, and support other traffic safety initiatives to reduce impaired driving and increase occupant protection use in their communities.

### **2013-10-15 TRACC – Tangipahoa Parish Govt. \$37,757.01/Section 410**

This project successfully employed the Safe Community model to address impaired driving within their community. This group held monthly meetings of their multi-disciplinary membership and coordinated two traffic safety summits in their community. They also successfully developed data-driven action plans for impaired driving. This group also worked throughout the year to expand resources, partnerships, and support other traffic safety initiatives to reduce impaired driving in their community.

### **2013-70-01 Lexlee’s Kids \$10,500.00/Section 402**

The project successfully delivered the Ready, Set, DRIVE! Teen Driver Safety Program to educate young drivers about the negative effects of underage drinking and driving and promote positive behavior change related to alcohol and traffic safety. Lexlee’s Kids coordinated and implemented 35 presentations, reaching more than 1,300 students in East Baton Rouge Parish.

## ***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 Safe Community, New Orleans Regional Traffic Safety Coalition, and the Tangipahoa Reshaping Attitudes for Community Change (TRACC) 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", support and promotion of no-refusal, 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 FY 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.

### ***Programs and Projects***

**2012-90-00 FFY 13 DOTD Hazardous Elimination \$8,631,864.26/Section 154 HE; \$8,631,864.26/Section 164 HE (\$17,263,728.52 Total)**

Through this project, the DOTD successfully entered into over 200 different contracts and agreements to identify, design, and install hazardous elimination countermeasures to reduce the number and severity of traffic fatalities and crashes in Louisiana. These countermeasures included among other things, median barriers on Interstates, turn lanes, engineering studies, guardrail and street lighting installation, intersection improvements and traffic crash data collection enhancement

## **Paid Media Report**

### ***Goals***

Raise the level of awareness among Louisiana citizens regarding traffic safety issues throughout 2013.

### ***Achievements:***

In 2013, the LHSC utilized the State of Louisiana procurement process to solicit and contract with a new media vendor. This vendor, Graham Group, worked with the LHSC to place paid media; 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 FFY 2013 included enforcement messaging, social norming messages, earned media, and a social media component. It played a large role in supporting the enforcement strategies and supporting the goals of the LHSC.

### ***Programs and Projects***

**2013-80-01 Paid Media for Occupant Protection and Impaired Driving  
\$1,008,862.53/HSIP Funds  
\$109,790.67/Section 154 AL; \$134,263.90/Section 164AL;  
\$520,000.00/Section 410 FR (\$764,054.57 Total)**

This contract successfully developed and implemented the paid media plans for both national mobilizations. For each mobilization, the contractor used data to prioritize parishes for each flight. Then, statewide media and market-based media in each of the

seven (7) media markets were recommended for both flights based on the target demographic of 18-34 year old males. A mix of television, radio, and on-line were utilized to reach the target demographic. In addition, geo-fencing was used during the Drive Sober flight. Contractor delivered over and above on the requirement that paid spots and no charge bonus spots must run in a 1:1 ratio for each flight.

**2013-80-02 Paid Media Support**

**\$2,675.00/Section 402**

The contract allowed the paid media vendor the support necessary to duplicate and distribute media spots to all media markets across the state.

**2013-80-04 LHSC Public Relations**

**\$48,000.00/Section 402**

The contract successfully developed and implemented the earned media activities for the LHSC. Earned media activities included messages and other activities relative to seat belt usage and enforcement (Click It or Ticket), impaired driving enforcement (Drive Sober or Get Pulled Over), holiday safety messages, pedestrian, bicycle and motorcycle safety, distracted driving, and social media projects. Messages were delivered through: national mobilization press conferences, 23 news releases, 7 columns/Op-Eds, various interviews with newspapers, television and radio stations, 6 video news releases (VNR's), and thousands of postings on social media sites. Contractor posted almost daily messages to Facebook, Twitter, and YouTube. Contractor developed and promoted the "Did You Know" program to communicate general and campaign specific traffic safety messages to the target demographic and general public through social media. Social media postings averaged about 75 per month.

***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, Graham Group provided professional guidance in plan development and the facilitation of all media placements. Overall placements are assessed through post media buy analysis and through 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 10      Seat Belts, Speeding & Impaired Driving Attitudinal Survey-Louisiana Drivers**

	2013
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"	95.5%
What do you think the chances are of getting a ticket if you don't wear your safety belt? "Very likely" and "Somewhat likely"	78.2%
In the past 30 days, have you read, seen or heard anything about seat belt enforcement by police? "Yes"	45.1%
What do you think the chances are of getting a ticket if you drive over the speed limit? "Very Likely" and "Somewhat Likely"	88.5%
In the past 30 days, have you read, seen or heard anything about speed enforcement by police? "Yes"	43.8%
On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? "Always" and "Nearly Always"	20.2%
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph? "Always" and "Nearly Always"	11.1%
What do you think the chances are of someone getting arrested if they drive after drinking? "Very Likely" and "Somewhat Likely"	89.9%
In the past 30 days, have you read, seen or heard anything about drunk driving enforcement? "Yes"	62.9%
In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? "None"	56.8%

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. Two-thousand and ten (2,010) press clippings were printed throughout fiscal year 2013. The earned media value of the press clippings was \$771,794.15. An additional one-thousand three hundred and ninety five (1,395) occupant protection focused web posted entries and three-thousand seven hundred and ninety one (3,791) alcohol focused web posted entries were reported to the LHSC. The earned media value of the web posted entries was \$3,116,490.00. The LHSC also continued its venture in the social media arena through Twitter, Facebook, and YouTube. In recognition of the increasing importance of social media as an effective media to reach not only the target audience but also the

general public, the LHSC launched a “Did You Know” campaign during FFY 2013. This campaign was used to communicate general and campaign specific traffic safety messages through the LHSC’s social media networks.

**Table 11 Summary of Paid Media Air Time Expenditures During FFY 2013**

<b>Campaign Name</b>	<b>Television Airings</b>	<b>Radio Spots</b>	<b>Impressions</b>	<b>Earned/Donated Space</b>	<b>Amount</b>
August Drive Sober or Get Pulled Over	12,924	2,752	26,792,401	25,506	\$ 622,529.39
May Click It Or Ticket	37,326	12,928	48,508,337	25,940	\$ 960,820.00
<b>Paid Media Totals</b>	<b>50,250</b>	<b>15,928</b>	<b>75,007,738</b>	<b>51,446</b>	<b>\$ 1,583,349.30</b>

The impaired driving and occupant protection campaigns still utilized television and radio outlets; however, web-based outreach was emphasized in order to reach the target demographic of 18 to 34 year old males. Web-based advertising utilizing campaign specific messages with click through advertising and provided a much more targeted media campaign during each of the national mobilizations. 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 -

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Reimbursement Info: Total: \$0.00

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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-2013-00-00-00	Planning and Administration	\$268,094.84	\$0.00	\$536,189.68	\$268,094.84	\$268,094.84	\$0.00
		Planning and Administration Total	\$268,094.84	\$0.00	\$536,189.68	\$268,094.84	\$268,094.84	\$0.00
Alcohol								
	AL-2013-00-00-00	Alcohol Projects	\$263,783.22	\$0.00	\$263,783.22	\$263,783.22	\$263,783.22	\$0.00
		Alcohol Total	\$263,783.22	\$0.00	\$263,783.22	\$263,783.22	\$263,783.22	\$0.00
Motorcycle Safety								
	MC-2013-00-00-00	Motorcycle Safety	\$15,560.23	\$0.00	\$15,560.23	\$15,560.23	\$15,560.23	\$0.00
		Motorcycle Safety Total	\$15,560.23	\$0.00	\$15,560.23	\$15,560.23	\$15,560.23	\$0.00
Occupant Protection								
	OP-2013-00-00-00	Occupant Protection	\$550,610.98	\$0.00	\$550,610.98	\$550,610.98	\$550,610.98	\$0.00
		Occupant Protection Total	\$550,610.98	\$0.00	\$550,610.98	\$550,610.98	\$550,610.98	\$0.00
Police Traffic Services								
	PT-2013-00-00-00	Police Traffic Services	\$1,679,426.29	\$1,276,153.39	\$2,220,230.88	\$1,679,426.29	\$1,679,426.29	\$0.00
		Police Traffic Services Total	\$1,679,426.29	\$1,276,153.39	\$2,220,230.88	\$1,679,426.29	\$1,679,426.29	\$0.00
Traffic Records								
	TR-2013-00-00-00	Traffic Records	\$189,527.45	\$0.00	\$189,527.45	\$189,527.45	\$189,527.45	\$0.00
		Traffic Records Total	\$189,527.45	\$0.00	\$189,527.45	\$189,527.45	\$189,527.45	\$0.00
Railroad/Highway Crossings								
	RH-2013-00-00-00	Railroad/Highway	\$19,541.83	\$0.00	\$19,541.83	\$19,541.83	\$19,541.83	\$0.00
		Railroad/Highway Crossings Total	\$19,541.83	\$0.00	\$19,541.83	\$19,541.83	\$19,541.83	\$0.00
Safe Communities								
	SA-2013-00-00-00	Safe Communities	\$198,377.85	\$173,526.07	\$198,377.85	\$198,377.85	\$198,377.85	\$0.00
		Safe Communities Total	\$198,377.85	\$173,526.07	\$198,377.85	\$198,377.85	\$198,377.85	\$0.00
Paid Advertising								
	PM-2013-00-00-00	Paid Media	\$50,675.00	\$0.00	\$50,675.00	\$50,675.00	\$50,675.00	\$0.00
		Paid Advertising Total	\$50,675.00	\$0.00	\$50,675.00	\$50,675.00	\$50,675.00	\$0.00
		NHTSA 402 Total	\$3,235,597.69	\$1,449,679.46	\$4,044,497.12	\$3,235,597.69	\$3,235,597.69	\$0.00
405 OP SAFETEA-LU								
	K2-2013-00-00-00	Section 405 Occupant Protection	\$45,656.28	\$0.00	\$182,625.12	\$45,656.28	\$45,656.28	\$0.00
		405 Occupant Protection Total	\$45,656.28	\$0.00	\$182,625.12	\$45,656.28	\$45,656.28	\$0.00
		405 OP SAFETEA-LU Total	\$45,656.28	\$0.00	\$182,625.12	\$45,656.28	\$45,656.28	\$0.00
408 Data Program SAFETEA-LU								
	K9-2013-00-00-00	Section 408 Data Program	\$487,502.45	\$0.00	\$609,378.07	\$487,502.45	\$487,502.45	\$0.00
		408 Data Program Incentive Total	\$487,502.45	\$0.00	\$609,378.07	\$487,502.45	\$487,502.45	\$0.00
		408 Data Program SAFETEA-LU Total	\$487,502.45	\$0.00	\$609,378.07	\$487,502.45	\$487,502.45	\$0.00
410 Alcohol SAFETEA-LU								
	K8-2013-00-00-00	Section 410 Programmatic	\$1,482,104.84	\$0.00	\$5,928,419.36	\$1,482,104.84	\$1,482,104.84	\$0.00

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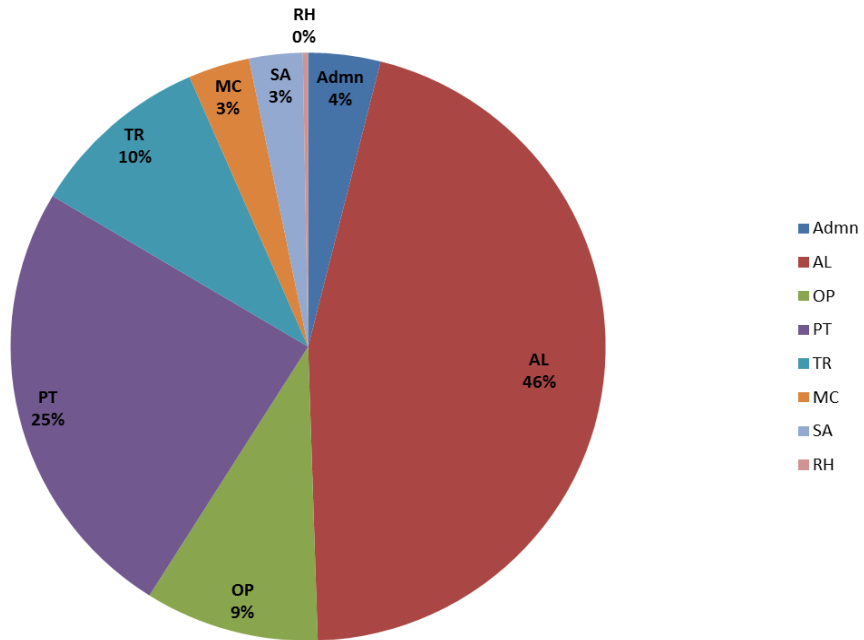
Reimbursement Info: Total: \$00

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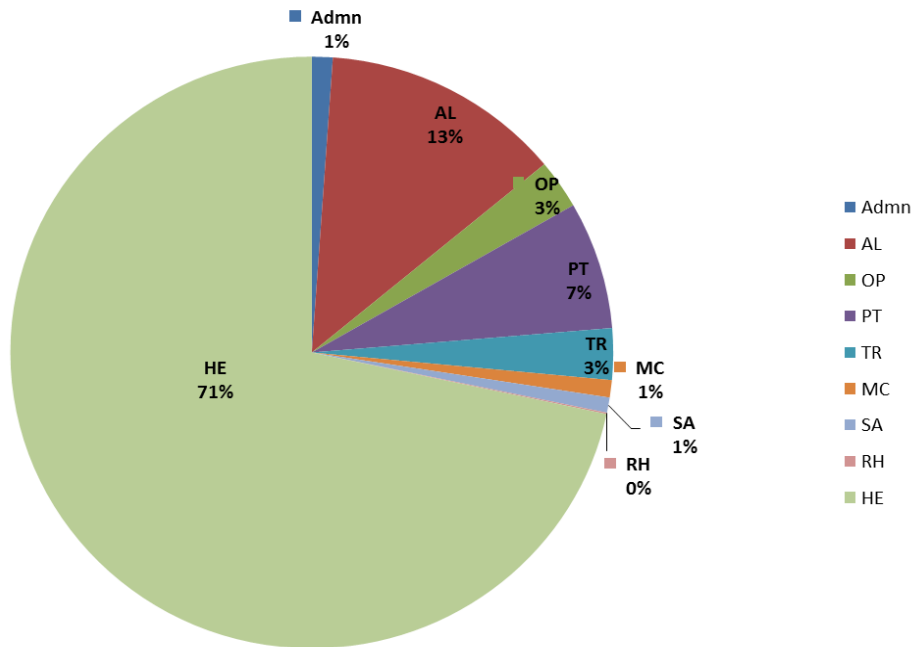
Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	410 Alcohol SAFETEA-LU Total		\$1,482,104.84	\$0.00	\$5,928,419.36	\$1,482,104.84	\$1,482,104.84	\$0.00
	410 Alcohol SAFETEA-LU Total		\$1,482,104.84	\$0.00	\$5,928,419.36	\$1,482,104.84	\$1,482,104.84	\$0.00
410 High Fatality Rate								
	K8FR-2013-00-00-00	Section 410 Fatality Rate	\$1,282,875.78	\$0.00	\$5,131,503.12	\$1,282,875.78	\$1,282,875.78	\$0.00
	410 High Fatality Rate Total		\$1,282,875.78	\$0.00	\$5,131,503.12	\$1,282,875.78	\$1,282,875.78	\$0.00
410 High Visibility								
	K8HV-2013-00-00-00	Section 410 High Visibility Enforcement	\$1,531,962.49	\$0.00	\$6,127,849.96	\$1,531,962.49	\$1,531,962.49	\$0.00
	410 High Visibility Total		\$1,531,962.49	\$0.00	\$6,127,849.96	\$1,531,962.49	\$1,531,962.49	\$0.00
2010 Motorcycle Safety								
	K6-2013-00-00-00	Section 2010 Motorcycle Funds	\$212,207.21	\$0.00	\$212,207.21	\$212,207.21	\$212,207.21	\$0.00
	2010 Motorcycle Safety Incentive Total		\$212,207.21	\$0.00	\$212,207.21	\$212,207.21	\$212,207.21	\$0.00
	2010 Motorcycle Safety Total		\$212,207.21	\$0.00	\$212,207.21	\$212,207.21	\$212,207.21	\$0.00
154 Transfer Funds								
	154AL-2013-00-00-00	Section 154 Alcohol Funds	\$913,862.12	\$584,273.38	\$913,862.12	\$913,862.12	\$913,862.12	\$0.00
	154 Alcohol Total		\$913,862.12	\$584,273.38	\$913,862.12	\$913,862.12	\$913,862.12	\$0.00
154 Hazard Elimination								
	154HE-2013-00-00-00	154 Hazard Elimination Funds	\$8,631,864.25	\$0.00	\$8,631,864.25	\$8,631,864.25	\$8,631,864.25	\$0.00
	154 Hazard Elimination Total		\$8,631,864.25	\$0.00	\$8,631,864.25	\$8,631,864.25	\$8,631,864.25	\$0.00
	154 Transfer Funds Total		\$9,545,726.37	\$584,273.38	\$9,545,726.37	\$9,545,726.37	\$9,545,726.37	\$0.00
164 Transfer Funds								
	164AL-2013-00-00-00	Section 164 Alcohol Funds	\$450,710.26	\$263,103.49	\$450,710.26	\$450,710.26	\$450,710.26	\$0.00
	164 Alcohol Total		\$450,710.26	\$263,103.49	\$450,710.26	\$450,710.26	\$450,710.26	\$0.00
164 Hazard Elimination								
	164HE-2013-00-00-00	164 Hazard Elimination Funds	\$8,631,864.24	\$0.00	\$8,631,864.24	\$8,631,864.24	\$8,631,864.24	\$0.00
	164 Hazard Elimination Total		\$8,631,864.24	\$0.00	\$8,631,864.24	\$8,631,864.24	\$8,631,864.24	\$0.00
	164 Transfer Funds Total		\$9,082,574.50	\$263,103.49	\$9,082,574.50	\$9,082,574.50	\$9,082,574.50	\$0.00
	NHTSA Total		\$26,906,207.61	\$2,297,056.33	\$40,864,780.83	\$26,906,207.61	\$26,906,207.61	\$0.00
	Total		\$26,906,207.61	\$2,297,056.33	\$40,864,780.83	\$26,906,207.61	\$26,906,207.61	\$0.00



### FFY 2013 Program Area Percentages (without Hazard Elimination Funds)



### FFY 2013 Program Area Percentages (Including Hazard Elimination Funds)



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		Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Planning and Administration Total		\$268,094.84		5.00	\$268,094.84	\$268,094.84
		50%	\$268,094.84	0%	50%	100%
Alcohol Total		5.00		5.00		
		0%	\$263,783.22	0%		
Motorcycle Safety Total		5.00		5.00		
		0%	\$15,560.23	0%		
Occupant Protection Total		5.00		5.00		
		0%	\$550,610.98	0%		
Police Traffic Services Total		\$540,804.59		\$1,276,153.39		
		24%	\$1,679,426.29	76%		
Traffic Records Total		5.00		5.00		
		0%	\$189,527.45	0%		
Railroad/Highway Crossings Total		5.00		5.00		
		0%	\$19,541.83	0%		
Safe Communities Total		5.00		\$173,526.07		
		0%	\$198,377.85	87%		
Paid Advertising Total		5.00		5.00		
		0%	\$50,675.00	0%		
NHTSA 402 Total	\$3,166,138.42	\$808,899.43		\$1,449,679.46	\$268,094.84	\$268,094.84
		20%	\$2,509,826.89	45%	50%	8%
405 Occupant Protection Total		\$136,968.84		5.00		
		25%	\$45,656.28	0%		
405 OP SAFETEA-LU Total		\$136,968.84		5.00		
		75%	5.00	\$45,656.28		
408 Data Program Incentive Total		\$121,875.62		5.00		
		20%	\$487,502.45	0%		
408 Data Program SAFETEA-LU Total		\$121,875.62		5.00		
		20%	5.00	\$487,502.45		
410 Alcohol SAFETEA-LU Total		\$4,446,314.52		5.00		
		75%	\$1,482,104.84	0%		
410 Alcohol SAFETEA-LU Total		\$4,446,314.52		5.00		
		75%	5.00	\$1,482,104.84		
410 High Fatality Rate Total		\$3,848,627.34		5.00		
		75%	5.00	\$1,282,875.78		
410 High Visibility Total		\$4,595,887.47		5.00		
		75%	5.00	\$1,531,962.49		
2010 Motorcycle Safety Incentive Total		5.00		5.00		
		0%	\$212,207.21	0%		
2010 Motorcycle Safety Total		5.00		5.00		
		0%	5.00	\$212,207.21		
154 Alcohol Total		5.00		\$584,273.38		
		0%	\$913,862.12	64%		
154 Transfer Funds Total	\$884,397.00	5.00		\$584,273.38		
		0%	5.00	\$913,862.12		
154 Hazard Elimination Total		5.00		5.00		
		0%	\$8,631,864.25	0%		
154 Transfer Funds Total		5.00		5.00		
		0%	5.00	\$8,631,864.25		
164 Alcohol Total		5.00		\$263,103.49		
		0%	\$450,710.26	58%		

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		Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
164 Transfer Funds Total	\$884,397.00	\$0.00	\$0.00	\$450,710.26	\$263,103.49	
		0%			58%	
164 Hazard Elimination Total		\$0.00	\$8,631,864.24		\$0.00	
		0%			0%	
164 Transfer Funds Total		\$0.00	\$8,631,864.24		\$0.00	
		0%			0%	
NHTSA Total		\$13,958,573.22		\$2,297,056.33	\$268,094.84	\$268,094.84
		34%	\$2,509,826.89	\$24,396,380.72	9%	50%
Total	\$4,934,932.42	\$13,958,573.22		\$2,297,056.33	\$268,094.84	\$268,094.84
		34%	\$2,509,826.89	\$24,396,380.72	9%	50%

## FFY 2013 List of Projects

Project Number	Agency	FFY 2013 Budgeted	Prog Area	Amount Claimed	Balance	2013 Funding Source
2013-01-00	Planning and Administration	\$389,032.24	PA	\$268,094.84	\$120,937.40	Section 402
2013-02-00	Morris Beverly	\$49,500.00	PTS	\$1,428.77	\$48,071.23	Section 402
2012-10-15 FFY13	LSU BRCA	\$53,692.00	AL	\$46,976.56	\$6,715.44	Section 410 Programmatic
2012-10-16 FFY13	Interim LSU Public Hospital	\$47,380.00	AL	\$19,345.33	\$28,034.67	Section 410 Programmatic
2012-10-17 FFY13	Northwestern State University	\$19,100.00	AL	\$14,398.23	\$4,701.77	Section 410 Programmatic
2012-10-22 FFY13	La. Supreme Court	\$605,170.31	AL	\$455,744.93	\$149,425.38	Section 410 Programmatic
2012-10-22 FFY13	La. Supreme Court	\$184,797.54	AL	\$184,797.54	\$0.00	Section 410 Fatality Rate
2012-10-23 FFY13	Louisiana Office of Alcohol and Tobacco Control	\$172,040.00	AL	\$96,220.97	\$75,819.03	Section 410 Programmatic
2012-10-24 FFY13	EBR Alcohol Beverage Control	\$138,276.00	AL	\$87,903.29	\$50,372.71	Section 410 Programmatic
2012-10-28 FFY13	14th Judicial District Attorney's Office	\$120,000.00	AL	\$109,380.53	\$10,619.47	Section 410 Programmatic
2012-10-31 FFY13	4th Judicial District Attorney's Office	\$120,000.00	AL	\$115,766.58	\$4,233.42	Section 410 Programmatic
2013-10-00	Program Management - Alcohol	\$363,024.35	AL	\$262,618.76	\$100,405.59	Section 402
2013-10-10	Linda Hull	\$19,150.00	AL	\$17,918.91	\$1,231.09	Section 410 Programmatic
2013-10-11	Cathy Childers Consulting	\$48,999.00	AL	\$41,949.91	\$7,049.09	Section 410 Programmatic
2013-10-12	Mike Barron	\$49,950.00	AL	\$48,171.92	\$1,778.08	Section 410 Programmatic
2013-10-13	Dinnika T. Lawrence	\$6,000.00	AL	\$3,395.84	\$2,604.16	Section 410 Programmatic
2013-10-14	RMS Consulting (Richard Patrick)	\$49,950.00	AL	\$49,614.74	\$335.26	Section 410 Programmatic

<b>2013-10-15</b>	TRACC	\$44,480.00	AL	\$37,757.01	\$6,722.99	Section 410 Programmatic
<b>2013-10-16</b>	Louisiana District Attorney's Association	\$35,388.10	AL	\$35,388.10	\$0.00	Section 410 Fatality Rate
<b>2013-10-16</b>	Louisiana District Attorney's Association	\$105,464.90	AL	\$21,559.60	\$83,905.30	Section 410 Programmatic
<b>2013-10-17</b>	Mothers Against Drunk Driving (MADD)	\$141,417.00	AL	\$111,209.35	\$30,207.65	Section 410 Programmatic
<b>2013-10-18</b>	ThinkFirst of the Ark-La-Tex, Inc.	\$64,500.00	AL	\$64,500.00	\$0.00	Section 410 Programmatic
<b>2013-10-19</b>	Terrebonne Parish District Attorney	\$85,000.00	AL	\$85,000.00	\$0.00	Section 410 Programmatic
<b>2013-10-21</b>	University Medical Center Mgmt Corp.	\$27,454.50	AL	\$23,668.95	\$3,785.55	Section 410 Programmatic
<b>2012-20-05 FFY13</b>	Interim LSU Public Hospital	\$139,475.00	OP	\$133,409.80	\$6,065.20	Section 402
<b>2012-20-08 FFY13</b>	PRG Inc.	\$196,350.00	OP	\$196,350.00	\$0.00	Section 402
<b>2013-20-00</b>	Program Management - Occupant Protection	\$81,895.56	OP	\$75,003.91	\$6,891.65	Section 402
<b>2013-20-00</b>	Bayou Classic Press Event	\$1,806.90	OP	\$1,806.90	\$0.00	Section 405
<b>2013-20-02</b>	Catholic Charities Archdiocese of New Orleans	\$32,939.71	OP	\$32,939.71	\$0.00	Section 405
<b>2013-20-02</b>	Catholic Charities Archdiocese of New Orleans	\$17,058.29	OP	\$11,596.73	\$5,461.56	Section 402
<b>2013-20-03</b>	Hispanic Committee of the South	\$57,100.00	OP	\$56,991.02	\$108.98	Section 402
<b>2013-20-04</b>	Dinnika T. Lawrence	\$3,091.67	OP	\$3,091.67	\$0.00	Section 405
<b>2013-20-04</b>	Dinnika T. Lawrence	\$32,908.33	OP	\$31,918.35	\$989.98	Section 402
<b>2013-20-06</b>	Friends of Safety Town	\$7,818.00	OP	\$7,818.00	\$0.00	Section 405
<b>2013-20-07</b>	University Medical Center of La.	\$48,925.00	OP	\$45,051.25	\$3,873.75	Section 402
<b>2012-30-14 FFY13</b>	Alexandria PD	\$9,975.00	PTS	\$2,889.35	\$7,085.65	HSIP
<b>2012-30-14</b>	Alexandria PD	\$53,025.00	PTS	\$38,224.08	\$14,800.92	Section 402

<b>FFY13</b>						
	New Projects TBD	\$230,131.22				Section 410 High Visibility Enforcement
<b>2012-30-14 FFY13</b>	Alexandria PD	\$37,500.00	PTS	\$29,711.27	\$7,788.73	Section 410 High Visibility Enforcement
<b>2012-30-15 FFY13</b>	Ascension Parish SO	\$12,400.00	PTS	\$0.00	\$12,400.00	HSIP
<b>2012-30-15 FFY13</b>	Ascension Parish SO	\$52,000.00	PTS	\$29,551.05	\$22,448.95	Section 402
<b>2012-30-15 FFY13</b>	Ascension Parish SO	\$15,000.00	PTS	\$0.00	\$15,000.00	Section 410 High Visibility Enforcement
<b>2012-30-16 FFY13</b>	Baker PD	\$5,500.00	PTS	\$326.09	\$5,173.91	HSIP
<b>2012-30-16 FFY13</b>	Baker PD	\$2,000.00	PTS	\$707.80	\$1,292.20	Section 402
<b>2012-30-16 FFY13</b>	Baker PD	\$17,500.00	PTS	\$2,351.18	\$15,148.82	Section 410 High Visibility Enforcement
<b>2012-30-17 FFY13</b>	Baton Rouge PD	\$36,000.00	PTS	\$34,919.83	\$1,080.17	HSIP
<b>2012-30-17 FFY13</b>	Baton Rouge PD	\$300,168.18	PTS	\$300,168.18	\$0.00	Section 402
<b>2012-30-17 FFY13</b>	Baton Rouge PD	\$55,831.82	PTS	\$55,367.97	\$463.85	Section 410 Fatality Rate
<b>2012-30-17 FFY13</b>	Baton Rouge PD	\$174,000.00	PTS	\$173,780.17	\$219.83	Section 410 High Visibility Enforcement
<b>2012-30-18 FFY13</b>	Caddo Parish SO	\$10,050.00	PTS	\$4,800.00	\$5,250.00	HSIP
<b>2012-30-18 FFY13</b>	Caddo Parish SO	\$34,770.00	PTS	\$26,190.00	\$8,580.00	Section 402
<b>2012-30-18 FFY13</b>	Caddo Parish SO	\$5,000.00	PTS	\$4,050.00	\$950.00	Section 410 High Visibility Enforcement
<b>2012-30-19 FFY13</b>	Calcasieu Parish SO	\$43,015.00	PTS	\$36,312.50	\$6,702.50	HSIP
<b>2012-30-19 FFY13</b>	Calcasieu Parish SO	\$16,555.00	PTS	\$16,555.00	\$0.00	Section 402

<b>2012-30-19 FFY13</b>	Calcasieu Parish SO	\$17,415.00	PTS	\$14,840.00	\$2,575.00	Section 410 Fatality Rate
<b>2012-30-19 FFY13</b>	Calcasieu Parish SO	\$68,765.00	PTS	\$59,097.50	\$9,667.50	Section 410 High Visibility Enforcement
<b>2012-30-20 FFY13</b>	City of Denham Springs	\$14,980.00	PTS	\$10,126.28	\$4,853.72	HSIP
<b>2012-30-20 FFY13</b>	City of Denham Springs	\$43,820.30	PTS	\$43,820.30	\$0.00	Section 402
<b>2012-30-20 FFY13</b>	City of Denham Springs	\$7,500.00	PTS	\$7,471.17	\$28.83	Section 410 High Visibility Enforcement
<b>2012-30-21 FFY13</b>	City of Thibodaux	\$7,800.00	PTS	\$7,800.00	\$0.00	HSIP
<b>2012-30-21 FFY13</b>	City of Thibodaux	\$14,287.83	PTS	\$14,287.83	\$0.00	Section 402
<b>2012-30-21 FFY13</b>	City of Thibodaux	\$8,812.17	PTS	\$8,771.43	\$40.74	Section 410 Fatality Rate
<b>2012-30-21 FFY13</b>	City of Thibodaux	\$23,400.00	PTS	\$23,400.00	\$0.00	Section 410 High Visibility Enforcement
<b>2012-30-22 FFY13</b>	Cotton Valley PD	\$3,006.00	PTS	\$837.00	\$2,169.00	HSIP
<b>2012-30-22 FFY13</b>	Cotton Valley PD	\$432.00	PTS	\$378.00	\$54.00	Section 402
<b>2012-30-22 FFY13</b>	Cotton Valley PD	\$5,004.00	PTS	\$4,410.00	\$594.00	Section 154 Alcohol
<b>2012-30-23 FFY13</b>	Covington PD	\$9,997.50	PTS	\$6,879.19	\$3,118.31	HSIP
<b>2012-30-23 FFY13</b>	Covington PD	\$7,417.50	PTS	\$5,692.67	\$1,724.83	Section 402
<b>2012-30-23 FFY13</b>	Covington PD	\$14,835.00	PTS	\$14,834.20	\$0.80	Section 154 Alcohol
<b>2012-30-25 FFY13</b>	East Baton Rouge Parish SO	\$40,000.00	PTS	\$38,820.00	\$1,180.00	HSIP
<b>2012-30-25 FFY13</b>	East Baton Rouge Parish SO	\$93,570.00	PTS	\$93,570.00	\$0.00	Section 402
<b>2012-30-25 FFY13</b>	East Baton Rouge Parish SO	\$35,230.00	PTS	\$33,710.00	\$1,520.00	Section 410 Fatality Rate

<b>2012-30-25 FFY13</b>	East Baton Rouge Parish SO	\$25,000.00	PTS	\$24,880.00	\$120.00	Section 410 High Visibility Enforcement
<b>2012-30-26 FFY13</b>	Gonzales PD	\$15,015.00	PTS	\$7,356.73	\$7,658.27	HSIP
<b>2012-30-26 FFY13</b>	Gonzales PD	\$16,850.00	PTS	\$13,855.65	\$2,994.35	Section 402
<b>2012-30-26 FFY13</b>	Gonzales PD	\$1,680.00	PTS	\$1,547.55	\$132.45	Section 410 Fatality Rate
<b>2012-30-26 FFY13</b>	Gonzales PD	\$36,164.00	PTS	\$17,650.64	\$18,513.36	Section 410 High Visibility Enforcement
<b>2012-30-27 FFY13</b>	Greenwood PD	\$8,576.00	PTS	\$8,219.33	\$356.67	HSIP
<b>2012-30-27 FFY13</b>	Greenwood PD	\$768.00	PTS	\$0.00	\$768.00	Section 402
<b>2012-30-27 FFY13</b>	Greenwood PD	\$16,076.00	PTS	\$15,747.42	\$328.58	Section 410 High Visibility Enforcement
<b>2012-30-28 FFY13</b>	Hammond PD	\$11,700.00	PTS	\$11,675.98	\$24.02	HSIP
<b>2012-30-28 FFY13</b>	Hammond PD	\$7,040.70	PTS	\$7,040.70	\$0.00	Section 402
<b>2012-30-28 FFY13</b>	Hammond PD	\$4,951.80	PTS	\$4,880.87	\$70.93	Section 410 Fatality Rate
<b>2012-30-28 FFY13</b>	Hammond PD	\$18,720.00	PTS	\$18,713.97	\$6.03	Section 154 Alcohol
<b>2012-30-30 FFY13</b>	Houma PD	\$14,985.00	PTS	\$14,984.92	\$0.08	HSIP
<b>2012-30-30 FFY13</b>	Houma PD	\$30,118.00	PTS	\$29,841.58	\$276.42	Section 402
<b>2012-30-30 FFY13</b>	Houma PD	\$11,285.00	PTS	\$11,076.78	\$208.22	Section 410 Fatality Rate
<b>2012-30-30 FFY13</b>	Houma PD	\$50,610.00	PTS	\$50,609.55	\$0.45	Section 410 High Visibility Enforcement
<b>2012-30-31 FFY13</b>	Iberia Parish SO	\$11,900.00	PTS	\$11,868.09	\$31.91	HSIP
<b>2012-30-31 FFY13</b>	Iberia Parish SO	\$600.00	PTS	\$578.78	\$21.22	Section 402



<b>2012-30-31 FFY13</b>	Iberia Parish SO	\$30,000.00	PTS	\$28,224.42	\$1,775.58	Section 410 High Visibility Enforcement
<b>2012-30-32 FFY13</b>	Jean Lafitte PD	\$10,000.00	PTS	\$10,000.00	\$0.00	HSIP
<b>2012-30-32 FFY13</b>	Jean Lafitte PD	\$600.00	PTS	\$600.00	\$0.00	Section 402
<b>2012-30-32 FFY13</b>	Jean Lafitte PD	\$15,000.00	PTS	\$15,000.00	\$0.00	Section 410 High Visibility Enforcement
<b>2012-30-33 FFY13</b>	Jefferson Parish SO	\$7,004.00	PTS	\$6,846.97	\$157.03	HSIP
<b>2012-30-33 FFY13</b>	Jefferson Parish SO	\$18,700.00	PTS	\$17,605.36	\$1,094.64	Section 402
<b>2012-30-33 FFY13</b>	Jefferson Parish SO	\$172,400.00	PTS	\$171,653.15	\$746.85	Section 410 High Visibility Enforcement
<b>2012-30-34 FFY13</b>	Kenner PD	\$6,970.00	PTS	\$6,964.49	\$5.51	HSIP
<b>2012-30-34 FFY13</b>	Kenner PD	\$22,755.00	PTS	\$22,584.95	\$170.05	Section 402
<b>2012-30-34 FFY13</b>	Kenner PD	\$27,508.00	PTS	\$27,485.21	\$22.79	Section 410 High Visibility Enforcement
<b>2012-30-36 FFY13</b>	Lafayette PD	\$80,198.40	PTS	\$66,746.56	\$13,451.84	HSIP
<b>2012-30-36 FFY13</b>	Lafayette PD	\$8,371.00	PTS	\$0.00	\$8,371.00	Section 402
<b>2012-30-36 FFY13</b>	Lafayette PD	\$83,139.27	PTS	\$81,016.77	\$2,122.50	Section 410 High Visibility Enforcement
<b>2013-10-90</b>	Travel/Training DWI Courts	\$14,524.40		\$14,524.40	\$0.00	Section 410 Programmatic
<b>2012-30-36 FFY13</b>	LTAP	\$80,000.00	AL	\$0.00	\$80,000.00	Section 410 Programmatic
<b>2012-30-37 FFY13</b>	Lafourche Parish SO	\$25,500.00	PTS	\$25,499.94	\$0.06	HSIP
<b>2012-30-37 FFY13</b>	Lafourche Parish SO	\$5,329.04	PTS	\$5,329.04	\$0.00	Section 402
<b>2012-30-37 FFY13</b>	Lafourche Parish SO	\$5,270.96	PTS	\$4,896.52	\$374.44	Section 410 Fatality Rate

<b>2012-30-37 FFY13</b>	Lafourche Parish SO	\$81,750.00	PTS	\$53,798.97	\$27,951.03	Section 410 High Visibility Enforcement
<b>2012-30-39 FFY13</b>	Lake Charles PD	\$50,881.00	PTS	\$50,424.88	\$456.12	HSIP
<b>2012-30-39 FFY13</b>	Lake Charles PD	\$876.00	PTS	\$383.52	\$492.48	Section 402
<b>2012-30-39 FFY13</b>	Lake Charles PD	\$58,381.00	PTS	\$39,988.31	\$18,392.69	Section 410 High Visibility Enforcement
<b>2012-30-40 FFY13</b>	Livingston Parish SO	\$20,025.00	PTS	\$18,090.00	\$1,935.00	HSIP
<b>2012-30-40 FFY13</b>	Livingston Parish SO	\$11,475.00	PTS	\$11,362.50	\$112.50	Section 402
<b>2012-30-40 FFY13</b>	Livingston Parish SO	\$74,500.00	PTS	\$74,497.50	\$2.50	Section 410 High Visibility Enforcement
<b>2012-30-41 FFY13</b>	Livingston PD	\$7,988.60	PTS	\$7,988.60	\$0.00	HSIP
<b>2012-30-41 FFY13</b>	Livingston PD	\$5,551.40	PTS	\$5,551.40	\$0.00	Section 402
<b>2012-30-41 FFY13</b>	Livingston PD	\$12,655.00	PTS	\$10,500.00	\$2,155.00	Section 410 High Visibility Enforcement
<b>2012-30-42 FFY13</b>	Louisiana State Police (LSP)	\$200,000.00	PTS	\$170,706.04	\$29,293.96	HSIP
<b>2012-30-42 FFY13</b>	Louisiana State Police (LSP)	\$205,980.00	PTS	\$157,694.84	\$48,285.16	Section 402
<b>2012-30-42 FFY13</b>	Louisiana State Police (LSP)	\$235,500.00	PTS	\$207,761.82	\$27,738.18	Section 410 Fatality Rate
<b>2012-30-42 FFY13</b>	Louisiana State Police (LSP)	\$35,000.00	PTS	\$20,581.44	\$14,418.56	Section 410 High Visibility Enforcement
<b>2012-30-42 FFY13</b>	Louisiana State Police (LSP)	\$297,800.00	PTS	\$178,125.84	\$119,674.16	Section 154 Alcohol
<b>2012-30-43 FFY13</b>	Mandeville PD	\$11,900.00	PTS	\$11,890.85	\$9.15	HSIP
<b>2012-30-43 FFY13</b>	Mandeville PD	\$816.00	PTS	\$807.57	\$8.43	Section 402
<b>2012-30-43 FFY13</b>	Mandeville PD	\$6,800.00	PTS	\$6,800.00	\$0.00	Section 410 Fatality Rate

<b>2012-30-43 FFY13</b>	Mandeville PD	\$8,500.00	PTS	\$8,498.06	\$1.94	Section 410 High Visibility Enforcement
<b>2012-30-44 FFY13</b>	New Orleans Police Department	\$50,015.00	PTS	\$16,581.81	\$33,433.19	HSIP
<b>2012-30-44 FFY13</b>	New Orleans Police Department	\$68,495.00	PTS	\$59,273.35	\$9,221.65	Section 402
<b>2012-30-44 FFY13</b>	New Orleans Police Department	\$219,995.00	PTS	\$106,733.93	\$113,261.07	Section 410 High Visibility Enforcement
<b>2012-30-44 FFY13</b>	New Orleans Police Department	\$50,000.00	PTS	\$49,950.52	\$49.48	Section 154 Alcohol
<b>2012-30-45 FFY13</b>	University of Louisiana at Monroe	\$5,000.00	PTS	\$1,792.00	\$3,208.00	Section 410 High Visibility Enforcement
<b>2012-30-45 FFY13</b>	University of Louisiana at Monroe	\$15,260.00	PTS	\$14,462.00	\$798.00	Section 154 Alcohol
<b>2012-30-46 FFY13</b>	Monroe PD	\$15,001.20	PTS	\$14,418.00	\$583.20	HSIP
<b>2012-30-46 FFY13</b>	Monroe PD	\$72,478.80	PTS	\$71,749.80	\$729.00	Section 402
<b>2012-30-46 FFY13</b>	Monroe PD	\$60,000.00	PTS	\$59,988.60	\$11.40	Section 410 High Visibility Enforcement
<b>2012-30-47 FFY13</b>	Opelousas PD	\$12,000.00	PTS	\$11,153.81	\$846.19	HSIP
<b>2012-30-47 FFY13</b>	Opelousas PD	\$720.00	PTS	\$620.84	\$99.16	Section 402
<b>2012-30-47 FFY13</b>	Opelousas PD	\$18,000.00	PTS	\$15,904.93	\$2,095.07	Section 154 Alcohol
<b>2012-30-48 FFY13</b>	Pineville PD	\$15,000.00	PTS	\$14,510.33	\$489.67	HSIP
<b>2012-30-48 FFY13</b>	Pineville PD	\$46,110.00	PTS	\$45,964.16	\$145.84	Section 402
<b>2012-30-48 FFY13</b>	Pineville PD	\$10,000.00	PTS	\$9,910.90	\$89.10	Section 410 High Visibility Enforcement
<b>2012-30-49 FFY13</b>	Ponchatoula PD	\$11,648.00	PTS	\$4,928.76	\$6,719.24	HSIP
<b>2012-30-49 FFY13</b>	Ponchatoula PD	\$3,858.33	PTS	\$3,858.33	\$0.00	Section 402

<b>2012-30-49 FFY13</b>	Ponchatoula PD	\$8,965.67	PTS	\$2,151.99	\$6,813.68	Section 410 Fatality Rate
<b>2012-30-49 FFY13</b>	Ponchatoula PD	\$11,200.00	PTS	\$1,505.13	\$9,694.87	Section 154 Alcohol
<b>2012-30-50 FFY13</b>	Rapides Parish SO	\$11,730.00	PTS	\$11,556.83	\$173.17	Section 402
<b>2012-30-50 FFY13</b>	Rapides Parish SO	\$44,220.00	PTS	\$43,264.28	\$955.72	Section 410 High Visibility Enforcement
<b>2012-30-51 FFY13</b>	Shreveport PD	\$66,044.00	PTS	\$65,850.18	\$193.82	HSIP
<b>2012-30-51 FFY13</b>	Shreveport PD	\$20,026.00	PTS	\$19,731.01	\$294.99	Section 402
<b>2012-30-51 FFY13</b>	Shreveport PD	\$161,032.00	PTS	\$125,020.82	\$36,011.18	Section 410 High Visibility Enforcement
<b>2012-30-52 FFY13</b>	Slidell PD	\$19,200.00	PTS	\$19,101.57	\$98.43	HSIP
<b>2012-30-52 FFY13</b>	Slidell PD	\$17,360.64	PTS	\$17,360.64	\$0.00	Section 402
<b>2012-30-52 FFY13</b>	Slidell PD	\$23,407.36	PTS	\$23,063.06	\$344.30	Section 410 Fatality Rate
<b>2012-30-52 FFY13</b>	Slidell PD	\$36,800.00	PTS	\$36,800.00	\$0.00	Section 410 High Visibility Enforcement
<b>2012-30-53 FFY13</b>	Sorrento PD	\$5,000.00	PTS	\$0.00	\$5,000.00	HSIP
<b>2012-30-53 FFY13</b>	Sorrento PD	\$480.00	PTS	\$0.00	\$480.00	Section 402
<b>2012-30-53 FFY13</b>	Sorrento PD	\$7,500.00	PTS	\$0.00	\$7,500.00	Section 410 High Visibility Enforcement
<b>2012-30-54 FFY13</b>	St. Tammany Parish SO	\$33,770.00	PTS	\$33,762.85	\$7.15	HSIP
<b>2012-30-54 FFY13</b>	St. Tammany Parish SO	\$7,833.46	PTS	\$7,833.46	\$0.00	Section 402
<b>2012-30-54 FFY13</b>	St. Tammany Parish SO	\$22,154.30	PTS	\$21,200.59	\$953.71	Section 410 Fatality Rate
<b>2012-30-54 FFY13</b>	St. Tammany Parish SO	\$95,917.00	PTS	\$95,408.73	\$508.27	Section 410 High Visibility Enforcement

<b>2012-30-55 FFY13</b>	St. Martin Parish SO	\$3,000.00	PTS	\$2,056.94	\$943.06	Section 402
<b>2012-30-55 FFY13</b>	St. Martin Parish SO	\$7,000.00	PTS	\$2,882.95	\$4,117.05	Section 154 Alcohol
<b>2012-30-56 FFY13</b>	Tangipahoa Parish SO	\$19,182.00	PTS	\$6,998.83	\$12,183.17	HSIP
<b>2012-30-56 FFY13</b>	Tangipahoa Parish SO	\$8,425.02	PTS	\$8,425.02	\$0.00	Section 402
<b>2012-30-56 FFY13</b>	Tangipahoa Parish SO	\$5,926.98	PTS	\$4,826.68	\$1,100.30	Section 410 Fatality Rate
<b>2012-30-56 FFY13</b>	Tangipahoa Parish SO	\$13,494.00	PTS	\$12,701.82	\$792.18	Section 410 High Visibility Enforcement
<b>2012-30-57 FFY13</b>	Terrebonne Parish SO	\$25,200.00	PTS	\$19,614.00	\$5,586.00	HSIP
<b>2012-30-57 FFY13</b>	Terrebonne Parish SO	\$9,828.00	PTS	\$9,828.00	\$0.00	Section 402
<b>2012-30-57 FFY13</b>	Terrebonne Parish SO	\$19,320.00	PTS	\$18,998.00	\$322.00	Section 410 Fatality Rate
<b>2012-30-57 FFY13</b>	Terrebonne Parish SO	\$30,520.00	PTS	\$17,752.00	\$12,768.00	Section 410 High Visibility Enforcement
<b>2012-30-58 FFY13</b>	Walker PD	\$6,108.25	PTS	\$6,108.25	\$0.00	HSIP
<b>2012-30-58 FFY13</b>	Walker PD	\$655.92	PTS	\$655.92	\$0.00	Section 402
<b>2012-30-58 FFY13</b>	Walker PD	\$11,108.25	PTS	\$11,108.25	\$0.00	Section 410 High Visibility Enforcement
<b>2012-30-59 FFY13</b>	West Monroe PD	\$26,000.00	PTS	\$25,997.57	\$2.43	HSIP
<b>2012-30-59 FFY13</b>	West Monroe PD	\$780.00	PTS	\$773.09	\$6.91	Section 402
<b>2012-30-59 FFY13</b>	West Monroe PD	\$37,500.00	PTS	\$37,494.68	\$5.32	Section 410 High Visibility Enforcement
<b>2012-30-59 FFY13</b>	West Monroe PD	\$65,000.00	PTS	\$64,972.19	\$27.81	Section 154 Alcohol
<b>2012-30-60 FFY13</b>	Westwego PD	\$20,500.00	PTS	\$20,500.00	\$0.00	HSIP

<b>2012-30-60 FFY13</b>	Westwego PD	\$984.00	PTS	\$984.00	\$0.00	Section 402
<b>2012-30-60 FFY13</b>	Westwego PD	\$7,500.00	PTS	\$7,500.00	\$0.00	Section 410 High Visibility Enforcement
<b>2012-30-60 FFY13</b>	Westwego PD	\$20,500.00	PTS	\$20,500.00	\$0.00	Section 154 Alcohol
<b>2012-30-61 FFY13</b>	Zachary PD	\$12,400.00	PTS	\$9,400.50	\$2,999.50	HSIP
<b>2012-30-61 FFY13</b>	Zachary PD	\$744.00	PTS	\$744.00	\$0.00	Section 402
<b>2012-30-61 FFY13</b>	Zachary PD	\$21,500.00	PTS	\$21,493.75	\$6.25	Section 410 High Visibility Enforcement
<b>2013-30-00</b>	Program Management - PTS	\$188,948.71	PTS	\$134,305.47	\$54,643.24	Section 402
<b>2013-30-01</b>	Wayne McElveen	\$49,900.00	PTS	\$32,885.30	\$17,014.70	Section 402
<b>2013-30-02</b>	Aaron Chabaud	\$49,900.00	PTS	\$29,348.67	\$20,551.33	Section 402
<b>2013-30-04</b>	Brad McGlothren	\$49,900.00	PTS	\$48,432.62	\$1,467.38	Section 402
<b>2013-30-05</b>	Brad Stewart	\$49,900.00	PTS	\$38,856.69	\$11,043.31	Section 402
<b>2013-30-06</b>	Don Campbell	\$49,900.00	PTS	\$44,063.61	\$5,836.39	Section 402
<b>2013-30-09</b>	Pete Stout	\$49,900.00	PTS	\$47,297.78	\$2,602.22	Section 402
<b>2013-30-10</b>	Ted Riser	\$49,900.00	PTS	\$46,026.66	\$3,873.34	Section 402
<b>2013-30-11</b>	Kenny Williams	\$49,950.00	PTS	\$49,949.50	\$0.50	Section 402
<b>2013-30-12</b>	Darrell Hebert	\$49,950.00	PTS	\$49,950.00	\$0.00	Section 402
<b>2013-30-13</b>	Travel/Training Various Agencies as approved	\$25,000.00	PTS	\$9,709.61	\$15,290.39	Section 402
<b>2013-30-15</b>	Abbeville PD	\$3,000.00	PTS	\$2,457.70	\$542.30	HSIP
<b>2013-30-15</b>	Abbeville PD	\$100.00	PTS	\$0.00	\$100.00	Section 402
<b>2013-30-15</b>	Abbeville PD	\$5,000.00	PTS	\$5,000.00	\$0.00	Section 164 Alcohol
<b>2013-30-16</b>	Bogalusa PD	\$5,000.00	PTS	\$5,000.00	\$0.00	HSIP
<b>2013-30-16</b>	Bogalusa PD	\$7,204.46	PTS	\$7,204.46	\$0.00	Section 402
<b>2013-30-16</b>	Bogalusa PD	\$22,555.54	PTS	\$22,555.54	\$0.00	Section 410 Fatality Rate
<b>2013-30-17</b>	Southern University Baton Rouge PD	\$2,000.00		\$0.00	\$2,000.00	HSIP

2013-30-17	Southern University Baton Rouge PD	\$8,500.00	PTS	\$0.00	\$8,500.00	Section 164 Alcohol
2013-30-19	Bossier City PD	\$10,000.00	PTS	\$8,528.47	\$1,471.53	HSIP
2013-30-19	Bossier City PD	\$842.00	PTS	\$0.00	\$842.00	Section 402
2013-30-19	Bossier City PD	\$30,000.00	PTS	\$26,638.57	\$3,361.43	Section 410 Fatality Rate
2013-30-20	Franklin PD	\$1,250.00	PTS	\$1,249.96	\$0.04	HSIP
2013-30-20	Franklin PD	\$600.00	PTS	\$0.00	\$600.00	Section 402
2013-30-20	Franklin PD	\$3,125.00	PTS	\$2,813.93	\$311.07	Section 164 Alcohol
2013-30-21	Franklinton PD	\$2,500.00	PTS	\$2,500.00	\$0.00	HSIP
2013-30-21	Franklinton PD	\$4,768.24	PTS	\$4,768.24	\$0.00	Section 402
2013-30-21	Franklinton PD	\$6,331.76	PTS	\$6,331.76	\$0.00	Section 410 Fatality Rate
2013-30-21	Franklinton PD	\$5,000.00	PTS	\$5,000.00	\$0.00	Section 410 High Visibility Enforcement
2013-30-22	Jefferson Davis SO	\$5,000.00	PTS	\$2,980.32	\$2,019.68	HSIP
2013-30-22	Jefferson Davis SO	\$4,540.97	PTS	\$4,540.97	\$0.00	Section 402
2013-30-22	Jefferson Davis SO	\$6,059.03	PTS	\$3,302.39	\$2,756.64	Section 410 Fatality Rate
2013-30-23	Natchitoches PD	\$8,000.00	PTS	\$7,982.26	\$17.74	HSIP
2013-30-23	Natchitoches PD	\$7,342.72	PTS	\$7,342.72	\$0.00	Section 402
2013-30-23	Natchitoches PD	\$13,290.28	PTS	\$13,290.28	\$0.00	Section 410 Fatality Rate
2013-30-24	Sulphur PD	\$10,000.00	PTS	\$3,373.40	\$6,626.60	HSIP
2013-30-24	Sulphur PD	\$1,725.06	PTS	\$1,725.06	\$0.00	Section 402
2013-30-24	Sulphur PD	\$8,946.94	PTS	\$953.52	\$7,993.42	Section 410 Fatality Rate
2013-30-25	Cullen PD	\$1,000.00	PTS	\$0.00	\$1,000.00	HSIP
2013-30-25	Cullen PD	\$432.00	PTS	\$0.00	\$432.00	Section 402
2013-30-25	Cullen PD	\$3,600.00	PTS	\$0.00	\$3,600.00	Section 164 Alcohol
2013-30-26	Washington Parish SO	\$5,000.00	PTS	\$4,143.60	\$856.40	HSIP
2013-30-26	Washington Parish SO	\$1,062.36	PTS	\$1,062.36	\$0.00	Section 402
2013-30-26	Washington Parish SO	\$24,417.64	PTS	\$24,291.10	\$126.54	Section 410 Fatality Rate
2013-30-27	Harahan Police Department	\$8,200.00	PTS	\$3,461.77	\$4,738.23	HSIP
2013-30-27	Harahan Police Department	\$8,161.48	PTS	\$8,161.48	\$0.00	Section 402

<b>2013-30-27</b>	Harahan Police Department	\$4,326.52	PTS	\$4,318.65	\$7.87	Section 410 Fatality Rate
<b>2013-30-28</b>	Haughton PD	\$2,000.00	PTS	\$1,920.00	\$80.00	HSIP
<b>2013-30-28</b>	Haughton PD	\$280.00	PTS	\$80.00	\$200.00	Section 402
<b>2013-30-28</b>	Haughton PD	\$2,800.00	PTS	\$2,110.00	\$690.00	Section 164 Alcohol
<b>2013-30-29</b>	Killian PD	\$2,000.00	PTS	\$0.00	\$2,000.00	HSIP
<b>2013-30-29</b>	Killian PD	\$280.00	PTS	\$0.00	\$280.00	Section 402
<b>2013-30-29</b>	Killian PD	\$2,000.00	PTS	\$0.00	\$2,000.00	Section 164 Alcohol
<b>2013-30-30</b>	St Bernard Parish Sheriff	\$8,000.00	PTS	\$8,000.00	\$0.00	HSIP
<b>2013-30-30</b>	St Bernard Parish Sheriff	\$4,050.00	PTS	\$4,050.00	\$0.00	Section 402
<b>2013-30-30</b>	St Bernard Parish Sheriff	\$16,550.00	PTS	\$16,550.00	\$0.00	Section 410 Fatality Rate
<b>2013-30-31</b>	Independence Police Department	\$2,500.00	PTS	\$2,500.00	\$0.00	HSIP
<b>2013-30-31</b>	Independence Police Department	\$480.00	PTS	\$235.22	\$244.78	Section 402
<b>2013-30-31</b>	Independence Police Department	\$5,000.00	PTS	\$4,731.78	\$268.22	Section 154 Alcohol
<b>2013-30-32</b>	Patterson Police Department	\$2,500.00	PTS	\$2,150.00	\$350.00	HSIP
<b>2013-30-32</b>	Patterson Police Department	\$5,975.00	PTS	\$5,975.00	\$0.00	Section 402
<b>2013-30-32</b>	Patterson Police Department	\$4,625.00	PTS	\$2,200.00	\$2,425.00	Section 410 Fatality Rate
<b>2013-30-70-00</b>	Various Law Enforcement TBD	\$152,250.00	PTS	\$0.00	\$152,250.00	HSIP
<b>2013-30-70-00</b>	Various Law Enforcement TBD	\$158,475.00	PTS	\$97,970.93	\$60,504.07	Section 164 Alcohol
<b>2013-40-00</b>	Program Management - Traffic Records	\$35,394.46	TR	\$33,509.40	\$1,885.06	Section 402
<b>2013-40-01</b>	DPS Data Processing Section	\$2,750,000.00	AL	\$165,225.31	\$2,584,774.69	Section 154 Alcohol
<b>2013-40-05</b>	DPS Data Processing Section	\$250,000.00	AL	\$247,852.63	\$2,147.37	Section 154 Alcohol
<b>2013-40-01</b>	DPS Data Processing Section	\$2,750,000.00	AL	\$0.00	\$2,750,000.00	Section 164 Alcohol
<b>2013-40-05</b>	DPS Data Processing Section	\$250,000.00	AL	\$208,551.50	\$41,448.50	Section 164 Alcohol
<b>2013-40-02</b>	Bobby Breland	\$35,000.00	TR	\$34,642.85	\$357.15	Section 402
<b>2013-40-03</b>	H&M Consulting	\$25,000.00	TR	\$25,000.00	\$0.00	Section 402
<b>2013-40-04</b>	DPS Data Processing Section	\$100,400.00	TR	\$96,093.66	\$4,306.34	Section 402



<b>2013-40-05</b>	<b>LHSC</b>	<b>\$25,000.00</b>	TR	\$24,795.84	\$204.16	Section 408
<b>2013-40-06</b>	<b>LSU Highway Research Center</b>	<b>\$25,000.00</b>	TR	\$16,756.07	\$8,243.93	Section 408
<b>2013-40-10</b>	<b>TRCC</b>	\$111,591.00	TR	\$0.00	\$111,591.00	Section 408
2013-40-10-01	LSP Laser Equipment	\$132,219.00	TR	\$132,219.00	\$0.00	Section 408
2013-40-11	LSU Highway Research Center	\$43,090.00	TR	\$43,088.79	\$1.21	Section 408
2013-40-12	Northern Tier Research	\$13,100.00	TR	\$0.00	\$13,100.00	Section 408
<b>2013-40-20</b>	<b>TRCC</b>	\$11,198.08	TR	\$0.00	\$11,198.08	Section 408
2012-40-20-03 FFY13	DOTD	\$288,178.13	TR	\$211,821.87	\$76,356.26	Section 408
<b>2013-40-21</b>	<b>LSU Highway Research Center</b>	<b>\$79,950.00</b>	TR	<b>\$10,622.88</b>	<b>\$69,327.12</b>	Section 408
<b>2013-40-30</b>	<b>TRCC</b>	<b>\$150,000.00</b>	TR	<b>\$0.00</b>	<b>\$150,000.00</b>	Section 408
<b>2013-40-40</b>	<b>TRCC</b>	<b>\$60,000.00</b>	TR	<b>\$0.00</b>	<b>\$60,000.00</b>	Section 408
<b>2013-40-50</b>	<b>TRCC</b>	<b>\$98,382.00</b>	TR	<b>\$0.00</b>	<b>\$98,382.00</b>	Section 408
2013-40-51	Westwego PD (Mayor's Court)	\$51,618.00	TR	\$48,198.00	\$3,420.00	Section 408
<b>2013-40-60</b>	<b>TRCC</b>	<b>\$150,100.00</b>	TR	<b>\$0.00</b>	<b>\$150,100.00</b>	Section 408
2013-40-61	LERN	\$49,900.00	TR	\$0.00	\$49,900.00	Section 408
<b>2013-50-00</b>	<b>Program Management - Motorcycle</b>	<b>\$24,795.06</b>	MC	<b>\$15,560.23</b>	<b>\$9,234.83</b>	Section 402
<b>2013-50-01</b>	<b>Louisiana State Police</b>	<b>\$179,523.10</b>	MC	<b>\$172,207.21</b>	<b>\$7,315.89</b>	Section 2010 Motorcycle
<b>2013-50-02</b>	<b>Motorcycle Awareness Campaign</b>	<b>\$40,000.00</b>	MC	<b>\$40,000.00</b>	<b>\$0.00</b>	Section 2010 Motorcycle
<b>2013-60-00</b>	<b>Program Management - Railroad/Highway</b>	<b>\$1,798.49</b>	RH	<b>\$1,449.18</b>	<b>\$349.31</b>	Section 402
<b>2013-60-01</b>	<b>Louisiana Operation Lifesaver, Inc.</b>	<b>\$36,725.00</b>	RH	<b>\$18,092.63</b>	<b>\$18,632.37</b>	Section 402
<b>2012-70-00</b>	<b>Program Management - Safe Communities</b>	<b>\$9,219.32</b>	SA	<b>\$5,249.68</b>	<b>\$3,969.64</b>	Section 402
<b>2012-70-01 FFY13</b>	<b>Lincoln Parish SO</b>	<b>\$38,020.00</b>	SA	<b>\$31,446.96</b>	<b>\$6,573.04</b>	Section 402
<b>2012-70-02 FFY13</b>	<b>St. Martin Parish Safe Community</b>	<b>\$75,600.00</b>	SA	<b>\$73,132.36</b>	<b>\$2,467.64</b>	Section 402

<b>2012-70-04 FFY13</b>	South Central Planning & Development Commission	\$69,710.00	SA	\$62,278.46	\$7,431.54	Section 402
<b>2013-70-01</b>	Lexlee's Kids	\$10,500.00	SA	\$10,500.00	\$0.00	Section 402
<b>2013-70-02</b>	Metropolitan Safety Council	\$36,100.00	SA	\$15,736.25	\$20,363.75	Section 402
<b>2013-80-01</b>	Graham Group	\$1,025,000.00	PMOP	\$1,008,862.53	\$16,137.47	HSIP
<b>2013-10-01</b>	DWI Assessment	\$2,365.07	AL	\$2,365.07	\$0.00	Section 410 Fatality Rate
	New Projects TBD	\$277,761.10	AL			Section 410 Fatality Rate
<b>2013-80-01</b>	Graham Group	\$520,000.00	PMAL	\$520,000.00	\$0.00	Section 410 Fatality Rate
	New Projects TBD	\$391,912.20	AL	\$0.00	\$391,912.20	Section 154 Alcohol
<b>2013-80-01</b>	Graham Group	\$109,790.67	PMAL	\$109,790.67	\$0.00	Section 154 Alcohol
	New Projects TBD	\$1,145,387.72	AL		\$1,145,387.72	Section 164 Alcohol
<b>2013-80-01</b>	Graham Group	\$715,209.33	PMAL	\$134,263.90	\$580,945.43	Section 164 Alcohol
<b>2013-80-02</b>	Graham Group	\$32,000.00	pm	\$2,675.00	\$29,325.00	Section 402
<b>2013-80-04</b>	Rafael Bermudez and Associates	\$48,000.00	PMAL	\$48,000.00	\$0.00	Section 402
<b>2013-90-00</b>	Dept. of Transportation and Development future projects	\$29,144,484.48	HE	\$0.00	\$29,144,484.48	Section 154 HE
<b>2013-90-00</b>	Dept. of Transportation and Development	\$9,600,000.00	HE	\$8,631,864.26	\$968,135.74	Section 154 HE
<b>2013-90-00</b>	Dept. of Transportation and Development future projects	\$29,144,831.53	HE	\$0.00	\$29,144,831.53	Section 164 HE
<b>2013-90-00</b>	Dept. of Transportation and Development	\$9,600,000.00	HE	\$8,631,864.23	\$968,135.77	Section 164 HE
<b>2013-10-01</b>	DWI Legal Assistant	\$17,097.79	AL	\$17,097.79	\$0.00	Section 410 Programmatic
	New Projects TBD	\$531,190.54	AL	\$0.00	\$531,190.54	Section 410 Programmatic
					\$0.00	
<b>Grand Total</b>		<b>\$100,530,852.45</b>		<b>\$28,813,217.70</b>	<b>\$ 71,209,742.43</b>	

Louisiana Highway Safety Plan

Goals

Data Source: LSU HSRG

Goals estimated at achieving AASHTO goal of halving fatalities by 2030.

	2004	2005	2006	2007	2008	5 Year Avg	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
<b>Fatalities</b>	927	963	987	993	916	957	935	913	892	870	848	826	804	782	760	738	716	694	673	651	629	607	585	563	541	519	497	478.6	
To decrease fatalities from a five-year (2004-2008) average of 957 to 848 in 2013, a 2.4% annual reduction.																													
<b>Serious Injuries</b>	15777	16051	14977	15422	15073	15460	15109	14758	14407	14056	13705	13354	13003	12652	12301	11950	11599	11248	10897	10546	10195	9844	9496	9142	8791	8440	8089	7730	
To decrease serious injuries from a five-year (2004-2008) average of 15,460 to 13,705 in 2013, a 2.4% annual reduction.																													
<b>Fatality Rate per 100 M VMT</b>	2.08	2.14	2.17	2.19	2.02	2.12	2.07	2.02	1.98	1.93	1.88	1.83	1.78	1.74	1.69	1.64	1.59	1.54	1.50	1.45	1.40	1.35	1.30	1.26	1.21	1.16	1.11	1.06	
To decrease fatalities per 100 M VMT from a five-year (2004-2008) average of 2.12 to 1.88 in 2013, a 2.4% annual reduction.																													
<b>Rural Fatality Rate per 100 M VMT</b>		3.24	2.40	2.67	2.58	2.72	2.66	2.60	2.54	2.48	2.42	2.36	2.30	2.24	2.18	2.12	2.06	2.00	1.94	1.88	1.82	1.76	1.70	1.64	1.58	1.52	1.46	1.36	
To decrease the rural fatality rate per 100 M VMT from a five-year (2004-2008) average of 3 to 2.42 in 2013, a 2.4% annual reduction.																													
<b>Urban Fatality Rate per 100 M VMT</b>		1.29	2.00	1.83	1.61	1.68	1.64	1.61	1.57	1.53	1.49	1.45	1.42	1.38	1.34	1.30	1.26	1.23	1.19	1.15	1.11	1.07	1.04	1.00	0.96	0.92	0.88	0.84	
To decrease the urban fatality rate per 100 M VMT from a five-year (2004-2008) average of 1.68 to 1.49 in 2013, a 2.4% annual reduction.																													
<b>Alcohol Impaired (driver w/BAC .08 or greater) Fatalities</b>	315	334	371	375	339	347	338.9	331.0	323.2	315.3	307.4	299.5	291.6	283.8	275.9	268.0	260.1	252.2	244.4	236.5	228.6	220.7	212.8	205.0	197.1	189.2	181.3	173.4	
To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 307 in 2013, a 2.4% annual reduction.																													
<b>Occupant Protection Observed Usage (%)</b>	75	77.7	74.8	75.2	75.5	76																							
2013 Goal for HSP To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 77.7 percent in 2011 to 79.7 percent in 2012.																													
<b>Unrestrained Passenger Fatalities</b>	410	375	440	437	397	412	402.4	393.0	383.6	374.2	364.8	355.4	346.0	336.6	327.2	317.8	308.4	299.0	289.6	280.2	270.8	261.4	252.0	242.6	233.2	223.8	214.4	205.9	
To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year (2004-2008) average of 412 to 365 in 2013, a 2.4% annual reduction.																													
<b>Motorcycle Fatalities</b>	73	75	95	89	81	83	81	79	77	75	73	71	69	67	65	64	62	60	58	56	54	52	50	48	47	45	43	41	
To decrease motorcycle fatalities from a five-year (2004-2008) average of 83 to 73 in 2013, a 2.6% annual reduction.																													
<b>Unhelmeted Motorcycle Fatalities</b>	36	18	12	21	32	24	22.8	21.8	20.8	19.8	18.8	17.8	16.8	15.8	14.8	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	11.9	
To decrease unhelmeted motorcyclist fatalities from a five-year (2004-2008) average of 24 to 19 in 2013, a 4.8% annual reduction.																													
<b>Pedestrian fatalities</b>	103	113	97	111	107	106	104	101.4	99	96.6	94.2	91.8	89.4	87	84.6	82.2	79.8	77.4	75	72.6	70.2	67.8	65.4	63	60.6	58.2	55.8	53	
To decrease pedestrian fatalities from a five-year (2004-2008) average of 106 to 94 in 2013, a 2.4% annual reduction.																													
<b>Speed Related Fatalities</b>	218	181	259	256	252	233.2	227.9	222.6	217.3	212	206.7	201.4	196.1	190.8	185.5	180.2	174.9	169.6	164.3	159	153.7	148.4	143.1	137.8	132.5	127.2	121.9	116.6	
To decrease speeding related fatalities from a five-year (2004-2008) average of 233 to 207 in 2013, a 2.4% annual reduction.																													
<b>Drivers Age 20 or younger Involved in Fatal Crashes</b>	183	158	176	179	132	166	161.8	158.1	154.3	150.6	146.8	143.0	139.3	135.5	131.8	128.0	124.2	120.5	116.7	113.0	109.2	105.4	101.7	97.9	94.2	90.4	86.6	82.8	
To decrease fatal crashes involving young drivers from a five-year (2004-2008) average of 166 to 147 in 2013, a 2.4% annual reduction.																													
<b>Railroad Fatalities</b>	19	18	19	9	15	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	-1	-2	-3	-4	-5	8	
To decrease railgrade fatalities from a five-year (2004-2008) average of 16 to 11 in 2013, a 7.7% annual reduction.																													
<b>Seat Belt Citations</b>	31,659	22,288	44,540	32,512	20,690	37,088	53,471	69,432	62,348																				
<b>Impaired Driving Arrests</b>	1,903	1,396	1,919	1,854	1,995	2,454	4,739	6,481	5,474																				
<b>Speeding Citations</b>			53,235	30,567	19,983	9,584	12,811	24,517	8,696																				

**ENROLLED**

**ACT No. 388**

Regular Session, 2013  
HOUSE BILL NO. 424  
BY REPRESENTATIVE LOPINTO

Prefiled pursuant to Article III, Section 2(A)(4)(b)(i) of the Constitution of Louisiana.

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AN ACT

To amend and reenact R.S. 13:5304(O), R.S. 14:98(D)(1)(a), (E)(1)(a), and (K)(3)(a), R.S. 32:667(A)(2) and (3), (B)(introductory paragraph), (D)(1), (H)(3), and (I)(1)(a) and (b) and 668(A)(introductory paragraph) and to enact R.S. 14:98(D)(4) and (E)(5), relative to operating a vehicle while intoxicated; to provide relative to the eligibility for participation in a drug division probation program by persons convicted of a third or subsequent offense of operating a vehicle while intoxicated; to provide relative to the sentencing of persons convicted of a third or subsequent offense of operating a vehicle while intoxicated; to provide relative to driver's licenses; to extend the time period within which to request an administrative hearing regarding a driver's license suspension after an arrest for operating a vehicle while intoxicated; to provide with respect to installation of ignition interlock devices in motor vehicles owned by certain persons; to provide for procedures following revocation or denial of license; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 13:5304(O) is hereby amended and reenacted to read as follows:

§5304. The drug division probation program

\* \* \*

O.(1) The provisions of Code of Criminal Procedure Article 893(A) and (D) which prohibit the court from suspending or deferring the imposition of sentences for violations of the Uniform Controlled Dangerous Substances Law or for violations of R.S. 40:966(A), 967(A), 968(A), 969(A), or 970(A) shall not apply to prosecutions in drug division probation programs as authorized by this Chapter.

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**ENROLLED**

1           ~~(2) The minimum mandatory sentence provided for in R.S. 14:98(D)(1) and~~  
 2           ~~(E)(1), which shall otherwise be imposed without benefit of probation, parole, or~~  
 3           ~~suspension of sentence, may be suspended if the offender is prosecuted in a drug~~  
 4           ~~division probation program pursuant to the provisions of this Chapter.~~

5           Section 2. R.S. 14:98(D)(1)(a), (E)(1)(a), and (K)(3)(a) are hereby amended and  
 6           reenacted and R.S. 14:98(D)(4) and (E)(5) are hereby enacted to read as follows:

7           §98. Operating a vehicle while intoxicated

8   \*   \*   \*

9           D.(1)(a) On a conviction of a third offense, notwithstanding any other  
 10           provision of law to the contrary and regardless of whether the offense occurred  
 11           before or after an earlier conviction, the offender shall be imprisoned with or without  
 12           hard labor for not less than one year nor more than five years and shall be fined two  
 13           thousand dollars. ~~One~~ Except as provided in Paragraph (4) of this Subsection, one  
 14           year of the sentence of imprisonment shall be imposed without benefit of probation,  
 15           parole, or suspension of sentence. The court, in its discretion, may suspend all or  
 16           any part of the remainder of the sentence of imprisonment. If any portion of the  
 17           sentence is suspended, ~~except for a suspension of sentence pursuant to the provisions~~  
 18           ~~of Paragraph (4) of this Subsection,~~ the offender shall be placed on supervised  
 19           probation with the Department of Public Safety and Corrections, division of  
 20           probation and parole, for a period of time equal to the remainder of the sentence of  
 21           imprisonment, which probation shall commence on the day after the offender's  
 22           release from custody.

23   \*   \*   \*

24           (4) Notwithstanding the provisions of Subparagraph (1)(a) of this  
 25           Subsection, the one-year period described in Paragraph (1) of this Subsection which  
 26           shall otherwise be imposed without the benefit of probation, parole, or suspension  
 27           of sentence, may also be suspended if the offender is accepted into a drug division  
 28           probation program pursuant to R.S. 13:5301 et seq. The provisions of Paragraph (2)  
 29           of this Subsection shall also be applicable to any offender whose sentence is served

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1 with the benefit of probation, parole, or suspension of sentence pursuant to the  
 2 provisions of this Paragraph.

3 E.(1)(a) Except as otherwise provided in Subparagraph (4)(b) of this  
 4 Subsection, on a conviction of a fourth or subsequent offense, notwithstanding any  
 5 other provision of law to the contrary and regardless of whether the fourth offense  
 6 occurred before or after an earlier conviction, the offender shall be imprisoned with  
 7 or without hard labor for not less than ten years nor more than thirty years and shall  
 8 be fined five thousand dollars. ~~Two~~ Except as provided in Paragraph (5) of this  
 9 Subsection, two years of the sentence of imprisonment shall be imposed without  
 10 benefit of parole, probation, or suspension of sentence. The court, in its discretion,  
 11 may suspend all or any part of the remainder of the sentence of imprisonment. If any  
 12 portion of the sentence is suspended, except for a suspension of sentence pursuant  
 13 to the provisions of Paragraph (5) of this Subsection, the offender shall be placed on  
 14 supervised probation with the Department of Public Safety and Corrections, division  
 15 of probation and parole, for a period of time not to exceed five years, which  
 16 probation shall commence on the day after the offender's release from custody.

17 \* \* \*

18 (5)(a) Notwithstanding the provisions of Subparagraph (1)(a) of this  
 19 Subsection, the two-year period described in Paragraph (1) of this Subsection which  
 20 shall otherwise be imposed without the benefit of parole, probation, or suspension  
 21 of sentence may also be suspended if the offender is accepted into a drug division  
 22 probation program pursuant to R.S. 13:5301 et seq. The provisions of Paragraph (2)  
 23 of this Subsection shall also be applicable to any offender whose sentence is served  
 24 with the benefit of probation, parole, or suspension of sentence pursuant to the  
 25 provisions of this Subparagraph.

26 (b) If the offender has previously participated in a drug division probation  
 27 program pursuant to the provisions of Paragraph (D)(4) of this Section, the offender  
 28 shall not be eligible to serve his sentence with the benefit of probation, parole, or  
 29 suspension of sentence pursuant to the provisions of Subparagraph (a) of this  
 30 Paragraph, but shall be imprisoned at hard labor for not less than ten nor more than

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 are additions.

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1 thirty years, and at least three years of the sentence shall be imposed without benefit  
2 of suspension of sentence, probation, or parole.

3 \* \* \*

4 K.

5 \* \* \*

6 (3)(a) Notwithstanding the provisions of Paragraph (1) of this Subsection  
7 and R.S. 32:414(D)(1)(b), upon conviction of a third or subsequent offense of the  
8 provisions of this Section, any motor vehicle, while being operated by the offender,  
9 shall be equipped with a functioning ignition interlock device in accordance with the  
10 provisions of R.S. 15:306. The ignition interlock device shall remain installed and  
11 operative until the offender has completed the requirements of substance abuse  
12 treatment and home incarceration, or, if applicable, the requirements of the drug  
13 division probation program provided in R.S. 13:5301 et seq., under pursuant to the  
14 provisions of Subsections D and E of this Section.

15 \* \* \*

16 Section 3. R.S. 32:667(A)(2) and (3), (B)(introductory paragraph), (D)(1), (H)(3),  
17 and (I)(1)(a) and (b) and 668(A)(introductory paragraph) are hereby amended and reenacted  
18 to read as follows:

19 §667. Seizure of license; circumstances; temporary license

20 A. When a law enforcement officer places a person under arrest for a  
21 violation of R.S. 14:98, R.S. 14:98.1, or a violation of a parish or municipal  
22 ordinance that prohibits operating a vehicle while intoxicated, and the person either  
23 refuses to submit to an approved chemical test for intoxication, or submits to such  
24 test and such test results show a blood alcohol level of 0.08 percent or above by  
25 weight or, if the person is under the age of twenty-one years, a blood alcohol level  
26 of 0.02 percent or above by weight, the following procedures shall apply:

27 \* \* \*

28 (2) The temporary receipt shall also provide and serve as notice to the person  
29 that he has not more than ~~fifteen~~ thirty days from the date of arrest to make written

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1 request to the Department of Public Safety and Corrections for an administrative  
2 hearing in accordance with the provisions of R.S. 32:668.

3 (J) In a case where a person submits to an approved chemical test for  
4 intoxication, but the results of the test are not immediately available, the law  
5 enforcement officer shall comply with Paragraphs (1) and (2) of this Subsection, and  
6 the person shall have ~~fifteen~~ thirty days from the date of arrest to make written  
7 request for an administrative hearing. If after thirty days from the date of arrest the  
8 test results have not been received or if the person was twenty-one years of age or  
9 older on the date of arrest and the test results show a blood alcohol level of less than  
10 0.08 percent by weight, then no hearing shall be held and the license shall be  
11 returned without the payment of a reinstatement fee. If the person was under the age  
12 of twenty-one years on the date of arrest and the test results show a blood alcohol  
13 level of less than 0.02 percent by weight, then no hearing shall be held and the  
14 license shall be returned without the payment of a reinstatement fee.

15 \* \* \*

16 B. If such written request is not made by the end of the ~~fifteen-day~~ thirty-day  
17 period, the person's license shall be suspended as follows:

18 \* \* \*

19 D.(1) Upon receipt of a request for an administrative hearing, the  
20 Department of Public Safety and Corrections shall issue a document extending the  
21 temporary license, which shall remain in effect until the completion of administrative  
22 suspension, revocation, or cancellation proceedings. The Department of Public  
23 Safety and Corrections shall forward the record of the case to the division of  
24 administrative law for a hearing within sixty days of the date of ~~arrest~~ receipt of the  
25 written request for an administrative hearing.

26 II.

27 \* \* \*

28 (J) Paragraph (1) of this Subsection shall not apply to a person who refuses  
29 to submit to an approved chemical test upon a second or subsequent arrest for R.S.  
30 14:98 or ~~44-98-1~~ 98.1, or a parish or municipal ordinance that prohibits driving a



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1 motor vehicle while ~~operating a vehicle~~ intoxicated. However, this Paragraph shall  
2 not apply if the second or subsequent arrest occurs more than ten years after the prior  
3 arrest.

4 1(1) In addition to any other provision of law, an ignition interlock device  
5 shall be installed in any motor vehicle operated by any of the following persons  
6 whose driver's license has been suspended in connection with the following  
7 circumstances as a condition of the reinstatement of such person's driver's license:

8 (a) Any person who has refused to submit to an approved chemical test for  
9 intoxication, after being requested to do so, for a second violation ~~arrest~~ of R.S.  
10 14:98 or 98.1 or a parish or municipal ordinance that prohibits operating a vehicle  
11 while intoxicated and whose driver's license has been suspended in accordance with  
12 law.

13 (b) Any person who has submitted to an approved chemical test for  
14 intoxication where the results indicate a blood alcohol level of 0.08 percent or above  
15 and whose driver's license has been suspended in accordance with the law for a ~~an~~  
16 violation ~~arrest~~ occurring within five years of the first violation ~~arrest~~.

17 \* \* \*

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

20 A. Upon suspending the license or permit to drive or as a resident operating  
21 privilege of any person or upon determining that the issuance of a license or permit  
22 shall be denied to the person, the Department of Public Safety and Corrections shall  
23 immediately notify the person in writing and upon his request shall afford him an  
24 opportunity for a hearing based upon the department's records or other evidence  
25 admitted at the hearing, and in the same manner and under the same conditions as is  
26 provided in R.S. 32:414 for notification and hearings in the case of suspension of  
27 licenses, except that no law enforcement officer shall be compelled by such person  
28 to appear or testify at such hearing and there shall be a rebuttable presumption  
29 that any inconsistencies in evidence submitted by the department and admitted at the  
30 hearing shall be strictly construed in favor of the person regarding the revocation.

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CODING: Words in ~~strikethrough~~ type are deletions from existing law; words underlined  
are additions.

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1 ~~suspension, or denial of license.~~ The scope of such a hearing for the purposes of this

2 Part shall be limited to the following issues:

3 \* \* \*

4 Section 4. The Department of Public Safety and Corrections, public safety services,  
5 may promulgate rules and regulations pursuant to the Administrative Procedure Act and  
6 subject to the oversight of the House and Senate committees on transportation, highways,  
7 and public works, as are necessary to implement the provisions of Section 3 of this Act.

8 Section 5. This Act shall become effective upon signature of the governor or, if not  
9 signed by the governor, upon expiration of the time for bills to become law without the  
10 signature of the governor, as provided by Article III, Section 18 of the Constitution of  
11 Louisiana. If vetoed by the governor and subsequently approved by the legislature, this Act  
12 shall become effective on the day following such approval.

\_\_\_\_\_  
SPEAKER OF THE HOUSE OF REPRESENTATIVES

\_\_\_\_\_  
PRESIDENT OF THE SENATE

\_\_\_\_\_  
GOVERNOR OF THE STATE OF LOUISIANA

APPROVED: \_\_\_\_\_