



State of Louisiana
Department of Public Safety and Corrections
Louisiana Highway Safety Commission

April 8, 2011

To Whom It May Concern:

The Louisiana Highway Safety Commission (LHSC) is announcing the availability of traffic safety grants to aid in decreasing the number and severity of traffic crashes leading to injury and death on Louisiana highways. Evidence points to the fact that Louisiana is facing three primary traffic safety problems; impaired driving, lack of safety belt use, and aggressive driving/speeding. Louisiana is consistently ranked among the states having the highest traffic fatality rates.

Grants are being offered to local communities, organizations, and individuals to assist in implementing effective strategies. The LHSC is committed to reducing traffic safety problems by funding data-driven, innovative, and effective strategies.

The attached document provides additional information on LHSC goals, priority locations, traffic safety programs, and specific details on applying for FFY 2012 grants. Projects eligible for funding must be directly related to highway safety and support at least one of the LHSC goals.

If you have questions regarding the availability of grants or to download 2011-2012 application, please visit our website at <http://www.lahighwaysafety.org/grant.html>.

Sincerely,

A handwritten signature in cursive script that reads "John A. LeBlanc".

John A. LeBlanc
Governors Highway Safety Representative and
Executive Director



Traffic Safety Grant Opportunities for Federal FY 2012



The Louisiana Highway Safety Commission (LHSC) announces the availability of traffic safety related grants for the federal fiscal year 2012.

Who May Apply:

Local, parish and state agencies; non-profit organizations; universities or other institutions of higher learning; local school boards or schools; corporations; hospitals; highway safety advocacy groups; individuals.

Application Process:

Application packages are available on-line at the LHSC website <http://www.lahighwaysafety.org>. The application is in Excel format and specific instructions are included. The *application deadline is May 8, 2011*. All applications must be submitted by email to LHSCweb@dps.la.gov no later than midnight on May 8, 2011. Failure to submit by email or follow other instructions in the application package may result in your application being rejected.

Funding Period:

The funding period for non-governmental agencies under this grant begins on October 1, 2011 and ends on September 30, 2012. Government agencies must apply for a two-year grant, which begins on October 1, 2011 and ends September 30, 2013.

Eligible Projects:

Projects eligible for funding must be directly related to highway safety and support at least one of the LHSC goals listed below. The LHSC will consider proposals for any project related to traffic safety that supports these goals. Possible project proposals could include, but are not limited to, education, outreach, prevention and enforcement.

LSHC Goals:

General

- To decrease fatalities from a five-year (2004-2008) average of 957 to 478 by 2030, a 2.4% annual reduction to 870 in 2012.
- To decrease serious injuries from a five-year (2004-2008) average of 15,460 to 7,730 by 2030, a 2.4% annual reduction to 14,056 in 2012.
- To decrease fatalities per 100 Million Vehicle Miles Traveled (M VMT) from a five-year (2004-2008) average of 2.15 to 1.07 by 2030, a 2.4% annual decrease to 1.95 in 2012.
- To decrease the rural fatality rate per 100 M VMT from a five-year (2004-2008) average of 3 to 1.36 by 2030, a 2.4% annual reduction to 2.48 in 2012.
- To decrease the urban fatality rate per 100 M VMT from a five-year (2004-2008) average of 1.68 to 0.84 by 2030, a 2.4% annual reduction to 1.53 in 2012.

Alcohol/Impaired Driving

- To decrease alcohol impaired fatalities from a five-year (2004-2008) average of 347 to 173 by 2030, a 2.4% annual reduction to 315.3 in 2012.

Occupant Protection

- To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles two percentage points from 75.9 percent in 2010 to 77.9 percent in 2012.
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from a five-year (2004-2008) average of 418 to 209 by 2030, a 2.4% annual reduction to 380 in 2012.

Motorcycle

- To decrease motorcycle fatalities from a five-year (2004-2008) average of 84 to 42 by 2030, a 2.6% annual reduction to 76 in 2012.
- To decrease unhelmeted motorcyclist fatalities from a five-year (2004-2008) average of 24 to 12 by 2030, a 4.8% annual reduction to 20 in 2012.

Pedestrian

- To decrease pedestrian fatalities from a five-year (2004-2008) average of 106 to 53 by 2030, a 2.4% annual reduction to 96.2 in 2012.

Speed

- To decrease speeding related fatalities from a five-year (2004-2008) average of 232 to 117 by 2030, a 2.4% annual reduction to 212 in 2012.

Young Drivers

- To decrease fatal crashes involving young drivers from a five-year (2004-2008) average of 167 to 83 by 2030, a 2.4% annual reduction to 151.4 in 2012.

Railgrade

- To decrease railgrade fatalities from a five-year (2004-2008) average of 16 to 8 by 2030, a 7.7% annual reduction to 12 in 2012.

Priority Locations:

An analysis of traffic crashes in Louisiana has identified the high-risk areas of the State. These high-risk areas are divided into Tier 1, representing the highest 25% and Tier II, representing the next highest 25%. Projects impacting these high-risk areas will be given priority for funding.

Total Traffic Fatalities

- Tier I
East Baton Rouge, St. Tammany, Calcasieu, Caddo, Tangipahoa, Jefferson, Lafayette, Orleans, Livingston, Terrebonne, Lafourche, St. Landry, Ascension, Rapides, Ouachita, Iberia

- Tier II
Acadia, St. John the Baptist, Bossier, St. Martin, Iberville, West Baton Rouge, Washington, St. Charles, Vernon, Natchitoches, Lincoln, Jefferson Davis, St. Mary, Beauregard, Pointe Coupee, Desoto

Total Fatal and Injury Crashes

- Tier I
East Baton Rouge, Jefferson, Orleans, Caddo, Lafayette, Calcasieu, St. Tammany, Rapides, Ouachita, Tangipahoa, Terrebonne, Bossier, Livingston, Ascension, Lafourche, St. Landry
- Tier II
Iberia, Acadia, St. John the Baptist, Vermilion, St. Charles, St. Martin, St. Mary, Natchitoches, West Baton Rouge, Lincoln, Avoyelles, Jefferson Davis, Washington, Webster, Iberville, Vernon

Alcohol-Related Fatal and Injury Crashes

- Tier I
East Baton Rouge, Caddo, Orleans, Calcasieu, Jefferson, Lafayette, St. Tammany, Terrebonne, Lafourche, Ascension, Livingston, Tangipahoa, Rapides, Ouachita, St. Landry, Iberia
- Tier II
Vermilion, Bossier, St. Martin, Acadia, St. John the Baptist, St. Mary, Avoyelles, St. Charles, Natchitoches, West Baton Rouge, Jefferson Davis, Evangeline, Vernon, Webster, Iberville, Assumption

Occupant Protection - Unbelted Fatalities

The failure to wear safety belts or to use child restraints is the second leading cause of death on Louisiana highways, just below impaired driving. With the statewide average for observed safety belt use in 2010 at 75.9%, the LHSC considers the entire state as high-risk for occupant protection.

- Tier I
East Baton Rouge, Caddo, St. Tammany, Tangipahoa, Calcasieu, Jefferson, Lafayette, Orleans, Livingston, Rapides, Terrebonne, St. Landry, Ascension, Ouachita, Iberia, Lafourche
- Tier II
St. Martin, Natchitoches, West Baton Rouge, St. John, Avoyelles, Acadia, Pointe Coupee, Bossier, St. Mary, Jefferson Davis, Iberville, Beauregard, Lincoln, Washington, Vermilion, Vernon

Motorcycles - Total Motorcycle Fatal Crashes

- Tier I
East Baton Rouge, Jefferson, Lafayette, Caddo, Orleans, Calcasieu, St. Tammany, Livingston, Tangipahoa, Terrebonne, Rapides, Ascension, Lafourche, Bossier, Ouachita, St. Landry,
- Tier II
Iberia, Acadia, St. Martin, Vermilion, St. Mary, St. John, St. Charles, West Baton Rouge, Vernon, Jefferson Davis, Washington, Lincoln, Natchitoches, Avoyelles, Webster, Beauregard
- Tier I (Alcohol-Related Motorcycle Crashes)
Jefferson, Lafayette, Orleans, St. Tammany, Terrebonne, Livingston, East Baton Rouge, Caddo, Calcasieu, Ascension, Rapides, Iberia, West Baton Rouge, St. Landry, St. Martin, St. John, Avoyelles, Sabine

Specific Traffic Safety Programs:

In addition to other projects addressing any of the above goals, the LHSC also seeks proposals for the following traffic safety programs:

Police Traffic Services

Aggressive driving and speeding in excess of safe or posted speed limits is the third leading factor contributing to injury and death on Louisiana's highways. This is a statewide problem and all local, parish and state law enforcement agencies are eligible to submit proposals to implement strategies to reduce these factors. Law enforcement agencies are also eligible to apply for funding to address impaired driving and occupant protection problems. Priority will be given to parishes identified in previous sections as high-risk.

In addition to other police traffic services programs, all agencies are encouraged to submit proposals supporting the national "Click It or Ticket" occupant protection and "Over the Limit, Under Arrest" impaired driving campaigns.

Safe Communities

The LHSC encourages local communities to submit proposals for the creation of new, and continuance of existing, Safe Communities. The Safe Communities concept represents a new way that community traffic safety programs are established and managed. Local partners participate in developing solutions, sharing successes, assuming risks, and building a community structure and process to continue improvement of community life through the reduction of injuries and costs. The primary focus for Safe Communities under this grant program will be impaired driving and occupant protection. Four main characteristics define Safe Communities:

1. Injury data analysis and (where possible) data linkage;
2. Expanded partnerships, especially with health care providers and businesses;
3. Citizen involvement and input; and
4. An integrated and comprehensive injury control system.

Additional information about Safe Communities can be found at: <http://www.nhtsa.gov/Driving+Safety/Safe+Communities/Welcome+to+Safe+Communities>

Traffic Records

The LHSC supports traffic records strategies to:

- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that is needed to identify priorities for state and local highway and traffic safety programs;
- Evaluate the effectiveness of efforts to make such improvements;
- Link data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and
- Improve the compatibility and interoperability of the data systems to enable the state and local communities to observe and analyze trends in crash occurrence rates, outcomes, and circumstances.
 - Examples of traffic records programs are laptop or desktop computers for crash reporting, traffic citation processing enhancements, wireless access points for electronic transmission of crash data from police vehicles, and any other project that would improve the collection, accuracy, timeliness, or completeness of traffic records

Young Drivers

The LHSC is interested in comprehensive proposals providing outreach, education and prevention for high school and/or college age individuals. The LHSC is also specifically seeking proposals for a statewide Students Against Destructive Decisions (SADD) Coordinator.

Pedestrians

The LHSC is seeking innovative education and outreach projects directed at reducing pedestrian injuries and fatalities.

Distracted Driving

The National Highway Traffic Safety Administration and the LHSC believe that distracted driving is a serious, life-threatening practice. The LHSC seeks proposals for innovative outreach, education and/or enforcement programs to combat distracted driving.

Medical Community

The LHSC is seeking proposals from the medical community in the area of occupant protection. The LHSC is specifically interested in proposals that frame occupant protection as a public health issue and involve the medical community in education, outreach and prevention. The LHSC is also interested in proposals concerning improved crash injury data analysis and information dissemination among the State's Coroners and the LHSC.

Higher Education Systems

Louisiana's colleges and universities are encouraged to submit proposals in the program areas of occupant protection, and alcohol/impaired driving. Historically Black Colleges and Universities are specifically encouraged to submit proposals.

Pickup Truck Occupant Protection

The observed safety belt usage data indicates that pickup trucks consistently have a lower rate of safety belt usage. The LHSC welcomes applications that will provide specialized enforcement and/or innovative pilot programs to address underutilization of safety belts in pickup trucks.

Motorcycles

The LHSC believes that motorcycle traffic crashes can be reduced through education, enforcement and outreach. The LHSC supports strategies to promote motorcycle rider education, proper driver licensing, reducing the number of impaired motorcyclists, increasing motorist awareness of motorcycles, and increasing helmet use.

Selection Criteria:

Proposals will be selected for funding based on merit selection and the needs of the LHSC. Factors considered in the selection process include, but are not limited to, all sections of the application package, high-risk locations, past performance on prior LHSC grant programs, population serviced by the project, innovation, and the potential to contribute to meeting LHSC goals. Funding decisions by the LHSC are final and not subject to appeal.

Questions:

Questions concerning the application process may be directed to the LHSC by email at: LHSCweb@dps.la.gov or by telephone at (225) 925-6991. A “frequently asked questions” page will be added for questions concerning this grant announcement and the application process. Please check the LHSC website for additional information at <http://www.lahighwaysafety.org>.

buzzed
driving is
drunk
driving
designate a sober driver

