



**Call for Traffic Safety Grant Applications  
Federal FY 2026**



## **MISSION: The LHSC administers the State’s highway safety grant program which is designed to reduce traffic crashes and the resulting deaths, injuries, and associated property damage.**

### **BEFORE YOU BEGIN**

If you believe you are a good candidate for this funding opportunity, secure your LHSC Subrecipient Management System login, Unique Entity Identifier (UEI), State of Louisiana vendor number, and Louisiana Department of Revenue number now. Some of these requests take several days to receive a response.

If you have previously requested a login from the LHSC Subrecipient Management System or have been assigned a username/password by your Subgrantee Staff/Grant Staff, you do not need to request a new login. If you have previously registered for the various numbers listed above, you do not need to request new numbers. However, you should verify your account registrations are active and up-to-date.

- LHSC Subrecipient Management System login: The Subgrantee Staff/Grant Staff (SS) should be the first person to request login information. The SS role is the person responsible for the day-to-day management of the organization's grants. Once the SS role has registered and has access to the system, he/she will add ALL other agency roles, once he/she is requested to do so. At a minimum, the SS will need to assign staff user accounts for any additional Subgrantee Staff/Grant Staff, Subgrantee Project Director (PD), Authorized Official (AO), Subgrantee Fiscal (SF) and Subgrantee Viewer (SV) security roles. The SS should visit <https://lhsc.intelligrants.com/> and click on “New User? Register Here” to the right of the screen.
- Unique Entity ID (UEI) on the System for Award Management (SAM): <https://sam.gov/SAM/>
- State of Louisiana vendor number: [https://lagoverpvendor.doa.louisiana.gov/iri/portal/anonymous?guest\\_user=self\\_reg](https://lagoverpvendor.doa.louisiana.gov/iri/portal/anonymous?guest_user=self_reg)
- Louisiana Department of Revenue number: Call 1-855-307-3893

### **BASIC INFORMATION**

The Louisiana Highway Safety Commission (LHSC) receives federal funds from the National Highway Traffic Safety Administration (NHTSA) to support behavioral highway safety projects. Funded projects should address at least one specific traffic safety priority areas including: Police Traffic Services, Impaired Driving, Occupant Protection, Child Passenger Safety, Traffic Records, Teen/Young Driver Safety, Pedestrian and Bicycle Safety, Distracted Driving, Motorcycle Safety, and/or Racial Profiling Data Collection.

**Type of funding:** Reimbursable grant

**Types of grants:** Traffic safety non-enforcement projects; sustained year-long traffic safety enforcement projects; special wave traffic safety enforcement grants

**Funding period:** One year based on federal fiscal calendar (Oct. 1, 2025 – Sept. 30, 2026)

**Open application period:** February 1, 2025 (12:01 am) – February 28, 2025 (11:59 pm).

The application portal will close promptly and will not be re-opened for late applications.

**Expected provisional notification of award date:** mid-June 2025

**Expected start date:** October 1, 2025

## **INTRODUCTION**

The Louisiana Highway Safety Commission (LHSC) receives federal funds from the National Highway Traffic Safety Administration (NHTSA) to fund behavioral highway safety projects. All projects are administered in accordance with the Highway Safety Act of 1966 (Public Law 89 564). Additionally, all NHTSA funding is governed by the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). The National Highway Traffic Safety Administration (NHTSA) published the notice of proposed rulemaking (NPRM) which provides guidance about the grant requirements and traffic safety programs included in the BIL/IIJA in late 2022. To access this current transportation authorization, please visit: [23 CFR 1300](#).

Using its federal funds, the LHSC awards subgrants to eligible applicants to address specific traffic safety priority areas. Grants may be awarded to assist the LHSC with its efforts to address traffic safety problems, to expand an existing activity or initiative of the applicant, or to develop a new program or activity based on an evidence-based countermeasure.

This *Call for Traffic Safety Grant Applications* serves as LHSC announcement of provisional availability of federal funding from NHTSA for traffic safety-related subgrants for the Federal Fiscal Year (FFY) 2026.

## **ELIGIBILITY**

**Suitable Projects:** Projects eligible for funding must be directly related to a traffic safety priority area and must support at least one of the LHSC statewide performance targets. See pages 3-5 for the LHSC's priorities and page 9 for a list of the LHSC statewide targets. Further, eligible projects should target the high-risk locations identified through the 2026 Problem Identification process. See page 17 for the 2026 Problem ID that identifies Tier 1 and Tier 2 parishes.

Project proposals can focus on the implementation of countermeasures and strategies including, but are not limited to, training and skills building, informing and educating, communications and outreach, preventing risky driving behaviors, enforcement of state and local laws, and prosecution and adjudication of state and local laws.

**Acceptable Applicants:** The LHSC can accept applications from varied organizations including government entities; political "subdivisions" of state, parish, and local government agencies; non-profit organizations; state colleges and universities or other institutions of higher learning; local school boards or schools; corporations; hospitals; regional traffic safety coalitions; traffic safety advocacy groups; fire departments; emergency services providers; and individuals.

Applicants must demonstrate their organizational capacity to manage and implement the grant. Before applying, applicants must determine the following roles for all associated agencies and individuals. You will be expected to name agencies/individuals to fulfill each of these roles.

- **Contracting Agency** – This is the legal entity with which LHSC will actually enter into an agreement to provide grant funding. This agency may or may not be the same as the implementing agency. For example, the City of Lagniappe contracts with LHSC for traffic safety enforcement services, but it is the Lagniappe Police Department that actually conducts the work. In this scenario, the City of Lagniappe is considered the contracting agency.

- *Implementing Agency* - This is the entity that will actually complete the work outlined in the proposal. In the previous example, the Lagniappe Police Department will work overtime hours to conduct traffic safety enforcement within the City of Lagniappe so it is the implementing agency.
- *Subgrantee* – This is a general term referring to any and all entities receiving funds from LHSC to conduct traffic safety work. It includes individuals, contracting agencies, implementing agencies, subcontractors, and third party contractors. While LHSC uses the term subgrantee, sometimes you may see the terms subrecipient or contractor used interchangeably.
- *Project Director* – This is the individual at the implementing agency who will serve as the primary LHSC contact regarding day-to-day activities.
- *Fiscal Official* – This is the individual who will handle the accounting and fiscal management of the subgrant on behalf of the contracting agency.
- *Authorizing Official* – This is the individual who has final signature authority on grants/contracts at the contracting agency. Usually, it is the director or a senior executive.

## **TRAFFIC SAFETY PRIORITY AREAS**

The LHSC seeks evidence-based and data-driven projects addressing the LHSC traffic safety priorities of police traffic services, impaired driving, occupant protection, child passenger safety, traffic records, teen/young driver safety, pedestrian safety, bicycle safety, distracted driving, motorcycle safety, railroad/highway grade crossing safety, and racial profiling data collection.

The LHSC expects all applicants to explain how their projects will impact statewide performance targets. These targets are outlined on page 9 of this document. In general, projects should fall into the following specific traffic safety areas.

**Enforcement Overtime:** There are 2 types of enforcement grant opportunities: sustained and special wave.

*Sustained, Year-Long:* Law enforcement grant applications should primarily focus on enhanced enforcement during overtime hours for occupant protection and/or impaired driving. Limited funds may also be available for enhanced enforcement focused on speeding laws, distracted driving, bicycle and pedestrian safety, and Juvenile Underage Drinking Enforcement (JUDE). JUDE seeks to reduce underage persons' access to alcohol and to enforce the Minimum Legal Drinking Age Law to reduce underage impaired driving related consequences. Priority for year-long sustained enforcement grants are given to agencies located in parishes identified as high-risk (i.e., Tier 1 and Tier 2 parishes). The 2026 Problem Identification with high-risk parishes by performance targets is located at the end of this document.

*Special Wave:* Law enforcement agencies are encouraged to submit proposals supporting national mobilization campaigns of "Click It or Ticket" occupant protection and/or "Drive Sober or Get Pulled Over" impaired driving enforcement. Enhanced enforcement funding to participate in these two campaigns is available for any agency wishing to participate.

*Pickup Truck Occupant Protection:* The observed safety belt usage data indicates that pickup truck drivers consistently have a lower rate of safety belt usage. The LHSC welcomes applications that will provide specialized enforcement to address underutilization of safety belts in pickup trucks, especially at night. Year-long occupant protection law enforcement proposals should contain mandatory support for the annual Buckle Up In Your Truck Campaign.

**Impaired Driving Non-Enforcement:** The LHSC is seeking innovative and evidence-based proposals that address traffic safety activities related to impaired driving, particularly those that will support prevention strategies, outreach and education strategies, substance use disorder screening and assessment of targeted populations, prosecution strategies, adjudication strategies, and/or strategies to improve administrative sanctions. The LHSC uses the term *impaired driving* to mean operating a motor vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances.

**Occupant Protection Non-Enforcement:** The LHSC is seeking innovative and evidence-based proposals that address traffic safety activities related to the utilization of motor vehicle occupant protection systems, particularly seat belts and child safety seats. The LHSC is particularly interested in projects that address the following: inform the public about occupant safety benefits of regular, correct seat belt and child safety seat use; educate and/or promote adoption of policies requiring employees to wear safety belts when traveling on official business; train and retain nationally certified child passenger safety technicians; craft and administer child safety seat delivery programs for low-income citizens; and integrate occupant protection into professional health training curricula and comprehensive public health planning.

*Pickup Truck Occupant Protection:* The observed safety belt usage data indicates that pickup truck drivers consistently have a lower rate of safety belt usage. The LHSC welcomes applications that will provide specialized innovative pilot programs to address underutilization of safety belts in pickup trucks, especially at night.

**Traffic Records:** The LHSC supports strategies designed to improve on the six core traffic records information systems in one or more of the following manners: by improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that are needed to identify priorities for state and local traffic safety programs; by evaluating the effectiveness of efforts to make such improvements; by linking data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and by improving 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.

*NHTSA issued guidance* that clarifies eligibility and expectations for funding to support traffic records activities on January 29, 2019. The guidance may be accessed at: <https://www.nhtsa.gov/highway-safety-grants-program/resources-guide>

**Teen/Young Driver Safety:** The LHSC is interested in comprehensive proposals to support traffic safety programs that seek to reduce impaired driving and increase occupant protection and promote the state's graduated driver licensing laws among novice drivers, generally those drivers between 15 and 24 years of age. Proposals from high schools, K-12 public school systems, and Louisiana-based colleges and universities are specifically encouraged. The LHSC seeks proposals specifically related, but not limited to, traffic safety awareness/education for incoming freshmen.

**Non-Motorist Safety:** The LHSC is seeking innovative education and outreach projects directed at reducing pedestrian and bicyclist injuries and fatalities statewide with an emphasis on the priority areas of Caddo, East Baton Rouge, Jefferson, Lafayette, Orleans, and Ouachita parishes. Applications should include one or more of the following activities on applicable State laws: training of law enforcement, specialized enforcement, education and awareness to inform motorist, pedestrians, and bicyclists about

laws and proper etiquette for sharing the road with multimodal users.

**Distracted Driving:** The LHSC seeks proposals for innovative outreach, education, and/or enforcement programs to combat distracted driving.

**Motorcycle Safety:** The LHSC supports strategies to increase rider conspicuity and motorist awareness of motorcycles, increase the number of drivers who hold the proper driver license to operate a motorcycle, reduce the number of impaired motorcyclists, increase helmet use, and promote motorcycle rider education utilizing curriculum approved by the Motorcycle Safety Foundation.

**Rail/Highway Crossing Safety:** The LHSC supports efforts that emphasize the analysis of potentially hazardous locations such as railroad grade crossings using crash data and development of appropriate countermeasures.

**Outreach to Overrepresented and Under-resourced Populations:** Crash data from CARTS indicate that a number of distinctly defined subpopulations are overrepresented in the total number of fatalities, alcohol-related fatalities, distracted/ inattentive fatalities, unrestrained fatalities, and pedestrian fatalities. Further, Louisiana's annual seat belt observation surveys regularly indicate that African-Americans use their safety belts at a rate lower than the State average. The LHSC seeks innovative proposals to conduct culturally-relevant education and outreach to identified populations that are over-represented in crash data, but are also under-resourced by federal and state sources.

**Preference will be given to proposals that include data-driven and evidence-based projects.**

**Data is available in the 2026 Problem ID table on page 17 or through the 2023 Louisiana Traffic Records Summary Report located [HERE](#).**

**Proven evidence-based projects can be found in the NHTSA Publication titled, *Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices*, located [HERE](#).**

## **FUNDING INFORMATION**

**Guidelines:** Federal highway safety grants are intended to provide the **seed money** to begin new or enhance existing programs, much like start-up capital is to a new business. All grant-funded projects are intended to become self-sufficient when grant funding terminates and continue to operate with local or other funds.

All expenditures included in the grant application must meet the following criteria:

- Increase and/or improve rather than simply replace existing activities and services;
- Represent an additional cost;
- Be necessary, reasonable, and supported in the budget narrative;
- Be an eligible expenses under local, state, and federal laws/regulations.

**Restrictions:** Federal funds allocated to finance state and local government highway safety projects are intended to supplement, not be a substitute for, ongoing state and local program expenditures. For example, projects should be designed to eliminate a deficiency in an applicant agency's program or to expand an existing program. Federal funds shall never be used as a replacement of existing program or personnel expenditures.

As you prepare your application, please note that the following items are unallowable expenses, and thus, are not eligible for grant funding.

- Highway maintenance, construction, or design;
- Office furniture and fixtures;
- Land acquisition or building construction costs;
- Regulatory traffic signs;
- Vehicles;
- Food and alcoholic beverages;
- Entertainment;
- Lobbying costs;
- Promotional items\*\*

This list is not exhaustive or complete. Other unallowable costs are determined on a project-by-project basis. Reimbursement of allowable expenditures is made by the LHSC on a monthly basis upon receipt of a complete monthly claim for reimbursement made by the subrecipient.

**\*\*NOTE: NHTSA DOES NOT ALLOW THE PURCHASE OF COMMODITIES FOR ANY REASON.** On April 29, 2015, NHTSA announced that all promotional items (trinkets, key chains, t-shirts, hats, mugs and bumper stickers) are not allowed to be federally funded. Printed educational and advertising materials, such as, posters, flyers, and booklets, may continue to be purchased with Federal funds but items still require prior review and approval from the LHSC.

**Project Period:** Grants are administered on a Federal fiscal year basis (October 1 – September 30). The funding period for this grant cycle **begins on October 1, 2025** and **ends on September 30, 2026**. All grants are awarded annually based upon the availability of federal funding and there should be no expectation of funding for more than one year or for long-term funding.



## **SELECTION CRITERIA**

The LHSC does not accept grant applications received after the closing date and time, nor does it accept incomplete grant applications. **Beginning with the FFY 2026 application, the LHSC will only accept applications submitted in its new, web-based Subrecipient Management System.**

The LHSC reviews all grant applications initially for compliance with state and federal regulations. Those applications that comply with regulations are prioritized for funding consideration and forwarded to an internal vetting committee. The following criteria is used to assess applications for funding consideration:

- Does the grant application satisfy a specific traffic safety need or problem identified by the LHSC?
- Does the crash data provided in the application's "Problem Identification/Problem Statement" document the extent of a traffic safety problem? (Behavioral data, Citation data, and/or other survey results should also be used to document the problem, when applicable.)
- Does the application provide sufficient supportive data to about the specific traffic safety program area for which funds are being requested?
- Have the countermeasures and activities proposed to address the problem been deemed as 'evidence-based,' 'research-informed,' 'best practice,' and/or 'national/industry standard'?
- Do the proposed countermeasure(s) align with the Louisiana Strategic Highway Safety Plan (SHSP) emphasis areas? Visit [www.destinationzerodeaths.com](http://www.destinationzerodeaths.com) for more information.
- Are the targets and performance measures of the proposed countermeasure presented in the application consistent with the targets and performance measures of the LHSC?
- If the agency was previously funded by the LHSC, did it submit reimbursement requests and deliverables on a timely basis, implement the activities that were detailed in the grant agreement, and demonstrate success in meeting project targets and performance measures?

Factors considered in the review process include, but are not limited to:

- All sections of the application package are complete and thoroughly responsive to the question asked.
- Crash (and other applicable) data has been provided to document existing traffic safety problem(s).
- The locality(ies) identified where countermeasures and activities will be conducted have been identified as high-risk locations (Tier 1 or Tier 2), or subgrantee has sufficiently justified why work should be done outside of high-risk locations. See the 2026 Problem Identification data tables linked on the LHSC website at <https://www.lahighwaysafety.org/grants/apply-for-a-grant/> to confirm the high-risk locations for the FFY 2026 grant period.
- Past performance on prior LHSC grant programs was satisfactory with timely submission of monthly claims as well as demonstration of success in meeting previous project performance targets.
- The population of the high-risk locations are expected to be equally serviced by the project, or, if specific audiences/subpopulations have been identified, the applicant has provided sufficient data to justify selection of the audience/subpopulation.
- The project described exhibits innovation and the potential to contribute to meeting LHSC statewide targets.



## **NOTIFICATION**

Project applications are reviewed and prioritized in March and April. By May and June, applicant contact person(s) are notified if their application was selected for funding.

Agencies receiving grant awards will be required to review and comply with all state and federal requirements which includes all applicable federal statutes, regulations, executive orders, National Highway Traffic Safety Administration (NHTSA) guidelines, Office of Management and Budget (OMB) and other federal requirements as referenced on the [NHTSA Resources Guide](https://www.nhtsa.gov/highway-safety-grants-program/resources-guide). This webpage and all associated federal regulations must be reviewed by the applicant and are available on this website at: <https://www.nhtsa.gov/highway-safety-grants-program/resources-guide>.

Funding decisions by the LHSC are **final** and are not subject to appeal.

## **APPLICATION PROCESS**

All relevant information is contained herein or on the LHSC website under the “Grants” tab. You can access the specific page at <https://www.lahighwaysafety.org/grants/apply-for-a-grant/>.

Beginning with the FFY 2026 application, the LHSC will be using a new Subrecipient Management System. All applications must be submitted through this web-based platform. Detailed instructions are included on each page of the application. Failure to follow instructions may result in your application being rejected. Please make sure you receive a confirmation email saying your application was successfully submitted. The web-based platform will close promptly at 11:59 PM (CT) on February 28 so applications cannot be submitted after the deadline.

To access the new LHSC Subrecipient Management System directly, go to <https://lhsc.intelligrants.com/>.

**Application deadline: February 28, 2025**

## **NEED ASSISTANCE**

- For technical questions on site navigation, contact the Agate Software Help Desk at 1.800.820.1890 or [helpdesk@agatesoftware.com](mailto:helpdesk@agatesoftware.com).
- For general questions about LHSC grant programs, contact the LHSC at (255) 925-6991.
- For specific questions about a current LHSC-funded grant project, contact your assigned grant program coordinator.
- For further information, please visit our website at <https://www.lahighwaysafety.org>.

## PERFORMANCE TARGETS

Performance targets/goals are the anticipated long-term results of the project and must impact one or more of the specific emphasis areas. The project performance target/goal should be written to coincide with the LHSC Statewide FY 2026 Emphasis Area Performance Targets.

### LHSC Statewide FY 2026 Emphasis Areas and Targets

#### **Overall Emphasis Area: Fatality and Serious Injury Crashes**

- Target: *Reduce traffic fatalities 1 percent per year.*
- Target: *Reduce serious traffic injuries 1 percent per year.*
- Target: *Reduce fatalities per 100 Million Vehicle Miles Traveled (MVMT) 1 percent per year.*

#### **Emphasis Area: Alcohol-Impaired Fatalities**

- Target: *Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) driving fatalities 1 percent per year.*

#### **Emphasis Area: Occupant Protection**

- Target: *To increase observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points per year.*
- Target: *Reduce unrestrained passenger fatalities 1 percent per year.*

#### **Emphasis Area: Speeding-Related Fatalities**

- Target: *Reduce speeding-related fatalities 1 percent per year.*

#### **Emphasis Area: Motorcyclists Fatalities**

- Target: *Reduce motorcyclist fatalities 1 percent per year.*
- Target: *Reduce unhelmeted motorcyclist fatalities 3 percent per year.*

#### **Emphasis Area: Young Driver Fatalities**

- Target: *Reduce fatal crashes involving drivers age 20 or younger 2 percent per year.*

#### **Emphasis Area: Pedestrian, Bicyclist, Rail-highway, and Distracted Driving Fatalities**

- Target: *Reduce pedestrian fatalities 1 percent per year.*
- Target: *Reduce bicyclist fatalities 3 percent per year.*
- Target: *Reduce rail-highway fatalities 3 percent per year.*
- Target: *Reduce distracted driving fatalities 1 percent per year.*

## LHSC HIGHWAY SAFETY GRANT APPLICATION GUIDELINES

Listed below are the required components of the application. Immediately following the list is a description of each component.

- I. ORGANIZATION PROFILE
- II. CONTACT INFORMATION FOR KEY STAFF
- III. PROJECT INFORMATION
  - a. TITLE
  - b. PROJECT SUMMARY/DESCRIPTION
  - c. ORGANIZATION ACTIVITIES
- IV. PROBLEM IDENTIFICATION/PROBLEM STATEMENT
- V. GOALS, OBJECTIVES, & IMPLEMENTATION
  - a. PERFORMANCE TARGETS/GOALS
  - b. OBJECTIVES
  - c. WORK PLAN (I.E. COUNTERMEASURES AND STRATEGIES)
  - d. PERFORMANCE MEASURES/EVALUATION
- VI. BUDGET PROPOSAL/BUDGET NARRATIVE

### I. ORGANIZATION PROFILE

Identify the contracting agency and the implementing agency for the proposed project. The contracting agency is the legal entity with which the LHSC will enter into a subgrant agreement. The implementing agency is the entity that will perform the day-to-day work of the project. These agencies may be the same, but can be different. See pages 2-3 for more information on the definitions of contracting agency and implementing agency.

### II. CONTACT INFORMATION

Identify the Subgrantee Project Director, Fiscal Contact, and Authorizing Official. See page 3 for more information on how to determine the appropriate person for each role.

### III. PROJECT INFORMATION

- **(TITLE)** Select a name for the proposed project.
- **(PROJECT SUMMARY)** The summary/description should provide a clear and concise overview of the request including a brief overview of the proposed project. This overview should clearly describe the applicant, the need for the proposed project, countermeasures and/or activities to be implemented, and the overall intended change(s) expected to result from the proposed project.
- **(ORGANIZATION ACTIVITIES)** Describe your agency's current activities related to this project. These are activities that support the project, but are not requested to be funded in this application.

#### IV. PROBLEM IDENTIFICATION

Problem identification (or problem statement) is a critical part of the proposal. It represents the justification for funding and focuses on the conditions the applicant wishes to change. Problem identification looks at a particular situation and identifies causes for the problem. In this section, provide an overview of the traffic safety problem and the major factors that contribute to the fatal/injury crash levels. Describe what is happening, when it is happening, and where it is happening. If identifying a target audience, identify the subpopulation and provide evidence for targeting this group. See below for an example of an appropriate framing of the problem using data.

Priority Locations and Problem Identification: 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. A detailed analysis of the State’s problem identification, including the five-year averages of crash data, is included on page 17 of this document.

While priority will be given to parishes identified as high-risk as listed in the FFY 2026 Problem Identification, applicants can provide a justification for identifying locations in addition to/or outside of the Tier I and II lists.

**EXAMPLE:** While this sample is for a law enforcement agency, it serves as a good guide for all.

*Lagniappe City is the largest city in Boudin Parish with a population of (insert number). It is home to a four-year institution of higher education and has a major interstate running through it. According to Louisiana crash data and reports from Lagniappe Police Department, there has been an increase in alcohol-related crashes since 2018.*

	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Total Crashes</b>	21,500	19,900	25,370
<b>Total Injury Crashes</b>	6,760	5,630	7,350
<b>Total Fatal Crashes</b>	66	65	61
<b>Alcohol-Related Crashes</b>	703	661	750
<b>Alcohol-Related Injury Crashes</b>	350	302	366
<b>Alcohol-Related Fatal Crashes</b>	17	22	25

*Since 2018, alcohol-related fatalities among men and women between the ages of 20 and 45 have steadily increased even though overall fatalities have decreased. Most crashes occur between 10:00 pm and 2:00 am on college game nights during each season. Alcohol is available at these events. Our agency added overtime enforcement during those peak times and used media and signage. Despite this, there has been a 10% increase in alcohol-related crashes.*

## V. GOALS, OBJECTIVES, AND IMPLEMENTATION

All grants must set targets and performance measures. In addition, all grants must evaluate their success in achieving project targets and performance measures as well as their impact on identified traffic safety problems and needs.

**(GOALS/PERFORMANCE TARGETS)** Performance targets/goals are the anticipated long-term results of the project and must impact one or more of the specific emphasis areas. The project performance target/goal should be written to coincide with the LHSC Statewide FY 2026 Emphasis Area Performance Targets, which are listed on page 9.

**(OBJECTIVES)** In order for any project to be successful, it must contain measurable end results. Objectives are specific actions that will be taken to accomplish its associated performance target/goal(s). Objectives should be written in a SMART format: Specific, Measurable, Achievable, Relevant, and Time Sensitive.

Objectives do not describes strategies or activities. Rather, they allow you to see if the project is accomplishing its goal(s) (evaluation). When drafting your objectives, use actual numbers (baseline data) to support percentages.

### EXAMPLES: Performance Targets/Goals

- *Reduce number of persons killed in traffic crashes from \_\_\_ in FY 23 to \_\_\_ in FY 26 in \_\_\_ Parish.*
- *Reduce number of persons injured in traffic crashes from \_\_\_ in FY 23 to \_\_\_ in FY 26 in \_\_\_ Parish.*
- *Reduce number of persons injured in alcohol-related traffic crashes from \_\_\_ in FY 23 to \_\_\_ in FY 26 in \_\_\_ Parish.*
- *Reduce number of persons killed in unrestrained traffic crashes from \_\_\_ in FY 22 to \_\_\_ in FY 24 in \_\_\_ Parish.*

**Statements must include a base and a target number.**

### EXAMPLES: Objectives

- *Participate in, collect, and report enforcement data for all LHSC occupant protection campaigns. (This is required for all law enforcement agencies)*
- *Send \_\_\_ law enforcement personnel to the Advanced Roadside Impaired Driving Enforcement (ARIDE) certified training.*
- *Conduct \_\_\_ DUI Saturation Patrol operation(s) over the grant period.*
- *Conduct \_\_\_ night-time (1600-0600) Click It or Ticket enforcement operations.*
- *Conduct \_\_\_ highly publicized pedestrian and/or bicycle enforcement operations in areas or during events with a high number of pedestrian and/or bicyclists crashes resulting from violations made by pedestrians, bicyclists, and drivers.*
- *Conduct \_\_\_ traffic safety educational presentations with an effort to reach \_\_\_ community members. Note: Presentations can address topics such as distracted driving, impaired driving, bicycle and pedestrian safety, seatbelts, and child passenger safety, depending upon the program area noted in your application.*

**(WORK PLAN)** The next step is to identify the countermeasures and activities used to achieve the objectives. The activities/tasks should flow naturally from the problem statement and describe how you plan to implement the objectives.

For enforcement focused work plans, explain how you plan to deploy resources based on the analysis of data.

For non-enforcement focused work plans, clearly describe the activities. List activities in sequence. Include all activities needed to implement the program (e.g., training, grant-related purchases needed, required reporting, etc.). Present reasonable activities that can be accomplished within the time allotted for the project and include completion dates.

**EXAMPLE: Organization performance targets/goals, objectives, and work plan as follows.**

*Performance Goal 1*

- *Objective 1*
  - *Activity/Task 1 with Responsible Party Identified*
  - *Activity/Task 2 with Responsible Party Identified*
  - *Activity/Task 3 with Responsible Party Identified*
- *Objective 2*
  - *Activity/Task 1 with Responsible Party Identified*
  - *Activity/Task 2 with Responsible Party Identified*

*Performance Goal 2*

- *Objective 1*
  - *Activity/Task 1 with Responsible Party Identified*
- *Objective 2*
  - *Activity/Task 1 with Responsible Party Identified*
  - *Activity/Task 2 with Responsible Party Identified*
  - *Activity/Task 3 with Responsible Party Identified*

**(EVALUATION)** Comprehensive evaluation involves an analysis of whether the project has achieved its stated performance targets and objectives. It also involves an analysis of the role that project activities have played in the accomplishment of those performance targets and objectives. In this section, describe the evaluation strategy that will be used to show that your proposed project is effective. Your evaluation plan should be designed so that an independent observer can confirm or measure whether or not the project objectives have been met and that progress made toward the performance goal(s) by changing numbers or behaviors.

This section should answer the following questions:

1. What data will be collected (crash statistics, fatalities, citations, survey, etc.)?
2. How will the data be collected? (surveys, crash reports, or even agency spreadsheets/tracking, etc.)
3. How often will the data be collected and compared? This answer will be based upon what items you choose to track. You may answer Pre/Post strategy implementation, after enforcement periods, quarterly, or monthly.

Additionally, by the end of the grant year, you should be able to answer the following questions:

- Was the program conducted as planned?
- Did the program reach the intended target group?
- Did the program achieve what it intended (e.g., change behavior or attitudes, educate people, reduce number of persons killed or injured)?

#### **VI. BUDGET PROPOSAL/BUDGET NARRATIVE**

The proposed budget for the project is an estimate, but should be as specific as possible in identifying cost items. The Budget Summary allows for expenses in the following delineated categories: Personal Services (Personnel Wages/Salaries, Fringe Benefits); Travel; Operating Services; Contracts/Consultants; Supplies; Equipment; and Indirect Costs.

Examples of estimated costs for a project proposal may include, but are not limited to: hours worked/portion of salary of implementation staff; costs of materials acquired and consumed specifically for the purpose of the contract; telephone added as part of the project; printing; postage; office supplies; travel specifically for the purpose of implementing the project; and special equipment added as part of the project and necessary to implement the project.

Educational items and activities must directly relate to the project objectives offering incentives or encouraging the target audience to adopt specific practices. Avoid using the terms miscellaneous or etc. Include a budget narrative that explains each item listed in the budget proposal.

1. Estimate the costs of the project as accurately as possible.
2. Include reasonable, necessary, and appropriate costs.
3. Justify the costs to anticipated results.
4. Provide a budget narrative for each cost listed including out-of-state travel.

NOTE: Requests for Equipment purchases are discouraged at this time.



## **ADDITIONAL ITEMS TO BE SUBMITTED WITH GRANT APPLICATION**

1. Effective April 4, 2022, the federal government will start using a new identifier, the Unique Entity ID (UEI) on the System for Award Management (SAM), to identify businesses and organizations as unique. The UEI will be required to do business with the government (LHSC).

*What Does it Mean to Get a UEI? Getting a UEI is a validation that your entity is what you say it is: a unique organization with its own physical address. Just getting a UEI assigned does not mean your organization is eligible for federal awards. <https://sam.gov/SAM/> will validate and assign a UEI to your organization even if you do not intend to register your entity in <https://sam.gov/SAM/>. “Getting a UEI” in <https://sam.gov/SAM/> refers to just that—getting a UEI only, not registration. If you are only interested in participating in the award process as a sub-awardee or other situations when registration is not required, then getting only a UEI is the right option for you. Unique Entity IDs (SAM) do not expire, and if you choose to register your entity later, you will keep the same Unique Entity ID (SAM).*

3. All applicants must be registered as a vendor with the State of Louisiana and the LHSC and include the vendor number in the box provided on the application

[https://lagoverpvendor.doa.louisiana.gov/irj/portal/anonymous?guest\\_user=self\\_reg](https://lagoverpvendor.doa.louisiana.gov/irj/portal/anonymous?guest_user=self_reg)

4. All applicants must be in good standing with the Louisiana Secretary of State’s Office –

<https://coraweb.sos.la.gov/commercialsearch/commercialsearch.aspx>

5. All applicants must have a number from the Louisiana Department of Revenue (LDR) and all applicants must include their LDR# in the box provided on the application. Act 211 of the 2017 Regular Session required that prospective contractors must be current in the filing of all applicable tax returns and reports, and in payment of all taxes, interest, penalties, and fees owed to Louisiana. Before the Office of State Procurement (OSP) can approve a contract, a tax clearance must be issued by the Louisiana Department of Revenue indicating the prospective contractor is current in all filings and payments. All vendors can call Revenue at 1-855-307-3893 to get their number.

## **FREQUENTLY ASKED QUESTIONS**

Q. If I have a current grant from the LHSC, do I need to submit an application for FFY26 or will my grant be automatically renewed?

A. Yes, everyone seeking funding for FFY26 must submit a new application.

Q. What types of activities/projects can be funded with an LHSC grant?

A. Officer pay for overtime enforcement of traffic laws under sustained and/or special wave enforcement projects. Activities such as implementation of educational programs and/or outreach programs, educational materials, traffic records improvement projects, and impaired driving countermeasures such as DWI courts, court monitoring, Screening, Brief Intervention, and Referral to Treatment (SBIRT).

Q. Can I include paid media advertising in my LHSC grant application?

A. No. The LHSC uses a single vendor to place all paid media messaging to ensure consistency and increase purchasing power. The vendor is selected through a Request for Proposals process.

Q. Do I need to complete the Budget Justification section for each portion of the budget?

A. Yes. The Justification section is mandatory for each section of the budget portion of all applications. It is a required field so applicants cannot advance through the application without completing it

Q. Is there a limit on how much for which I may apply?

A. While there is not a limit on the amount that can be requested, your proposed budget should be reasonable and allowable.

Q. Where do I get data and statistics needed to complete the application?

A. Data is available in the FY 2026 Problem Identification included on page 17. In addition, data can be obtained from the Center for Analytics & Research in Transportation Safety (CARTS) at LSU by visiting the crash data site at <https://carts.lsu.edu/datareports/report/crash> or the SHSP dashboards at <https://carts.lsu.edu/datareports/report/shspcrash>

Q. How do Judicial Districts submit applications for DWI Courts?

A. Beginning in FFY 2025, Judicial Districts will coordinate with the Louisiana Supreme Court, Specialty and Drug Court Office (SDCO) to submit a funding request as part of the Court's application. All DWI Courts will serve as subcontracts of the SDCO.

Q. Where do I find examples of proven, evidence based traffic safety programs?

A. The NHTSA Publication *Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices* may be found at: <https://www.ghsa.org/resources/countermeasures>

Q. Can grant funding be used to purchase equipment for my law enforcement agency?

A. Yes, but we do not fund equipment-only requests. Funding is limited so requests for equipment to support a highway safety program are not encouraged at this time.

Q. How do I access the LHSC's new Subrecipient Management System?

A. There are two ways to access the LHSC's new web-based e-grant system. Visit the LHSC website for all information about the grant program at <https://www.lahighwaysafety.org/grants/apply-for-a-grant/>. Or, to go directly to the new system's website, visit <https://lhsc.intelligrants.com/>.



## 2026 Problem ID Summary

(Five-year averages)

Total Traffic Fatalities	Total Fatal & Injury Crashes	Alcohol Related Fatal and Injury Crashes	Unrestrained Fatalities	Motorcycle Fatal & Injury Crashes	Alcohol Related Motorcycle Crashes	Pedestrian Fatalities	Fatal & Injury Crashes with Distraction
Tier 1	Tier 1	Tier 1	Tier 1	Tier 1	Tier 1	Tier 1	Tier 1
East Baton Rouge 84	Orleans 5,719	Orleans 706	East Baton Rouge 24	Orleans 159	Orleans 25	East Baton Rouge 23	East Baton Rouge 2,873
Orleans 59	East Baton Rouge 5,327	East Baton Rouge 418	Livingston 13	East Baton Rouge 103	East Baton Rouge 11	Orleans 19	Jefferson 2,304
Caddo 42	Jefferson 3,551	Jefferson 267	Calcasieu 13	Lafayette 89	Jefferson 10	Jefferson 11	Lafayette 1,596
Calcasieu 39	Caddo 2,833	Caddo 203	Orleans 12	Jefferson 83	Lafayette 9	Caddo 9	Calcasieu 1,338
Jefferson 36	Lafayette 2,815	Lafayette 165	Caddo 11	Calcasieu 72	Caddo 9	Ouachita 8	Caddo 1,280
St. Tammany 35	Calcasieu 2,123	Calcasieu 143	Tangipahoa 11	Caddo 67	Calcasieu 7	Lafayette 8	St. Tammany 1,038
Ouachita 31	Ouachita 1,657	St. Tammany 93	St. Tammany 11	Livingston 61	Livingston 6	Rapides 7	Ouachita 968
Tangipahoa 30	St. Tammany 1,579	Ouachita 89	Ouachita 9	St. Tammany 52	Rapides 5	Calcasieu 6	Orleans 827
Lafayette 30	Bossier 1,236	Ascension 82	Ascension 9	Ouachita 42	St. Tammany 5	St. Tammany 5	Ascension 777
Livingston 30	Rapides 1,228	Livingston 77	Jefferson 9	Rapides 42	Ouachita 4	Tangipahoa 4	Livingston 704
Rapides 27	Tangipahoa 1,222	Tangipahoa 70	Rapides 8	Tangipahoa 39	Tangipahoa 4	Livingston 4	Tangipahoa 699
Lafourche 24	Ascension 1,204	Rapides 63	St. Landry 8	Ascension 33	Ascension 3	Ascension 3	Rapides 689
Ascension 23	Livingston 1,111	Bossier 61	Lafayette 7	Bossier 32	Terrebonne 3	Lafourche 3	Terrebonne 591
St. Landry 19	Terrebonne 903	Terrebonne 50	DeSoto 6	Terrebonne 29	Bossier 2	St. Landry 3	Bossier 589
Acadia 17	St. Landry 751	St. Landry 43	Acadia 6	Lafourche 21	St. John the Baptist 2	Natchitoches 3	St. Landry 486
Terrebonne 16	Lafourche 625	Lafourche 37	Lafourche 6	St. Landry 19	St. Landry 2	Terrebonne 3	Lafourche 430
Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Lafourche 2	Acadia 3	Tier 2
Bossier 13	Iberia 546	Iberia 34	Natchitoches 5	St. Martin 17	Acadia 2	Tier 2	Iberia 342
St. Martin 13	St. Martin 469	St. Charles 34	Washington 5	Iberia 16	St. Martin 2	Iberia 2	St. Charles 278
Iberia 12	Acadia 469	St. Martin 30	St. Martin 5	Acadia 15	Tier 2	Jefferson Davis 2	Acadia 278
St. John the Baptist 11	St. John the Baptist 420	St. John the Baptist 29	Iberia 5	Vermilion 15	St. Charles 1	St. Martin 2	St. John the Baptist 246
DeSoto 11	St. Charles 407	Acadia 26	Avoyelles 4	Vernon 12	Iberia 1	West Baton Rouge 2	West Baton Rouge 245
Natchitoches 11	West Baton Rouge 402	Natchitoches 22	St. John the Baptist 4	Washington 11	Natchitoches 1	St. John the Baptist 2	St. Martin 243
Washington 11	Lincoln 392	Vermilion 21	Vermilion 4	St. John the Baptist 10	St. Bernard 1	Bossier 2	Natchitoches 233
West Baton Rouge 10	Natchitoches 363	West Baton Rouge 20	Bossier 4	Lincoln 10	St. Mary 1		Lincoln 229
Avoyelles 10	Vermilion 334	Avoyelles 19	Evangeline 4	St. Charles 10	Avoyelles 1		Vermilion 195
Jefferson Davis 10	Iberville 325	Jefferson Davis 18	Richland 4	St. Bernard 10	Iberville 1		Avoyelles 166
Vermilion 9	Washington 305	St. Bernard 18	Grant 4	Natchitoches 9	Lincoln 1		St. Bernard 158
Webster 9	Avoyelles 294	Lincoln 17	Terrebonne 4	Avoyelles 9	Vernon 1		Washington 153
Richland 9	Jefferson Davis 278	Washington 16	Lincoln 4	West Baton Rouge 9	Allen 1		Vernon 152
Lincoln 8	St. Mary 276	St. Mary 16	Webster 4	Webster 8	Concordia 1		Jefferson Davis 143
Iberville 8	St. Bernard 275	Evangeline 16	Sabine 4	St. Mary 8	Evangeline 1		St. Mary 142
Pointe Coupee 8	Webster 270	Iberville 15	St. Helena 4	Jefferson Davis 8	Jefferson Davis 1		Iberville 132
Grant 8		Vernon 15			Washington 1		
Evangeline 8					DeSoto 1		
					Vermilion 1		