Louisiana Highway Safety Commission

Call for Traffic Safety Grant Applications Beginning in Federal FY 2027

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.

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Application deadline: February 28, 2026 at 11:59 PM

SECTION 1: ABOUT LHSC'S TRAFFIC SAFETY GRANT PROGRAM

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 previously created or were issued a username and password to access the LHSC Subrecipient Management System, 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" on the right side of the screen.
- Unique Entity Identifier (UEI) on the System for Award Management (SAM): https://sam/gov/SAM/
- State of Louisiana Vendor Number: https://lagoverpvendor.doa.louisiana.gov/irj/portal/anonymous?guest_user=self_reg
- Louisiana Department of Revenue Number: Call the hotline at 1-855-307-3893

VITAL 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 area including: police traffic enforcement services, impaired driving, occupant protection and/or child passenger safety, traffic records and information systems, teen/young adult driver safety, pedestrian and/or bicycle safety, distracted driving, motorcycle safety, and 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, 2026 – Sept. 30, 2027)
Open application period: February 1, 2026 (12:01 am) – February 28, 2026 (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 2026
Expected start date: October 1, 2026

INTRODUCTION

The Louisiana Highway Safety Commission (LHSC) receives federal funds from the U.S. Department of Transportation (DOT), 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 Infrastructure Investment and Jobs Act (IIJA). The final rule that made changes and clarifications to the revised uniform procedures implementing State highway safety grant programs in the IIJA was effective in March 2023.

Using its federal funds, the LHSC awards subgrants to eligible applicants to address specific traffic safety priority areas. Once applicants are awarded subgrants, they become subgrantees. Subgrants may be awarded to assist the LHSC with its efforts to address traffic safety problems, to expand an existing traffic safety activity or program led by the applicant, or to develop a new traffic safety 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) 2027.

> ***Subgrantee:***
> *G*eneral term referring to all entities receiving funds from LHSC
>
> *Includes:*
> individuals, contracting agencies, implementing agencies, subcontractors, and third party contractors or consultants.
>
> *Interchangeable terms:*
> subrecipient or contractor

ELIGIBILITY

A. Suitable Projects: Projects eligible for funding must:
- Be directly related to at least one of the LHSC's traffic safety priority areas,
- Support at least one of the agency's statewide performance targets,
- Target a high-risk geographic location(s) identified through LHSC's problem identification process, and
- Include evidence-based countermeasure strategies.

Sources to support development of suitable projects
See pages 3-5 for a list of traffic safety priorities and page 7 for the list of LHSC's performance targets.

See pages 8-9 for the *2027 Problem Id Summary* tables which identify Tier 1 and Tier 2 parishes by traffic safety priority area. Tier 1 consists of the top 25% of parishes with the most fatalities in the specific problem area and Tier 2 consists of the next 25% of parishes with fatalities in that specific problem area. Funding priority will be given to Tier 1 and Tier 2 parishes.

Project proposals must include proven countermeasures strategies. To locate evidence-based strategies, search online for the NHTSA publication, *Countermeasure That Work: A Guide for State Highway Safety Offices.*

B. Acceptable Applicants: Applications for projects must:
- Be from an official entity with legal status to receive federal funds
- Identify individuals for each of these roles: Subgrantee Project Director, Subgrantee Fiscal Contact, and Authorized Official. The same individual can be assigned to multiple roles.

What is considered a legal entity?
Legal entities can be government entities; political subdivisions of parish and local government agencies; non-profits; colleges or universities; local school boards; individual schools; corporations; hospitals; regional traffic safety coalitions; traffic safety advocacy groups; fire departments; emergency services providers; individuals; and any other entity with legal tax status. These legal entities will be considered Contracting Agencies.

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

- *Contracting Agency* – Legal entity with which LHSC will actually enter into an agreement. This agency may or may not be the same as the implementing agency.
- *Implementing Agency* – This is the entity that will actually complete the work outlined in the proposal.

Example: The Lagniappe Police Department is designated as the traffic safety enforcement provider for the City of Lagniappe in Boudin Parish. However, the City of Lagniappe is the legal and fiscal entity for the PD. In this scenario, the City of Lagniappe is the contracting agency and Lagniappe Police Department is the implementing agency.

What responsibilities are expected for each required role?
- *Project Director* – Individual who will serve as the primary LHSC contact regarding day-to-day activities.
- *Fiscal Official* – Individual who will handle the accounting and fiscal management of the subgrant.
- *Authorizing Official* – Individual who has final signature authority on grants/contracts.

FUNDING PARAMETERS
Guidelines: Federal highway safety grants are intended to provide **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 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 the following are unallowable expenses.
- Highway maintenance costs
- Highway design or construction costs
- Office furniture and fixtures
- Land acquisition costs
- Food and alcoholic beverages
- Entertainment
- Lobbying costs
- Promotional items
- Regulatory traffic signs
- Vehicles
- Building construction costs

This list is not exhaustive or complete. Other unallowable costs are determined on a project-by-project basis.

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, 2026 and ends on September 30, 2027. 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.

TRAFFIC SAFETY PRIORITY AREAS

The LHSC's subgrants fall into two groups: **enforcement** and **non-enforcement**. Beyond that, the LHSC seeks evidence-based and data-driven traffic safety projects addressing the following priorities: police traffic enforcement services, impaired driving, occupant protection, child passenger safety, traffic records and information systems, teen/young adult driver safety, pedestrian safety, bicycle safety, distracted driving, motorcycle safety, railroad/highway grade crossing safety, and racial profiling data collection.

Police Traffic Enforcement Services: There are 2 types of enforcement overtime grant opportunities: sustained and special wave.

- *Sustained, Year-Long:* Law enforcement grant applications should 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 *2027 Problem Identification Summary* 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 LHSC's annual *Buckle Up In Your Truck* campaign.

Non-Enforcement Activities:

- *Impaired Driving Non-Enforcement:* 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. To that end, the LHSC is seeking proposals that address activities related to impaired driving, such as, but not limited to prevention strategies, outreach and education, substance use disorder assessment of targeted populations, forensic toxicology and/or oral fluid testing, prosecution strategies, adjudication strategies, court support, and/or strategies to improve administrative sanctions.

- *Occupant Protection Non-Enforcement:* The LHSC is seeking proposals that address the utilization of vehicle occupant protection systems, particularly those addressing the following: inform the public about benefits of always using seat belts and child safety seats; promote adoption of safety belts policies for employees when on official business travel; train and retain certified child passenger safety technicians; craft and administer child safety seat provisions for low-income citizens; and integrate occupant protection into professional health training curricula. *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 innovative programs to address this problem, especially at night.

- *Traffic Records and Information Systems:* The LHSC supports strategies designed to improve any of 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 data needed to identify priorities for traffic safety programs; by evaluating the effectiveness of efforts to make such improvements; by linking traffic records data systems with other state systems, such as those that contain medical, roadway, and economic data; and by improving the compatibility and interoperability of the data systems to enable state and local communities to observe and analyze trends in crash rates, outcomes, and circumstances.

- *Teen/Young Adult Driver Safety:* The LHSC is interested in comprehensive proposals to support traffic safety programs that seek to reduce impaired driving, increase occupant protection, and promote safe driving behaviors among novice drivers, generally those drivers between 15 and 24 years of age. Proposals from high schools, K-12 public school systems, and colleges and universities are specifically encouraged.

- *Non-Motorist Safety:* The LHSC is seeking innovative education and outreach projects directed at reducing pedestrian and bicyclist fatalities and injuries 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 officers; conducting targeted enforcement of laws; and educating and building awareness to inform all motorists, 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 driving while distracted by handheld cell phones and communication devices.

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

- *Rail/Highway Crossing Safety:* The LHSC supports efforts that emphasize the analysis of potentially hazardous 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 who are over-represented in crash data, but are also under-resourced by federal and state sources.

**REMINDER: Stronger considerations will be given to applications
that include data-driven and evidence-based projects.**

**Data is available in the *2027 Problem Id Summary* tables on page 8-9 or through
the 2024 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.**

SECTION 2: COMPLETING YOUR LHSC GRANT APPLICATION

APPLICATION BASICS

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/.

The LHSC uses an online Subrecipient Management System for all grant-related business. The web address is https://lhsc.intelligrants.com/. All applications must be submitted through this web-based platform. Detailed instructions are included on each page of the application, as well as in the following pages. Failure to follow instructions may result in your application being rejected. Once you have successfully submitted your application, please make sure you receive a confirmation email. If you do not receive an email confirmation, please log back into the system to check the status. The web-based platform will close promptly at 11:59 PM (CT) on February 28 so applications cannot be submitted after the deadline.

NEED ASSISTANCE?

- For technical questions on site navigation, contact the Agate Software Help Desk at 1-800-820-1890 or helpdesk@agatesoftware.com.
- For general questions about LHSC grant programs, contact the LHSC at (255) 925-6991 or LHSCadmin@la.gov or visit our website at https://www.lahighwaysafety.org.
- For specific questions about currently-funded projects, contact your assigned program coordinator.

REQUIRED APPLICATION ELEMENTS

Listed below are the required components of the LHSC's traffic safety grant application. Immediately following the list is a detailed description of each component. You are strongly encouraged to use the following pages as guidance while completing your application. Additionally, each application form in the online portal has a downloadable PDF containing these detailed instructions, as well as additional examples.

I. Organization Profile
II. Project Information
    a. Title
    b. Project Summary/Description
    c. Target Audience
    d. Project Location
III. Problem Identification (Problem Statement)
IV. Goals, Objectives, & Implementation
    a. Goals/Targets
    b. Objectives
    c. Work Plan (i.e., Countermeasure Strategies and Activities)
    d. Data Collection/Performance Measures/Evaluation
V. Budget Proposal with Narrative Justifications for Each Section
    a. Personnel
    b. Travel
    c. Operating Services
    d. Contracts/Consultants
    e. Supplies
    f. Equipment
    g. Indirect Costs

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 page 5 for more information on the definitions of contracting agency and implementing agency. *Detailed instructions about how to complete this section are posted to the top of this form in the e-grant system.*

II.   Project Information

Project Title: This will be the official title for your project. Be succinct, but descriptive.

Project Type: Read all possibilities and select the one that is most relevant to your project.

Project Period: LHSC can only grant funds for one year at a time. Funds requested now will be available for the upcoming fiscal year. So, even though you are completing an FFY 2027 application, the current year is 2026 so the project period should have a start date of October 1, 2026 and an end data of September 30, 2027.

Program Area(s): Read all possibilities and select those most relevant to your project.

Project Summary: Provide a succinct, but descriptive description. Briefly describe the need for the project, but do not include data here. Here, focus on describing the priority traffic safety program area(s) your project will address and the major countermeasure strategies you plan to use for each program area. Briefly describe why your organization is well-qualified to implement this project.

Describe the target audience: Be as specific as possible, especially if your project will focus on audiences smaller than "general public" or "all motorists." Include age ranges if targeting young drivers or older drivers. Include specific races/ethnic groups if your project plans to address overrepresented populations. Describe any other type of at-risk population if relevant to your project.

Project Location: Be specific when describing your target area. Name all parishes where you plan to work, not just geographic regions. Include whether your target area encompasses Tier 1 or Tier 2 parishes. If you plan to address a specific city within a parish, include the parish name and whether it is a Tier 1 or Tier 2 parish.

Detailed instructions about how to complete this section are posted to the top of this form in the e-grant system.

III.   Problem Identification

Problem identification is a critical part of the problem statement. 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, you will write a problem statement which provides an overview of the traffic safety problem(s) and the major factors that contribute to the problem. This will include the fatality and/or injury rates for the problem area(s) you want to address. Describe what is happening, when it is happening, and where it is happening in your target area. Include three to five years of data to document the traffic safety problem and cite your data source. Include statistics on crashes, injuries, fatalities, DWIs, moving violation contacts, roadway types, or other crash-related statistics that support the problem. Be as specific as possible about certain populations (i.e., drivers ages 16-20) documented as contributing to the problem. If possible, describe days of the week, hours of the day, or times of the year when data shows that the problem is worse. Finally, describe why your proposed project is needed to address the cited problem.

Priority Locations Through 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 2, 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 pages 15-16 of this document. While priority will be given to parishes identified as high-risk as listed in the *FFY 2027 Problem Identification Summary*, applicants can provide a justification for identifying locations in addition to/or outside of the Tier I and 2 lists.

<div align="center">

EXAMPLES: Problem Identification

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Problem Statement Example 1 (Enforcement): Lagniappe City is the largest city in Boudin Parish with a population of 230,000 people. It is home to a four-year university and has a major interstate running through it. According to the Louisiana crash data dashboard *A5: Alcohol-Related Crashes by Severity* for Boudin Parish, there were 5,089 fatal and injury crashes and 311 alcohol-related fatal and injury crashes in 2024. This means that the % of alcohol-related fatal and injury crashes as a portion of all fatal and injury crashes for that year was 6.1%. When we look at just % of alcohol-related fatal crashes compared to all fatal crashes in the parish for 2024, it was 47.54%. This represents an increase over 2022 and 2023 in both portion of all fatal plus injury crashes and all fatal crashes that are alcohol-related. Further review of the crash dashboards shows that alcohol-related fatal crashes in Boudin Parish are mainly among men and women between the ages of 20 and 45. Most of these crashes occurred between 10:00 pm and 2:00 am and more than half coincided with weekend nights when the university's football team played home games. Alcohol is readily available at tailgate events, in the stadium, and at bars and restaurants that are frequented after games. Last year, our agency added overtime enforcement during those peak times and wants to continue these efforts so Lagniappe City Police Department is requesting impaired driving funds. With these funds, we hope to reduce alcohol-related fatal and injury crashes in Boudin parish by 1% in FFY 2027 (from 311 [29 alcohol fatal crashes + 282 alcohol injury crashes] in 2024 to 308 alcohol-related fatal and injury crashes in 2026).

Problem Statement Example 2 (Non-Enforcement): Distracted driving is a major contributor to crashes in Louisiana. Distracted crashes have increased everywhere, but Gulf Coast States like Louisiana have been particularly impacted because residents tend to have older vehicles without features to use cellphones hands free while driving. Also, Louisiana has higher numbers of commercial motor vehicles (CMVs) traveling its major interstates particularly the I-10 corridor. While transportation companies have implemented measures to monitor drivers' behavior, distracted driving persists. To further illustrate the state's problems, my agency, No Driving Distractions Louisiana, reviewed data available through the Center for Analytics and Research in Transportation Safety (CARTS). CMV drivers experienced an 85.7% increase in cell phone distraction crashes from 2023 to 2024. Similarly, non-CMV drivers experienced a 10.6% increase in all distraction-related crashes from 2023 to 2024. Fatal distraction crashes increased by 10.5% and serious injury distraction-related crashes increased by 13.2% from 2023 to 2024. Further, fatal and serious injuries of all persons involved in distraction-related crashes increased from 2023 to 2024, by 11.8%. In conclusion, Louisiana is experiencing more crashes due to distraction, resulting in more serious and more overall injuries. To tackle Louisiana's distracted driving problems, No Driving Distractions Louisiana proposes to execute a strategic and multi-faceted statewide crash prevention plan with three major activities. Among other targets, No Driving Distractions Louisiana expects that our plan will reduce distracted driving-related fatal crashes by 1% statewide (from 13 distracted driving fatal crashes in 2024 to 12.87 distracted driving fatal crashes in 2026).

Detailed instructions about how to complete this section are posted to the top of this form in the e-grant system.

IV.   Goals, Objectives, and Implementation

Goals: All applicants must identify one or more goals for their project. Goals are the long-term results you want to accomplish in order to bring about a solution to the problem(s) you identified. Goal statements express how you will evaluate your success in achieving some level of impact on your identified traffic safety problems and needs. Thus, you should tie your goal statement(s) to your problem statement(s).

Every applicant should write at least one goal to coincide with the LHSC statewide FFY 2027 performance targets, included on page 15. The difference between LHSC's target statements and your application's goal statement is that you should include the baseline count and target count as well as the target area (parish) in the goal statement.

- ENF APPLICANTS: You should have at least one goal statement for every program area for which you are requesting overtime hours.
- NON-ENF APPLICANTS: You should have at least one goal statement for every program area you selected on the *Project Information* form.

EXAMPLES: Goal Statements
(Continued from Problem Id)

Example 1 (Enforcement): Reduce alcohol-related fatal and injury crashes in Boudin parish by 1% in FFY 2027, from 311 [29 alcohol fatal crashes + 282 alcohol injury crashes] in 2024 to 308 alcohol-related fatal and injury crashes in 2025.

Example 2 (Non-Enforcement): Reduce distracted driving-related fatal crashes by 1% Statewide in FFY 2027, from 53 distracted driving fatal crashes in 2024 to 52 distracted driving fatal crashes in 2025.

Objectives: For any project to be successful, you need an end result (i.e., a goal) as well as measurable results for major activities along the way (objectives). Thus, each goal has one or more objectives. Objectives should be written in a SMART format: Specific, Measurable, Achievable, Relevant, and Time Sensitive.

To be clear, objectives do not describes strategies or activities. Rather, they allow you to see if you are accomplishing your strategies or activities. Knowing whether you are on track to accomplish each strategy or activity can help you make adjustments in your project work plan. Ideally, if you meet or exceed most of your objectives, you should achieve, or at least come close to achieving, your goal(s).

EXAMPLES: Objectives
(Continued from Goal Statement)

Example 1 (Enforcement):
- Objective 1: Send at least 1 LEO to SFST or ARIDE certified training by September 30, 2027.
- Objective 2: Conduct 2 additional checkpoints during the months when we experienced the highest numbers of crashes in 2025 by September 30, 2027.
- Objective 3: Increase the number of hours during which we conduct weekend and nighttime impaired driving saturation patrols in 2025 by 100 hours by June 30, 2027.

Example 2 (Non-Enforcement):
- Objective 1: Between December 24, 2026 and January 15, 2027, collaborate with LHSC-funded enforcement agencies to conduct distracted driving targeted enforcement mobilization.
- Objective 2: By April 15, 2027, conduct an earned media campaign about the dangers of distracted driving.
- Objective 3: By May 30, 2027, train at least 150 individuals and 50 law enforcement officers on the dangers of distracted driving and strategies to identify and prevent this behavior.

Work Plan: The final 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.

EXAMPLES: Work Plans
(Continued from Objectives but incomplete; For only one objective each)

Example 1 (Enforcement):
- Objective 3: Increase the number of hours during which we conduct weekend and nighttime impaired driving saturation patrols in 2025 by 100 hours by June 30, 2027.

  Work Plan
  - o Activity: Review crash data for each month of the past fiscal year, focusing on Thursday, Friday, and Saturday nights. Put months in order from most to fewest crashes on weekend nights. Identify the top 6 months.
  - o Activity: For the top 3 months, identify specific locations within the city where highest number of crashes occur during the weekend nights. Ensure our enforcement plan schedules 75 of the additional 100 hours for checkpoints within 5-mile radius of the specific locations during the top 3 months.
  - o Activity: For the other 3 months, ensure the remaining 25 of the additional 100 hours are scheduled for saturation patrols for the highest weekend crash months.

Example 2 (Non-Enforcement):
- Objective 2: By April 15, 2027, conduct an earned media campaign about the dangers of distracted driving.

  Work Plan
  - o Activity: Review Cambridge Mobile Telematics report titled *Road Risk Alert* about holiday period having highest rates of distracted driving crashes nationwide.
  - o Activity: Develop a press release and news editorial about the holiday period and distracted driving and disseminate to media outlets.
  - o Activity: Create social media graphics. One set to focus on tips about reducing distracted driving. Second set with data about distracted driving. Third set about Louisiana's new distracted driving law.
  - o Activity: Make a list of all traffic safety advocacy groups to share social media graphics. Develop email distribution list. Share social media graphics.
  - o Activity: Develop No Driving Distractions Louisiana's social media posting schedule to maximize coverage and implement during grant period.
  - o Activity: Ask LHSC staff to share graphics about new law with grant-funded enforcement agencies.
  - o Activity: Request a proclamation from the Governor's Office Proclamation to observe April as Distracted Driving Awareness Month.
  - o Activity: Schedule a media interview for LHSC Executive Director and No Driving Distractions Louisiana Director during Distracted Driving Awareness Month.

Data Collection/Performance Measures/Evaluation: Comprehensive evaluation involves an analysis of whether the project has achieved its stated goals and objectives. It also involves an analysis of the role that project activities played in accomplishing your performance targets. 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. For each objective, ask yourself the following questions: What data do we need to collect associated with this objective? Is the data currently being collected somewhere or do we need to create a method for tracking? How often do we need to collect it? Is there anything else we need to consider about data collection and/or data tracking?

EXAMPLES: Evaluation Plan
(Continued from Objectives)

Example 1 (Enforcement): To measure success, Lagniappe Police Department will use the following tactics:
- Track the number of law enforcement personnel who attend SFST and/or ARIDE training.
- Track and report to LHSC on a monthly basis the number of checkpoints conducted.
- Track and report to LHSC on a monthly basis the number of overtime hours worked on saturation patrols, number of overtime hours worked on checkpoints, arrests made during saturation patrols and checkpoints, number of overtime hours per month worked on Thurs-Saturdays from approximately 6:00pm-6:00 am.

Example 2 (Non-Enforcement): To measure success, No Driving Distractions Louisiana will use the following tactics:
- Track the number of LEAs that participated during distracted driving targeted enforcement waves. Track the number of press releases sent out by LEAs announcing distracted driving enforcement waves. Track the number of social media graphics posted by LEAs during distracted driving enforcement waves.
- Track the number of media outlets that run a story about Distracted Driving Awareness Month. Track the number of media interviews requested during Distracted Driving Awareness Month.
- Track the total of number of social media posts generated by No Driving Distractions Louisiana during the grant period. Track the number of tags or mentions by partners/stakeholders during grant period.
- Track number of participants trained with breakdown by enforcement and non-enforcement personnel. Conduct post-training survey to gauge participant satisfaction with content, likelihood of using information learned, and areas of improvement regarding distracted driving prevention resources.

Detailed instructions about how to complete this section are posted to the top of this form in the e-grant system.

V. Budget Proposal with Narrative Justification for Each Section

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

Outlined below are some examples of estimated costs for a project proposal by budget category:

- **Personnel:** Hours worked (for wage employees) or a portion of yearly rate (for salary employees) for key project staff (non-enforcement). Fringe benefits for key project staff (non-enforcement). Overtime hours worked at a rate set by agency (enforcement).

- **Travel:** Travel in-state or out-of-state specifically for the purpose of implementing the project. Travel in-state or out-of-state to trainings or professional development conferences about solutions to address the traffic safety problem associated with the project.

- **Operating Services:** Professional printing services. Professional shipping/postage services. Rental of office space or office equipment specifically for project implementation.

- **Contracts/Consultants:** (Contracts) A third-party entity or vendor whose services are beyond your scope and are vital to project implementation. (Consultants) A third-party individual or entity whose subject matter or technical expertise are beyond the scope of the applicant and vital to project implementation.

- **Supplies:** Costs of educational items, materials, and/or office supplies acquired and utilized specifically for project implementation. Educational items and activities must directly relate to the project objectives.

- **Equipment:** Requests for equipment purchases are discouraged at this time. However, if you have identified special equipment that is absolutely necessary to implement its project, you can include in the application budget proposal. Applicants should be aware that federal and state policies may require the LHSC to obtain approval for equipment purchases above certain thresholds which could delay purchasing.

- **Indirect Costs:** Indirect costs are allowed if the applicant has a federally approved indirect cost rate. If the applicant does not have an approved rate the applicant may elect to charge a de minimis rate of 15% of modified total direct costs as indicated in 2 CFR Part 200.414f. The applicant may elect to not charge indirect costs.

Pro Tips for Developing an Award-Winning Budget

- Don't get lazy with developing your budget. Research actual costs and delineate them clearly. Avoid using the terms "miscellaneous" or "etc."
- Do include a budget narrative that explains each cost listed in the budget proposal.
- Do show your math in the justification, especially if you are requesting funds for a line item that has multiple components (e.g., out-of-state travel which includes airfare, lodging, meals, ground transportation, etc) or funds based on a percentage (e.g., a portion of staff salary; fringe benefits).
- Don't request funds to offer incentives or monetary payments to be used to encourage your target audience to adopt specific practices.
- Do include reasonable, necessary, and appropriate costs.

Detailed instructions about how to complete this section are posted to the top of this form in the e-grant system.

SELECTION CRITERIA

The LHSC does not accept grant applications received after the closing date and time, nor does it accept incomplete grant applications. **All applications must be submitted through the LHSC's 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?
- Does the application provide sufficient supportive data 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?
- 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.
- 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 June, the identified Subgrantee Project Director will be 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. 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.

SECTION 3: IMPORTANT RESOURCES

FFY 2027 PERFORMANCE TARGETS

As mentioned on the second page of the *Call for Applications*, applications should use the *2027 Problem Id Summary* to justify selection of your target location. The LHSC's problem id is aligned with the LHSC's statewide performance targets. Applicants should use the Problem Id Summary as the data for your problem statement and the corresponding performance target(s) as the goal(s) for your work plan.

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. At least some of the performance targets/goals included in your application should coincide with the LHSC Statewide FY 2027 Emphasis Area Performance Targets.

LHSC Statewide Emphasis Areas and Targets

Overall Emphasis Area: Fatality and Serious Injury Crashes
- Target: *Reduce traffic fatalities by 1 percent per year.*
- Target: *Reduce serious traffic injuries by 1 percent per year.*
- Target: *Reduce fatalities per 100 Million Vehicle Miles Traveled (MVMT) by 1 percent per year.*

Emphasis Area: Alcohol-Impaired Fatalities
- Target: *Reduce alcohol-impaired (BAC of 0.08 or above) driving fatalities by 1 percent per year.*

Emphasis Area: Occupant Protection
- Target: *To increase observed seat belt use of front seat occupants in passenger vehicles by 2 percent per year.*
- Target: *Reduce unrestrained passenger fatalities by 1 percent per year.*

Emphasis Area: Speeding-Related Fatalities
- Target: *Reduce speeding-related fatalities by 1 percent per year.*

Emphasis Area: Motorcyclists Fatalities
- Target: *Reduce motorcyclist fatalities by 1 percent per year.*
- Target: *Reduce unhelmeted motorcyclist fatalities by 3 percent per year.*

Emphasis Area: Young Driver Fatalities
- Target: *Reduce fatal crashes involving drivers age 20 or younger by 2 percent per year.*

Emphasis Area: Pedestrian, Bicyclist, Rail-highway, and Distracted Driving Fatalities
- Target: *Reduce pedestrian fatalities by 1 percent per year.*
- Target: *Reduce bicyclist fatalities by 3 percent per year.*
- Target: *Reduce rail-highway fatalities by 3 percent per year.*
- Target: *Reduce distracted driving fatalities by 1 percent per year.*

FFY 2027 Problem ID Summary
(Using five-year average of data from 2020-2024)

Total Traffic Fatalities

Tier 1
County	
EAST BATON ROUGE	85
ORLEANS	63
CADDO	43
CALCASIEU	38
ST. TAMMANY	35
JEFFERSON	34
TANGIPAHOA	33
LAFAYETTE	32
OUACHITA	32
LIVINGSTON	28
RAPIDES	28
ASCENSION	25
LAFOURCHE	24
ST. LANDRY	17
TERREBONNE	17
ACADIA	16

Tier 2
County	
BOSSIER	15
IBERIA	12
WASHINGTON	12
AVOYELLES	12
ST. MARTIN	11
DESOTO	10
WEST BATON ROUGE	10
NATCHITOCHES	10
ST. JOHN THE BAPTIST	10
JEFFERSON DAVIS	9
VERMILION	9
LINCOLN	9
WEBSTER	8
RICHLAND	8
ST. MARY	8
GRANT	8
IBERVILLE	8
EVANGELINE	8

Tier 3
County	
BEAUREGARD	7
POINTE COUPEE	7
VERNON	7
ST. HELENA	6
SABINE	6
ST. CHARLES	6
CONCORDIA	6
EAST FELICIANA	6
ALLEN	6
MOREHOUSE	6
ASSUMPTION	5
ST. JAMES	5
FRANKLIN	5
WINN	5

Total Serious Injuries

Tier 1
County	
ORLEANS	403
EAST BATON ROUGE	304
CADDO	170
LAFAYETTE	145
JEFFERSON	102
CALCASIEU	93
ST. TAMMANY	75
LIVINGSTON	73
OUACHITA	69
TANGIPAHOA	69
BOSSIER	53
RAPIDES	48
ASCENSION	46
ST. LANDRY	41
TERREBONNE	33
ACADIA	30
IBERIA	30

Tier 2
County	
ST. MARTIN	28
VERMILION	27
WASHINGTON	27
IBERVILLE	26
NATCHITOCHES	25
LINCOLN	23
ST. JOHN THE BAPTIST	22
ST. CHARLES	21
WEBSTER	21
WEST BATON ROUGE	21
ST. MARY	19
LAFOURCHE	18
BEAUREGARD	17
AVOYELLES	17
POINTE COUPEE	17

Tier 3
County	
UNION	16
EVANGELINE	15
JEFFERSON DAVIS	15
PLAQUEMINES	14
DESOTO	14
EAST FELICIANA	11
SABINE	11
VERNON	11
ALLEN	11
CONCORDIA	10
ST. BERNARD	10
FRANKLIN	10
ST. JAMES	9
JACKSON	8
MOREHOUSE	8
WEST FELICIANA	7

Alcohol-Impaired Fatalities

Tier 1
County	
EAST BATON ROUGE	37
ORLEANS	20
CALCASIEU	18
JEFFERSON	17
CADDO	15
ST. TAMMANY	15
TANGIPAHOA	14
OUACHITA	11
LIVINGSTON	11
LAFOURCHE	11
ASCENSION	10
LAFAYETTE	10
RAPIDES	9
ST. LANDRY	8
TERREBONNE	8
WASHINGTON	6

Tier 2
County	
ACADIA	5
BOSSIER	5
RICHLAND	4
IBERIA	4
ST. MARTIN	4
NATCHITOCHES	4
WEBSTER	4
ST. JOHN THE BAPTIST	4
ST. MARY	4
VERMILION	4
UNION	3
VERNON	3
DESOTO	3
EVANGELINE	3
ST. HELENA	3
AVOYELLES	3
ASSUMPTION	3
GRANT	3
JEFFERSON DAVIS	3
LINCOLN	3
WEST BATON ROUGE	3

Tier 3
County	
ALLEN	2
BEAUREGARD	2
CONCORDIA	2
FRANKLIN	2
PLAQUEMINES	2
POINTE COUPEE	2
SABINE	2
CLAIBORNE	2
EAST FELICIANA	2
ST. CHARLES	2
ST. JAMES	2
CALDWELL	2
IBERVILLE	2
MADISON	2
ST. BERNARD	2

Unrestrained Fatalities

Tier 1
County	
EAST BATON ROUGE	24
ORLEANS	13
TANGIPAHOA	13
CADDO	12
CALCASIEU	11
LIVINGSTON	11
ST. TAMMANY	11
ASCENSION	9
OUACHITA	9
RAPIDES	9
JEFFERSON	8
LAFAYETTE	8
ST. LANDRY	7
ACADIA	7
LAFOURCHE	6

Tier 2
County	
DESOTO	5
WASHINGTON	5
AVOYELLES	5
NATCHITOCHES	5
BOSSIER	4
IBERIA	4
VERMILION	4
ST. JOHN THE BAPTIST	4
GRANT	4
TERREBONNE	4
WEBSTER	4
EVANGELINE	4
RICHLAND	4
SABINE	4
ST. MARTIN	4
ST. MARY	4

Tier 3
County	
WEST BATON ROUGE	3
LINCOLN	3
ALLEN	3
EAST FELICIANA	3
FRANKLIN	3
JEFFERSON DAVIS	3
ST. HELENA	3
BEAUREGARD	3
VERNON	3
BIENVILLE	3
CONCORDIA	3
IBERVILLE	3
MOREHOUSE	3
POINTE COUPEE	3

Distracted Driving Fatalities

Tier 1
County	
EAST BATON ROUGE	13
ST. TAMMANY	11
TANGIPAHOA	9
CALCASIEU	8
CADDO	7
RAPIDES	7
OUACHITA	7
ASCENSION	6
LAFAYETTE	6
JEFFERSON	5
LIVINGSTON	5
ORLEANS	5

Tier 2
County	
ST. JOHN THE BAPTIST	4
LAFOURCHE	4
RICHLAND	4
ACADIA	4
BOSSIER	4
DESOTO	3
TERREBONNE	3
WASHINGTON	3
AVOYELLES	3
GRANT	3
JEFFERSON DAVIS	3

Tier 3
County	
VERMILION	2
WEBSTER	2
MOREHOUSE	2
NATCHITOCHES	2
ST. HELENA	2
ST. LANDRY	2
IBERIA	2
LINCOLN	2
ST. JAMES	2
BEAUREGARD	2
SABINE	2
ALLEN	2
ST. MARTIN	2
IBERVILLE	2
POINTE COUPEE	2
WEST BATON ROUGE	2

FFY 2027 Problem ID Summary
(Using five-year average of data from 2020-2024)

Pedestrian Fatalities

Tier 1

Parish	Count
EAST BATON ROUGE	25
ORLEANS	23
JEFFERSON	10
CADDO	10
LAFAYETTE	9
OUACHITA	8
RAPIDES	8
CALCASIEU	6
ST. TAMMANY	6
TANGIPAHOA	5

Tier 2

Parish	Count
ASCENSION	4
LIVINGSTON	4
TERREBONNE	4
LAFOURCHE	3
NATCHITOCHES	3
ACADIA	3
IBERIA	2
ST. LANDRY	2
ST. MARTIN	2
BOSSIER	2
JEFFERSON DAVIS	2
WEST BATON ROUGE	2
ST. JOHN THE BAPTIST	2

Tier 3

Parish	Count
AVOYELLES	1
LINCOLN	1
ST. JAMES	1
CONCORDIA	1
GRANT	1
VERNON	1
EVANGELINE	1
IBERVILLE	1
ST. BERNARD	1
WASHINGTON	1
EAST FELICIANA	1
MOREHOUSE	1
ST. MARY	1
VERMILION	1
WEBSTER	1
BIENVILLE	1
FRANKLIN	1
MADISON	1
ST. CHARLES	1
DESOTO	1

Bicycle Fatalities

Tier 1

Parish	Count
ORLEANS	5
EAST BATON ROUGE	4
LAFAYETTE	4
ASCENSION	3
CALCASIEU	2
IBERIA	2

Tier 2

Parish	Count
JEFFERSON	1
OUACHITA	1
RAPIDES	1
TANGIPAHOA	1
JEFFERSON DAVIS	1
LAFOURCHE	1
LIVINGSTON	1
ST. LANDRY	1
CADDO	1
IBERVILLE	1
TERREBONNE	1
VERMILION	1
ACADIA	1
BOSSIER	1
ST. BERNARD	1
ST. TAMMANY	1

Tier 3

Parish	Count
All other parishes	0

Speed Related Fatalities (four-year avg 2020-2023)

Tier 1

Parish	Count
EAST BATON ROUGE	16
ST. TAMMANY	13
CADDO	11
CALCASIEU	10
ORLEANS	10
JEFFERSON	9
TANGIPAHOA	8
RAPIDES	7
OUACHITA	6
LAFOURCHE	6
LIVINGSTON	6
ASCENSION	5
LAFAYETTE	5
ST. JOHN THE BAPTIST	5
TERREBONNE	5

Tier 2

Parish	Count
DESOTO	4
WASHINGTON	4
AVOYELLES	4
ST. LANDRY	4
BOSSIER	4
WEBSTER	3
GRANT	3
NATCHITOCHES	3
VERNON	3
CONCORDIA	3
JEFFERSON DAVIS	3

Tier 3

Parish	Count
ASSUMPTION	2
IBERIA	2
POINTE COUPEE	2
ACADIA	2
EVANGELINE	2
LINCOLN	2
ALLEN	2
BEAUREGARD	2
FRANKLIN	2
MOREHOUSE	2
RICHLAND	2
ST. CHARLES	2
EAST FELICIANA	2
IBERVILLE	2
SABINE	2
ST. HELENA	2
ST. MARTIN	2
ST. MARY	2
VERMILION	2
WEST BATON ROUGE	2

Fatal Crashes Involving Drivers 20 and Younger

Tier 1

Parish	Count
EAST BATON ROUGE	10
CADDO	7
ASCENSION	5
LAFAYETTE	5
ST. TAMMANY	5
ORLEANS	5
LIVINGSTON	4
CALCASIEU	4
RAPIDES	4
OUACHITA	3
ST. LANDRY	3
JEFFERSON	3
LAFOURCHE	3
TANGIPAHOA	3

Tier 2

Parish	Count
ACADIA	2
BOSSIER	2
JEFFERSON DAVIS	2
ST. JOHN THE BAPTIST	2
VERMILION	2

Tier 3

Parish	Count
LINCOLN	1
ASSUMPTION	1
AVOYELLES	1
BEAUREGARD	1
EAST FELICIANA	1
IBERVILLE	1
ST. JAMES	1
WEBSTER	1
WEST BATON ROUGE	1
DESOTO	1
EVANGELINE	1
MOREHOUSE	1
NATCHITOCHES	1
POINTE COUPEE	1
SABINE	1
WASHINGTON	1
CONCORDIA	1
FRANKLIN	1
GRANT	1
PLAQUEMINES	1
ST. HELENA	1
ST. MARTIN	1
TERREBONNE	1
UNION	1

Fatal Crashes Involving Drivers 21-24 YO

Tier 1

Parish	Count
EAST BATON ROUGE	11
ORLEANS	9
CALCASIEU	5
CADDO	5
TANGIPAHOA	5
ASCENSION	4
LAFAYETTE	4
ST. TAMMANY	4
JEFFERSON	4

Tier 2

Parish	Count
LIVINGSTON	3
OUACHITA	3
TERREBONNE	2
ACADIA	2
LAFOURCHE	2
RAPIDES	2
ST. JOHN THE BAPTIST	2
AVOYELLES	2
BOSSIER	2
ST. LANDRY	2
ST. MARTIN	2

Tier 3

Parish	Count
GRANT	1
IBERIA	1
EVANGELINE	1
VERMILION	1
EAST FELICIANA	1
MOREHOUSE	1
NATCHITOCHES	1
WINN	1
IBERVILLE	1
LINCOLN	1
RICHLAND	1
SABINE	1
VERNON	1
WASHINGTON	1
WEBSTER	1
ALLEN	1
ASSUMPTION	1
BEAUREGARD	1
CONCORDIA	1
JEFFERSON DAVIS	1
ST. BERNARD	1
ST. JAMES	1

GOALS, OBJECTIVES, AND WORK PLAN WORKSHEET

This worksheet is not required as part of your grant application. It has been provided as a tool to assist with developing your goals, objectives, and work plan in a coordinated manner before entering into the corresponding form in the application. You are welcome to add and remove columns and rows to accommodate your project. See the instructions pinned at the top of the *Goals, Objectives, and Implementation* form in the e-grant application for an example of a completed worksheet.

Goal 1:	
Objective 1:	*Objective Start – End Date:*
Activity 1.1:	*Responsible Party:*
Activity 2.1:	*Responsible Party:*
Activity 3.1:	*Responsible Party:*
Objective 2:	*Objective Start – End Date:*
Activity 2.1:	*Responsible Party:*
Objective 3:	*Objective Start – End Date:*
Activity 3.1:	*Responsible Party:*
Activity 3.2:	*Responsible Party:*
Activity 3.3:	*Responsible Party:*
Activity 3.4:	*Responsible Party:*

Goal 2:	
Objective 1:	*Objective Start – End Date:*
Activity 1.1:	*Responsible Party:*
Objective 2:	*Objective Start – End Date:*
Activity 2.1:	*Responsible Party:*
Activity 2.2:	*Responsible Party:*
Activity 2.3:	*Responsible Party:*
Objective 3:	*Objective Start – End Date:*
Activity 3.1:	*Responsible Party:*
Activity 3.2:	*Responsible Party:*
Activity 3.3:	*Responsible Party:*

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

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 FFY27?
A. Yes, everyone seeking funding for FFY27 must submit a new application. Current year grants are only awarded for 12 months and end on September 30, 2026. Current year grants cannot automatically renew.

Q. What types of activities/projects can be funded with an LHSC grant?
A. Officer pay for overtime enforcement of traffic laws on enforcement grants. Key project staff pay on non-enforcement grants. Activities such as implementation of educational programs and/or public information and outreach efforts, traffic data systems improvement projects, training and skills building, and preventing risk driving behaviors of targeted populations such as DWI offenders, young drivers, and/or those identified as being over-represented in crash statistics. See pages 6-7 for additional information.

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. Applicants should show their math and provide breakdowns of budget line items that have multiple costs factored into the final line item request.

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 *FFY 2027 Problem Identification Summary* tables contained in this document. 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 began coordinating 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 again coordinate with and serve as subcontracts on the SDCO's subgrant.

Q. Where do I find examples of proven, evidence based traffic safety programs?
A. The NHTSA Publication *Countermeasures that Work* may be found at: https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work

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. 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 system's website, visit https://lhsc.intelligrants.com/.