Traffic Safety Grant Opportunities for Federal FY 2024

Introduction:

The Louisiana Highway Safety Commission (LHSC) funds grants which address specific traffic safety priority areas that include: Impaired Driving, Distracted Driving, Police Traffic Services, Speed and Aggressive Driving, Occupant Protection, Child Passenger Safety, Pedestrian and Bicycle Safety, Motorcycle Safety, Traffic Records, and Community Traffic Safety. Grants may be awarded for assisting the LHSC in addressing traffic safety problems, expansion of an ongoing activity, or development of a new program or countermeasure.

The LHSC receives federal funds from the National Highway Traffic Safety Administration (NHTSA). 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, in late 2022, the notice of proposed rule making (NPRM) which provides guidance about the grant requirements and traffic safety programs included in the BIL/IIJA. To access this NPRM please visit: 23 CFR 1300.

The Louisiana Highway Safety Commission (LHSC) announces the availability of federal funding from NHTSA for traffic safety related grants for the Federal Fiscal Year (FFY) 2024.

Agencies Eligible to Receive Funding:

Government entities; political "subdivisions" of the 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; highway safety advocacy groups; fire departments; emergency services providers; and individuals.

Application Process:

Application packages are available on-line at: LHSC FFY 2024 Call for Proposals
And the LHSC website at the following link:
http://www.lahighwaysafety.org/Pages/ApplyforaGrant/GrantListings.aspx

The application is completed on-line and detailed instructions are included. The *application deadline is January 31, 2023.* All applications must be submitted electronically according to the instructions no later than 4:30 PM, January 31, 2023 (CST). Failure to submit or follow other instructions in the application package may result in your application being rejected. Please make sure you receive a confirmation email saying your application was successfully submitted. Applications received after the deadline will not be considered.

Funding Guidelines:

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

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

Funding 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. 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.

The following items are not eligible for grant funding (unallowable costs):

- Highway maintenance, construction, or design.
- Office furniture and fixtures.
- Land.
- Regulatory traffic signs.
- Alcoholic beverages.
- Entertainment.
- Lobbying costs.
- Promotional items**
- Vehicles.

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

The LHSC grants are funded in the form of <u>reimbursable sub-agreements (also referred to as contracts)</u>. 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 sub-recipient.

**NOTE: NHTSA IS NO LONGER ALLOWING THE PURCHASE OF COMMODITIES FOR ANY REASON

IMMEDIATE CHANGE: On April 29, 2015, NHTSA announced that <u>all</u> **promotional (incentive) items** (such as, trinkets, key chains, t-shirts, hats, mugs and bumper stickers) are <u>**not**</u> allowed to be federally funded. The NHTSA interpretation of the Federal law (Super Circular) has changed. Printed educational and advertising materials, such as, posters, flyers, and booklets, may continue to be purchased with Federal funds but these items still require prior review and approval from the LHSC.

Project Funding Period:
Grants are administered on a Federal fiscal year basis (October 1 – September 30). The funding period for this grant begins on October 1, 2023 and ends on September 30, 2024.

All grants are awarded on an annual basis 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. 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.

Highway safety grants are intended to provide the **seed money** to begin 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.

Selection Criteria:
The LHSC does not accept grant applications received after the closing date and time. The LHSC does not accept incomplete grant applications.

The LHSC reviews all grant applications for compliance with state and federal regulations. Grant applications which comply with these regulations are prioritized for funding consideration using the following criteria:

- Does the grant application satisfy a specific traffic safety need or problem identified by the LHSC?

- Does the application provide sufficient supportive crash data to determine the extent of the traffic safety problem for the program area in which funds are being requested?

- Does the crash data provided in the application's "Statement of the Problem" document an existing traffic safety problem? (Citation data and survey results should also be used to document the problem.)

- Are the targets and performance measures of the proposed countermeasure presented in the application consistent with the targets and performance measures of the LHSC?

- Does the proposed countermeasure align with the Louisiana Strategic Highway Safety Plan (SHSP) emphasis areas? Visit www.destinationzerodeaths.com for more information.

- 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:
- completion of all sections of the application package,
- crash data provided to document existing traffic safety problem,
- addressing high-risk locations,
- past performance on prior LHSC grant programs – timely submission of monthly claims as well as demonstration of success in meeting project performance targets,
- population equitably serviced by the project,
- innovation and the potential to contribute to meeting LHSC statewide targets.

Preference will be given to proposals that include evidence-based and data-driven projects. Proven evidence-based projects may be found in the NHTSA Publication *Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices* which may be found at: https://www.ghsa.org/resources/countermeasures

Funding decisions by the LHSC are final and not subject to appeal. Priority will be given to parishes identified as high-risk as listed in the FFY 2024 Problem Identification.

Notification:
All grant applications are reviewed and prioritized in March and April, and the applicant contact person will be notified in June if the grant 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 web page 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

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

Priority Locations/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 attached to this document.

Funded Traffic Safety Priority Areas:
The LHSC seeks evidence-based and data-driven projects addressing the LHSC traffic safety priority areas of impaired driving, occupant protection, child passenger safety, police traffic services, pedestrian and bicycle safety, motorcycle safety, young drivers, railroad safety, and traffic records.

In addition to other projects addressing the LHSC statewide performance targets outlined on page 9 of these application guidelines, the LHSC also seeks proposals for the following specific traffic safety programs:

Law Enforcement Grants:
Law enforcement grant applications should primarily focus on enhanced enforcement for occupant protection and impaired driving. Limited funds may also be available for enhanced enforcement focused on speeding/aggressive driving laws and Juvenile Underage Drinking Enforcement (JUDE) which seeks to reduce underage persons access to alcohol and enforce the Minimum Legal Drinking Age Law to reduce related underage impaired driving related consequences. Priority for year-long sustained enforcement grants are given to agencies located in parishes identified as high-risk. The FFY 2024 Problem Identification is located at the end of this document.

All law enforcement agencies are encouraged to submit proposals supporting the national "Click It or Ticket"

occupant protection and "Drive Sober or Get Pulled Over" impaired driving national mobilization campaigns. Enhanced enforcement funding to participate in these two campaigns is available for any agency wishing to participate.

Traffic Safety Partners and Regional Coalitions
Local community groups and partners play a major role in promoting and enhancing traffic safety.

The LHSC seeks applications to fund specific traffic safety programs or projects that address at least one of the LHSC statewide performance targets and is included as a strategy within at least one of the Regional Coalition's Emphases Areas. Applications that include administrative costs to implement and manage a specific program are allowed by LHSC.

Grant applications submitted by a Regional Traffic Safety Coalition must be approved by the Coalition prior to receiving a final award. The LHSC recognizes that a Coalition meeting may not be possible during the application period. However, the application must be approved by the Coalition prior to a final award.

Traffic Records
The LHSC supports traffic records strategies to:
- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that is needed to identify priorities for state and local highway and traffic safety programs;
- Evaluate the effectiveness of efforts to make such improvements;
- Link data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and
- Improve the compatibility and interoperability of the data systems to enable the state and local communities to observe and analyze trends in crash occurrence rates, outcomes, and circumstances.
    - Examples of traffic records programs are laptop or desktop computers for crash reporting, traffic citation processing enhancements, wireless access points for electronic transmission of crash data from police vehicles, and any other project that would improve the collection, accuracy, timeliness, or completeness of traffic records. However, the LHSC does not fund projects for equipment only.

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

Young Drivers
The LHSC is interested in comprehensive proposals to support traffic safety programs that seek to reduce impaired driving and increase occupant protection in high schools and/or colleges and universities.

Non-Motorists
The LHSC is seeking innovative education and outreach projects, as well as enforcement projects, directed at reducing pedestrian and bicyclist injuries and fatalities statewide with an emphasis on the priority areas of East Baton Rouge, Orleans, Ouachita, Jefferson, Caddo and Lafayette 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.

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

Higher Education Systems
Louisiana's colleges and universities are encouraged to submit proposals in the program areas of occupant protection and alcohol/impaired driving. Historically Black Colleges and Universities are specifically encouraged to submit proposals to address traffic safety issues on their campuses. The LHSC seeks proposals specifically related, but not limited to, traffic safety awareness/education for incoming freshmen.

Pickup Truck Occupant Protection
The observed safety belt usage data indicates that pickup trucks consistently have a lower rate of safety belt usage. The LHSC welcomes applications that will provide specialized enforcement and/or innovative pilot programs to address underutilization of safety belts in pickup trucks, especially at night. All year-long occupant protection law enforcement grants will contain mandatory support for the annual Buckle Up In Your Truck Campaign.

Diversity Outreach
Recent seat belt observation surveys indicate that African-Americans use their safety belts at a rate lower than the State average. Crash data from CARTS indicate that diverse populations are over-represented in total number of fatalities, alcohol-related fatalities, distracted/inattentive fatalities, unrestrained fatalities, and pedestrian fatalities. The LHSC seeks innovate, comprehensive education and outreach proposals related to increasing the safety belt usage rate of African-Americans.

Motorcycles
The LHSC believes that motorcycle traffic crashes can be reduced through education, enforcement and outreach. The LHSC supports strategies to promote motorcycle rider education, proper driver licensing (a recent LHSC study indicated that only 65% of all motorcycle operators involved in fatality or serious injury crashes over the past three years possessed the proper motorcycle endorsement), reducing the number of impaired motorcyclists, increasing motorist awareness of motorcycles, and increasing helmet use.

FOR FURTHER INFORMATION OR ASSISTANCE PLEASE CONTACT:
Questions concerning the application process may be directed to the LHSC by email at: LHSCadmin@la.gov or by telephone at (225) 925-6991.

LHSC Highway Safety Grant Application Guidelines

How to Apply:
These instructions provide potential applicants with the appropriate information and format needed to prepare a project proposal.

DEADLINE
Proposals must be received by 4:30 PM on January 31, 2023 to be considered for Federal Fiscal Year 2024, beginning October 1, 2023.

Listed below are the required components followed by a description of each component.
- PROJECT TITLE
- PROJECT SUMMARY/DESCRIPTION
- ORGANIZATIONAL BACKGROUND
- PROBLEM IDENTIFICATION
- PERFORMANCE TARGETS/OBJECTIVES
- STRATEGIES
- BUDGET PROPOSAL / BUDGET NARRATIVE
- EVALUATION

PROJECT TITLE
Select a name for the proposed project.

PROJECT SUMMARY/DESCRIPTION
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, strategies and/or activities to be implemented, and the overall intended change(s) expected to result from the proposed project.

It should include the following:

1. Identification of the applicant/organization.
2. The reason for the project, the issue, problem, or need to be met.
3. The performance target/objective to be achieved.
4. The kinds of strategies/activities to be conducted to accomplish the objectives.

PROBLEM IDENTIFICATION
Problem identification or problem statement is a critical part of the proposed project. It represents the justification for the proposal and focuses on the conditions the applicant wishes to change. Problem identification/problem statement 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. Include three to five (3-5) years of data to document the traffic safety problem. Describe the source of the data. Describe why the proposed project is needed to address the cited problem.

1. Include three to five (3 to 5) years of baseline information. Data may include statistics on crashes, injuries, fatalities, DWI and moving violation contacts, specific time periods, roadway types, driver age, or other crash-related statistics that support the problem. Crash statistics summarized by priority parishes are available at the end of this document.

2. Identify the cause of the problem. Be specific.

3. Identify the targeted population (i.e., drivers ages 16-20).

▶ NOTE: While this sample is more specific to a law enforcement agency, it may be used as a guide by all:

ABC City is the largest city in XX Parish with a population of (insert number). It is home to several four year and two year institutions of higher education. According to Louisiana crash data and reports from the ABC Police Department, ABC has seen an increase in alcohol-related crashes since 2013.

	2013	2014	2015
Total Crashes	21,500	19,900	25,370
Total Injury Crashes	6,760	5,630	7,350
Total Fatal Crashes	66	65	61
Alcohol-Related Crashes	703	661	750
Alcohol-Related Injury Crashes	350	302	366
Alcohol-Related Fatal Crashes	17	22	25

Since 2013, alcohol-related fatalities among men and women between the ages of 20 and 45 have steadily increased even though our overall fatalities have decreased. Most crashes occur between 10:00 pm and 2:00 am on 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.

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 2024 Emphasis Area Performance Targets.

The LHSC Statewide FY 2024 Emphasis Areas and Targets are:

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 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.*

> NOTE: The following are some examples of performance targets/goals. All performance targets/goals must include the base number and the target number.

- To reduce the number of persons killed in traffic crashes from ___ in FY 20 to ___ in FY 22 in _____ Parish.
- To reduce the number of persons injured in traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of persons killed in alcohol-related traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of persons injured in alcohol-related traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of persons killed in unrestrained traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of persons injured in unrestrained traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of motorcyclists killed in traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of motorcyclists injured in traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of motorcyclists killed in alcohol-related traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of motorcyclists injured in alcohol-related traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.

- To reduce the number of bicyclists killed in traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of bicyclists injured in traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of pedestrians killed in traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.
- To reduce the number of pedestrians injured in traffic crashes from ___ in FY 20 to ___ in FY 22 in ____ Parish.

OBJECTIVES

In order for any project to be successful, it must contain measurable end results. Objectives are statements that show how the agency will accomplish its performance target/goal(s). Objectives should be written in a SMART format (Specific, Measurable, Achievable, Relevant, and Time sensitive).

1. Describe objective(s) to address the problem.
2. Use actual numbers (baseline data) to support percentages.
3. Do not describe strategies.

▶ NOTE: While more related to law enforcement agencies, the following examples can be used as a guide for all:

- To participate in, collect, and report enforcement data for all LHSC occupant protection campaigns. (This is required for all law enforcement agencies)
- To participate in, collect, and report enforcement data for all LHSC impaired driving campaigns. (This is required for all law enforcement agencies)
- To send ___ law enforcement personnel to the Standardized Field Sobriety Testing (SFST) training.
- To send ___ law enforcement personnel to the Advanced Roadside Impaired Driving Enforcement (ARIDE) certified training.
- To send ___ law enforcement personnel to the Drug Recognition Expert (DRE) training/recertification/in-service.
- To conduct ___ DUI Saturation Patrol operation(s) over the grant period.
- To conduct ___ highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, or other primary collision factor violations by motorcyclists and other drivers.
- To conduct ___ night-time (1600-0600) Click It or Ticket enforcement operations.
- To 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.
- To conduct ___ traffic safety educational presentations with an effort to reach ___ community members. Note: presentations may include topics such as distracted driving, impaired driving, speed, bicycle and pedestrian safety, seatbelts, and child passenger safety.

▶ NOTE: Organize performance goals and objectives as follows:
Performance Goal 1
- Objective 1
- Objection 2
- Objective 3

Performance Goal 2
- Objective 1
- Objective 2

STRATEGIES
The next step is to identify the strategies (activities) used to achieve the objectives. The strategies should flow naturally from the problems and implement the objectives.

1. Clearly describe the activities.
2. List activities in sequence.
3. Include all activities needed to implement the program (e.g., training, grant-related purchases needed, required reporting, etc.).
4. Present reasonable activities that can be accomplished within the time allotted for the project and include completion dates.

BUDGET PROPOSAL/BUDGET NARRATIVE
The proposed budget for the project is an estimate, but should be as specific as possible in identifying cost items. Examples of estimated costs for a project proposal include: costs of materials acquired and consumed specifically for the purpose of the contract, telephone added as part of the project, printing, postage, office supplies, costs of office space, and special equipment added as part of 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.

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 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. Evaluating data needs to happen often enough that you can ensure that you are evaluating grant progress regularly. You should not wait until the end of the grant year to evaluate what is and is not working.

➤ 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)?

OTHER ITEMS TO BE SUBMITTED WITH GRANT APPLICATION

1. All applicants must include the Dun and Bradstreet Universal Numbering System (DUNS) number in the box provided on the application https://www.dnb.com/duns-number.html

2. Effective April 4, 2022, the federal government will stop using the DUNS Number and start using a new identifier, the Unique Entity ID (UEI) on the System for Award Management (SAM), to identify businesses and organizations as unique. Like the DUNS Number, 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.

FOR FURTHER INFORMATION OR ASSISTANCE PLEASE CONTACT:
Questions concerning the application process may be directed to the LHSC by email at: LHSCadmin@la.gov or by telephone at (225) 925-6991.

Frequently Asked Questions:

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

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

Q. Will the LHSC fund grant applications for paid media advertising?

A. No. The LHSC uses a single vendor to place all paid media messaging to ensure consistency and increase purchasing power.

Q. Do I need to complete the Budget Narrative form in the application?

A. Yes. The Budget Narrative is mandatory for all applications. Failure to complete the Budget Narrative will cause your application to be labeled incomplete.

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. If I have a current grant from the LHSC do I need to submit an application for FFY23 or will my grant be automatically renewed?

A. Yes, everyone seeking a grant for FFY24 must submit an application.

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

A. Data may 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 DWI Courts submit their applications?

A. Currently funded DWI Courts with a sub grant from the Louisiana Supreme Court will submit their applications to the Supreme Court. DWI Courts currently administered by a District Attorney who receives a direct grant from the LHSC will submit directly to the LHSC.

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/html/publications/countermeasures.html

Q. Can grant funding be used to purchase equipment for my department?

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.

2024 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**		**417**		**Tier 1**		**Tier 1**		**Tier 1**		**Tier 1**		**Tier 1**	
East Baton Rouge	104	Orleans	6,571	Orleans	417	East Baton Rouge	29	Orleans	158	Orleans	15	East Baton Rouge	25	East Baton Rouge	3,629
Orleans	69	East Baton Rouge	6,184	East Baton Rouge	394	Calcasieu	17	East Baton Rouge	102	Lafayette	12	Orleans	22	Jefferson	2,472
Calcasieu	56	Jefferson	3,647	Jefferson	249	Orleans	16	Lafayette	93	Caddo	10	Ouachita	14	Lafayette	2,129
Caddo	47	Caddo	3,191	Caddo	209	Caddo	16	Calcasieu	75	Calcasieu	9	Jefferson	13	Calcasieu	1,694
Jefferson	45	Lafayette	3,079	Calcasieu	195	St. Tammany	14	Jefferson	74	Jefferson	8	Caddo	12	Caddo	1,627
St. Tammany	29	Calcasieu	2,331	Lafayette	183	Acadia	12	Caddo	66	East Baton Rouge	7	Lafayette	11	St. Tammany	1,177
Livingston	27	Ouachita	1,790	Ouachita	134	Rapides	12	Livingston	57	Rapides	6	Rapides	10	Ouachita	1,127
Ouachita	35	St. Tammany	1,644	Rapides	123	Jefferson	9	Ouachita	42	Ouachita	5	Calcasieu	9	Orleans	1,023
Tangipahoa	26	Bossier	1,363	Ascension	121	Lafayette	9	Rapides	44	Ascension	4	Livingston	6	Ascension	928
Ascension	29	Tangipahoa	1,342	Livingston	119	Lincoln	9	St. Tammany	39	Tangipahoa	4	Lafourche	5	Livingston	885
Rapides	40	Ascension	1,326	St. Tammany	94	Ascension	8	Ascension	37	Bossier	3	Natchitoches	5	Tangipahoa	864
Lafayette	35	Rapides	1,319	Tangipahoa	87	Livingston	8	Tangipahoa	35	Avoyelles	2	Tangipahoa	5	Rapides	793
St. Landry	18	Livingston	1,244	Bossier	85	St. Landry	8	Bossier	28	Lincoln	2	Ascension	4	Terrebonne	762
Lafourche	30	Terrebonne	1,008	Terrebonne	63	Tangipahoa	8	Terrebonne	19	Livingston	2	St. Tammany	4	Bossier	720
Terrebonne	20	St. Landry	821	St. Landry	54	Lafourche	7	St. Martin	18	Red River	2	St. James	3	St. Landry	580
Acadia	27	Lafourche	729	Lafourche	52	Richland	7	St. Landry	17	St. James	2	St. Landry	3	Lafourche	567
Tier 2		**Tier 2**		**Tier 2**		St. Mary	7	**Tier 2**		St. John the Baptist	2	**Tier 2**		**Tier 2**	
Lincoln	15	Iberia	605	St. Martin	40	**Tier 2**		Acadia	15	St. Landry	2	Bossier	2	Iberia	449
DeSoto	14	St. Martin	543	Iberia	38	Assumption	6	Lafourche	15	St. Tammany	2	Iberia	2	St. Charles	365
Natchitoches	14	Acadia	488	Lincoln	38	DeSoto	6	Iberia	14	Washington	2	Iberville	2	St. John the Baptist	353
Richland	13	St. Charles	484	Avoyelles	37	Iberia	6	Vermilion	14	**Tier 2**		Lincoln	2	Acadia	340
Webster	13	St. John the Baptist	476	St. John the Baptist	35	Ouachita	6	Natchitoches	13	Acadia	1	St. Martin	2	St. Martin	330
West Baton Rouge	13	West Baton Rouge	444	St. Charles	34	Sabine	6	Washington	13	Allen	1	Terrebonne	2	West Baton Rouge	277
St. Mary	12	Lincoln	405	Acadia	32	St. John the Baptist	6	St. Charles	12	Beauregard	1	Vermilion	2	Lincoln	276
Bossier	11	Natchitoches	399	Jefferson Davis	32	Terrebonne	6	Lincoln	11	Caldwell	1	Webster	2	Natchitoches	270
St. Martin	11	Iberville	373	Vermilion	31	Concordia, Morehouse,	5	Jefferson Davis	10	Catahoula	1	West Baton Rouge	2	Vermillion	240
Assumption	11	Vermillion	341	Natchitoches	30	St. James, St. Martin,		DeSoto	9	Claiborne	1			Washington	203
Iberia	11	St. Mary	334	Beauregard	28	Vermillion, Vernon,		Pointe Coupee	9	DeSoto	1			St. Mary	199
St. Helena	11	Jefferson Davis	332	St. Mary	27	Webster.		Vernon	9	Iberia	1			Jefferson Davis	197
St. James	11	Washington	331	West Baton Rouge	25			Avoyelles	8	Iberville	1			Avoyelles	192
Vermilion	10	Avoyelles	317	Vernon	23			St. Bernard	8	Jefferson Davis	1			St. Bernard	178
Avoyelles	9	Vernon	276	Iberville	22			St James	8	Madison	1			Iberville	177
Iberville	9	Webster	274	St. Bernard	22					Natchitoches	1			Vernon	169
St. John the Baptist	9			St. James	22					Pointe Coupee	1				
Vernon	9									St. Helena	1				
										St. Martin	1				
										Terrebonne	1				
										Vermilion	1				
										Vernon	1				
										West Baton Rouge	1				

12/27/2022

Occupant Protection Observed Usage Rate

The current observed usage rate is 86.1%. Detailed information is contained in the surveys located at:

[2022 Louisiana Seat Belt Use Observational Survey](#)

LSU Center for Analytics and Research in Transportation Safety (CARTS)
Special Reports

Crash analysis results and other special reports may be found at:

https://carts.lsu.edu/datareports/specialreports

National Highway Traffic Safety Administration

State Traffic Safety Information

[NHTSA State Traffic Safety Information](#)

Click on this link, then click on the State of Louisiana for state specific information.