

# Louisiana Annual Grant Application (AGA)

*Federal Fiscal Year (FFY) 2026*



*prepared for*  
**National Highway Traffic Safety Administration**

*prepared by*  
**Louisiana Highway Safety Commission**  
7919 Independence Boulevard, Suite 2100  
Baton Rouge, LA 70806  
<http://www.lahighwaysafety.org>

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## 0.0 Introduction

The Louisiana Highway Safety Commission (LHSC) has prepared the Louisiana Annual Grant Application, Federal Fiscal Year 2026 for submission to the National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation as required by 23 CFR 1300.12 and has respectfully submitted said document to the NHTSA Region 6 Acting Administrator by August 1, 2025.

### 0.1 Executive Summary

On November 15, 2021, then President Biden signed into law the “Infrastructure Investment and Jobs Act” (known also as the Bipartisan Infrastructure Law, or BIL). The BIL provided for a once-in-a-generation investment in highway safety. Specifically, the legislation replaced the current annual Highway Safety Plan (HSP) with two separate documents - a Triennial HSP (3HSP) and an Annual Grant Application (AGA). On November 5, 2024, Donald Trump won the election to become the 47<sup>th</sup> president of the United States. His administration inherited implementation of BIL until the authorization expires on September 30, 2026. After his term began, President Trump announced that the BIL will be referenced by its original name – the Infrastructure Investment and Jobs Act, or IIJA for short.

This document, titled *Louisiana Annual Grant Application, Federal Fiscal Year (FFY) 2026* (referred to hereafter as FFY 2026 AGA) provides for the annual opportunity to submit updates to Louisiana’s Triennial HSP while also providing project-level information for Louisiana’s highway safety program for the upcoming fiscal year. Finally, Louisiana’s *FFY 2026 AGA* includes Section 405 grant applications as well as relevant Certifications and Assurances.

Since submitting its FFY 2025 AGA, the LHSC has maintained its Governor-appointed twenty-one member Board of Commissioners. A complete list of the LHSC Board of Commissioners is included on page 6 of this document. Governor Landry has retained Lisa Freeman J.D. as both LHSC’s Executive Director and the Governor’s Highway Safety Representative for Louisiana.

Louisiana’s legislature meets every year with even numbered years addressing regular non-fiscal bills and odd numbered years being restricted almost exclusively to fiscal-focused bills. As 2025 is an odd-numbered year, business was limited to revenue-generating, tax cutting, and other fiscal matters, so both the number of total legislative instruments as well as the number of highway safety related instruments were fewer. Spanning from April 14–June 12, the legislature handled 944 legislative instruments, with roughly 21 instruments being tracked for their potential impact on highway safety. A summary of legislative actions and list of relevant legislative instruments with their final dispositions are included on pages 4-5.

From January through May 2025, LHSC’s administrative and program management staff engaged in the agency’s annual process to solicit applications and award subgrants for FFY 2026. The call for proposals yielded 114 applications to address LHSC’s traffic safety priorities. After a rigorous vetting and project selection period, 106 applications, or a total of 94%, were recommended for funding. All applications were presented to and received final approval from LHSC’s Board of Commissioners at its Second Quarter Regular Business Meeting on June 2, 2025. Section 2 of this document (beginning on page 11) contains the required subgrantee and project level information organized by program area.

## 0.2 Legislative Summary

The 2025 Regular Legislative Session, which spanned from April 14 to June 12, was a general session during a fiscally-focused year, allowing each legislator to file an unlimited number of fiscal bills and up to five non-fiscal bills addressing a myriad subject matters. The Louisiana Highway Safety Commission tracked bills that were directly related to traffic safety, as well as bills that tangentially affected traffic safety - including bills that sought to expand the use of marijuana and several others that sought to limit the use of cannabis-derived hemp products by persons under 21.

Arguably, the most significant bill affecting traffic safety was one that sought to nullify the improvements made to the state’s ignition interlock laws by the 2024 Legislature. House Bill 183 by Representative Bagley would have allowed judges to substitute continuous alcohol monitoring devices in every instance where the current law requires ignition interlock devices to be installed. The bill was soundly defeated, due in large part to data and other information provided by the Louisiana Highway Safety Commission, such as the impact to federal funding through *Section 405d – Impaired Driving Ignition Interlock*.

Another bill was notable for simultaneously strengthening and weakening Louisiana’s current “hands-free law.” House Bill 519 by Representative Glorioso expanded the prohibited behaviors under Louisiana’s current texting while driving law to include talking on a handheld electronic device and other distracting activities. However, the bill also changed the current law from a primary offense to a secondary offense and from a moving violation to a non-moving violation. The bill passed, with mixed reviews from the traffic safety field.

The following tables portray a full accounting of the traffic safety bills introduced during the 2025 Louisiana Legislature.

### 2025 Regular Session of the Legislature

WHAT PASSED			
Bill #/ ACT #	Author	Effective	Description
HB 12/ACT 233	Rep. Schlegel	8/01/25	Makes sales, purchase, and/or production of consumable hemp to persons under 21 a crime
HB 15/ACT 121	Rep. Mack	8/01/25	Adds 3 substances to the Uniform Controlled Dangerous Substances law
HB 35/ACT 124	Rep. Romero	8/01/25	Requires offenders charged with hit-and-run when death/ serious injury occurs to serve first two years of sentence without probation/parole/suspension
HB 36/ACT 345	Rep. Schlegel	8/01/25	Allows provider of consumable hemp to be sued if user is under 21
HB 38/ACT 125	Rep. Bacala	8/01/25	Removes the requirement that law enforcement list every witness in the initial police report
HB 119/ACT 143	Rep. Deshotel	8/01/25	Increases amount of window tinting allowable on the front side windows of a motor vehicle
HB 176/ACT 154	Rep. Firment	8/01/25	Bans certain synthetic hallucinogenics (i.e., “magic mushrooms”)
HB 403/ACT 194	Rep. Turner	6/08/25	Increases fines for DWI and Reckless Operation and dedicates additional revenue to the La. Emergency Response Network (LERN)
HB 499/ACT 202	Rep. Bamberg	8/01/25	Increases the penalty for speeding in or breaching active construction zones

HB 519/ACT 288	Rep. Glorioso	8/01/25	Prohibits using a wireless communications device while driving, unless hands-free, and changes violation from primary to secondary offense and from moving to non-moving violation
SB 11/ACT 24	Sen. Luneau	8/01/25	Increases penalty for slow vehicles in left lane
SB 99/ACT 107	Sen. Cathey	8/01/25	Makes violation of automated speed enforcement ban a crime of malfeasance in office, and exempts municipalities with a population between 15,000 and 16,000 (the city of Opelousas)
SB 154/ACT 41	Sen. Morris	8/01/25	Bans manufacture and possession of Kratom

**2025 Regular Session of the Legislature**

WHAT FAILED		
Bill #	Author	Description
HB 183	Rep. Bagley	Sought to allow judges to substitute continuous alcohol monitoring devices for ignition interlock devices
HB 187	Rep. Fontenot	Sought to increase the excise tax on consumable hemp
HB 232	Rep. Bagley	Sought to eliminate inspection stickers for most vehicles
HB 235	Rep. Echols	Sought to increase the excise tax on consumable hemp and create regulation fund
HB 253	Rep. Boyer	Sought to limit the sale of Kratom to certain regulated products
HB 573	Rep. Jordan	Sought to require law enforcement officers to collect data on demographics of offender and specifics of interaction with offender, and make it public record
HB 627	Rep. Newell	Sought to create Louisiana Cannabis Pilot Program
HB 636	Rep. Jordan	Sought to create excise tax on wholesale cannabis and direct proceeds to teacher/school support pay

# 1.0 Updates to FFY 2024–2026 Triennial Highway Safety Plan

## 1.1 Louisiana Highway Safety Planning Process and Problem Identification

### 1.1.1 Mission Statement

There has been no change to LHSC’s mission since the Triennial Highway Safety Plan (3HSP) was submitted.

### 1.1.2 LHSC Board of Commissioners

Louisiana Revised Statutes 48:1352-1357 set the organizational parameters and power of authority for the Louisiana Highway Safety Commission, both as a board of Commissioners and as a state agency. State law stipulates the board of Commissioners “shall be composed of twenty-one members who shall be appointed by the governor, with at least one member being a resident and qualified elector of each of the congressional districts into which the state is divided.”

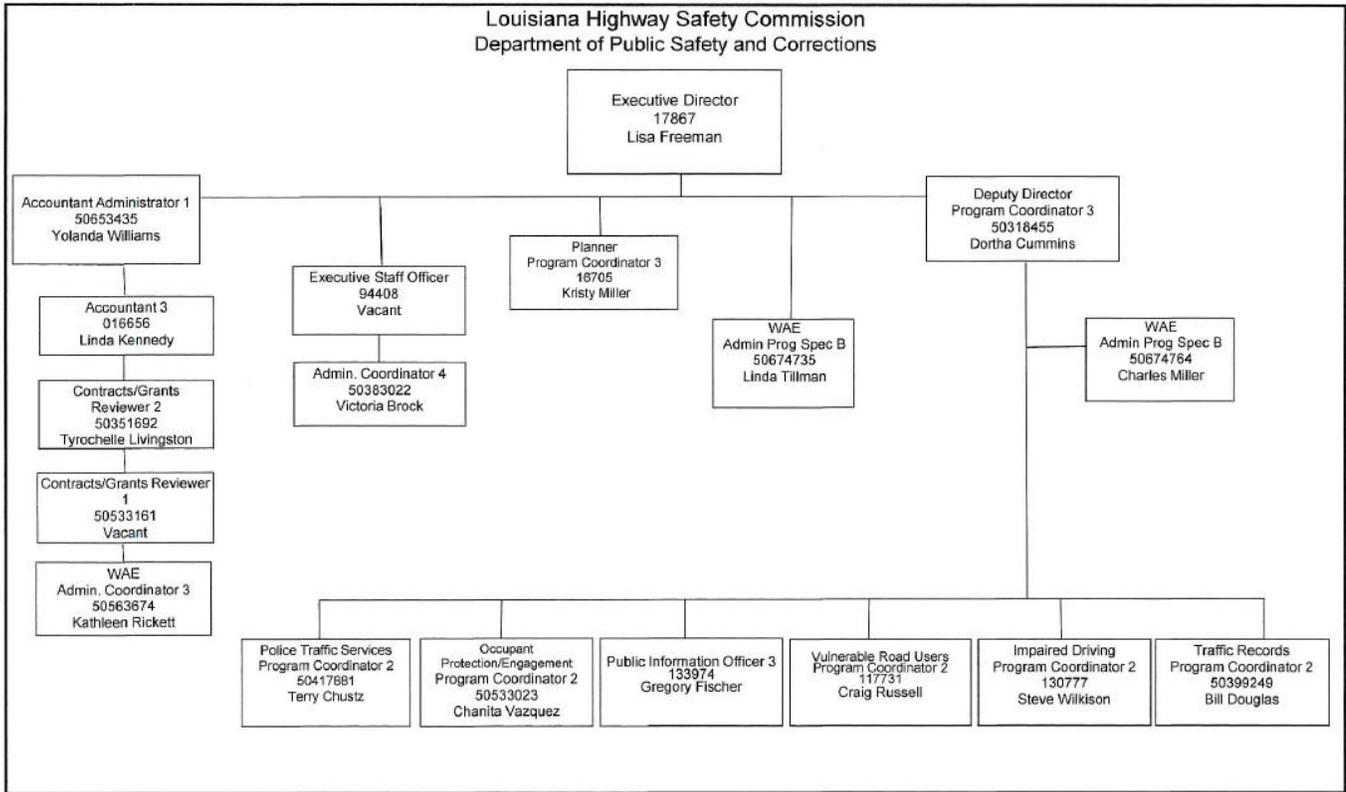
Current membership of the board of Commissioners is as follows:

Member Name	Position
James C. “Jay” O’Quinn II	Chairman, At Large Member
Ronald R. Pourciau	Vice-Chairman, 5 <sup>th</sup> Congressional District Representative
Jason G. Ard	At-Large Member
Rachelle R. "Shelly" Barrett	At-Large Member
John P. Bascilica Jr.	At-Large Member
Harold W. Baur, III	At-Large Member
Fabian J. Blache, Jr.	At-Large Member
Sanders J. Butler, III	3 <sup>rd</sup> Congressional District Representative
Dayton C. Carlisle	At-Large Member
Logan C. Coulon	At-Large Member
John C. “Chris” Kay	At-Large Member
Chad J. Leger	At-Large Member
James J. “Jimmy” Pohlmann	1 <sup>st</sup> Congressional District Representative
Ravi K. Sangisetty	At-Large Member
R. Gary Taylor	At-Large Member
Shelby Joe Thomas, Jr.	At-Large Member
Vacant	2 <sup>nd</sup> Congressional District Representative
Vacant	4 <sup>th</sup> Congressional District Representative
Vacant	At-Large Member
Vacant	At-Large Member
Vacant	6 <sup>th</sup> Congressional District Representative

### 1.1.3 LHSC State Agency

Lisa Freeman remains as the Governor’s Highway Safety Representative and Executive Director of the state agency called the Louisiana Highway Safety Commission. However, other staff positions at the agency experienced changes since the organizational chart published in Louisiana’s FFY 2025 Annual Grant Application. Three (3) vacant Program Coordinator positions were filled and one position, Accountant Administrator, experienced a change in staff.

The current composition of the Louisiana Highway Safety Commission agency staff is as follows:



### 1.1.4 Planning Process

There has been no change to the LHSC’s planning process since the 3HSP was submitted.

### 1.1.5 Problem Identification Process

There has been no change to the process that the LHSC uses to conduct problem identification since the 3HSP was submitted.

In this section of the 3HSP, however, the LHSC included a sub-chapter about its evidence-based Traffic Safety Enforcement Program which explains the expectations for LHSC-funded law enforcement subgrantees to utilize a data-driven approach to identify enforcement issues in their jurisdictions. As Louisiana described how law enforcement agencies will identify areas of critical need for the specific strategy of High-Visibility Enforcement, the LHSC stated that subgrantees would be expected to participate in the *Click It Or Ticket* (CIOT) and *Drive Sober or Get Pulled Over* (DSGPO) national mobilizations for FFY 2024, but also stated that the FFY 2026 CIOT and DSGPO mobilizations dates would be updated later. Since then, the LHSC has confirmed the following schedule. For FFY 2026, the LHSC will again expect enforcement subgrantees to participate in these national mobilizations.

#### Drive Sober or Get Pulled Over

##### 2026 Labor Day

- Enforcement: August 14 – September 7, 2026
- Paid Media: August 12 – September 7, 2026
- Earned Media: July 13 – September 14, 2026

#### Click It Or Ticket

##### 2026 High-Visibility Enforcement

- Enforcement: May 18 – 31, 2026
- Paid Media: May 11 – 31, 2026
- Earned Media: May 4 - June 11, 2026

### 1.1.6 Evidence-Based Traffic Safety Enforcement Program

There have been no changes to the LHSC's traffic safety enforcement program since the 3HSP was submitted.

## 1.2 Public Participation and Engagement

In Louisiana's 2024-2026 3HSP, the LHSC explained its decision to create a Diversity Outreach Coordinator position in 2019 to implement initiatives for overrepresented and/or underserved populations. Thus, the LHSC's approach to analyzing a variety of data sources and determining affected communities to fulfill the public participation and engagement (PP&E) obligations outlined in BIL was more advanced than many states. By leveraging relationships the Diversity Outreach Coordinator made since her arrival, the LHSC originally identified nine (9) distinct communities to target with PP&E efforts.

Because of the Diversity Outreach Coordinator's work with the nine communities, input and feedback mechanisms had been implemented. This allowed LHSC to have significant data and information regarding the unique traffic safety challenges, barriers, and opportunities for improvements. Thus, prior to FFY 2024, the LHSC was already utilizing input and feedback from overrepresented and/or underserved communities to inform changes to its highway safety program. During FFY 2024, LHSC focused on improving its feedback instruments and formalizing its reporting and documentation mechanisms to ensure it was capturing public sentiment. In preparation of the FFY 2025 AGA, the LHSC Executive Director, Deputy Director, Planner, and Diversity Outreach Coordinator participated in two assessment and strategy sessions to consider the target communities, associated engagement efforts, and stated outcomes for the nine identified communities. Ultimately, the team decided to remove two target communities from its public engagement efforts, due to a mutual feeling that these communities were heard and consulted, and changes in LHSC's highway safety program were implemented.

The LHSC's approach leading in FFY 2026 was to modify the dedicated coordinator's title to align with what the agency has learned about PP&E expectations since BIL's authorization commenced. Ultimately, her title was changed to "Public Engagement Coordinator." The affected communities have been redefined to target "at-risk populations" and communities that are "overrepresented in Louisiana's crash data and underserved by existing highway safety resources." Beyond the title change, the scope of the work identified for the Public Engagement Coordinator as well as the focus on the seven remaining identified affected communities remain unchanged. The Public Engagement Coordinator will commit 10% of her time to managing and/or conducting PP&E activities.

## 1.3 Performance Plan

Changes have been made to some of the LHSC's performance measures and targets since the 3HSP was submitted, specifically the shared performance targets with the Louisiana Department of Transportation and Development (DOTD). As stated in Louisiana's Triennial Highway Safety Plan in Section 3.0 *Performance Plan*, subsection *Performance Measures and Targets*, subsection *Overview*, "The LHSC and DOTD have adopted common performance targets for fatalities, fatality rate, and serious injuries." The LHSC further explained that LHSC and DOTD agreed to employ a one-percent annual reduction change to determine current year targets and future year target projections. The one percent annual reduction is based on a five-year average.

In recent years, however, DOTD has proposed to LHSC to employ a one percent annual reduction change using a five-year rolling average. Utilizing a five-year rolling average results in an annual review of and modification to the shared performance measures between LHSC and DOTD. Because LHSC and DOTD agreed to maintain identical targets in reports to NHTSA and FHWA respectively, the LHSC is documenting here the update to the 2026 shared performance measures of (C-1) Traffic Fatalities, (C-2) Serious Injuries in Traffic Crashes, and (C-3) Fatalities/VMT, pursuant to DOTD's HSIP report.

The FFY 2024 projected targets for Louisiana’s C-1 to C-3 performance measures were calculated using a 5-year rolling average from 2018-22 data and projecting a 1% reduction for future years. For FFY 2025, DOTD calculated a 5-year average using 2019-23 data and applying a 1% reduction for future years.

Included below are the FFY 2026 targets using the most recent actual 5-year rolling average (2020-2024) and projecting a 1% reduction for future years.

**C-1 Traffic Fatalities (FARS):**

For FY 2026	Actual							5-year Avg	In Progress	Target
	'18	'19	'20	'21	'22	'23	'24	'20-'24	'25	'26
	771	727	828	972	905	811	753	854	832	837

**C-2 Serious Injuries<sup>a</sup> in Traffic Crashes (State Crash File)**

For FY 2026	Actual							5-year Avg	In Progress	Target
	'18	'19	'20	'21	'22	'23	'24	'20-'24	'25	'26
	1,262	1,346	1,516	1,673	2,566	3,624	3463	2,568	2,102	2,517

Serious injuries are comprised of “Code B” injuries, defined as follows:

*Suspected Serious Injury “Code B”:* A suspected serious injury is any injury other than fatal which results in one or more of the following: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity(s) (arm or leg) • Crush injuries • Suspected skull, chest, or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) • Unconsciousness when taken from the crash scene • Paralysis

**C-3 Fatalities/VMT (FARS/FHWA)**

For FY 2026	Actual							5-year Avg	In Progress	Target
	'18	'19	'20	'21	'22	'23	'24	'20-'24	'25	'26
	1.542	1.417	1.118*	1.761	1.602	1.460	1.369	1.582	1.560	1.550

\*Louisiana DOTD Revised 2020 VMT based on HPMS submittal after 8/15/2021, and therefore, updated VMT and rates are not reflected in 2021 HSIP Annual Report or HSP

**1.4 Countermeasure Strategy for Programming Funds**

While there are minor changes at the project and subgrantee level for FFY 2026, the LHSC is confident that all countermeasure strategies in the 3HSP are still appropriate and are addressing the problems and identified needs for the LHSC’s highway safety program. The LHSC selected four (4) new non-enforcement projects and eight (8) new enforcement projects for FFY 2026, however, all adequately fit under the countermeasure strategies included in Louisiana’s 2024-2026 3HSP.

The LHSC included a summary of anticipated funding available for the upcoming fiscal year (then FFY 2024) and projected funding for the next two fiscal years (then FFY 2025 and 2026) in the 3HSP. The table below has been updated to reflect total projected and planned funding for 2026 and total projected funding for FFY 2027 (carryover plus projected new award).

FFY 2026 Louisiana Annual Grant Application

FUND	Program Area	Projected Budget FFY 2025 Carry Forward	Projected Budget FFY 2026 New Funding	Total Projected FFY 2026 Budget	Total Planned 2026 Projects	Projected Funds 2027
IJA SECTION 402		\$1,850,000.00	\$5,000,000.00	\$6,850,000.00	\$6,850,000.00	
SUPPLEMENTAL IJA SECTION 402		\$550,000.00	\$260,000.00	\$810,000.00	\$810,000.00	
		\$2,400,000.00	\$5,260,000.00	\$7,660,000.00	\$7,660,000.00	
	Planning and Administration	\$158,265.00	\$970,000.00	\$1,128,265.00	\$1,128,265.00	
	Program Management	\$150,000.00	\$890,000.00	\$1,040,000.00	\$1,040,000.00	
	Other Program Area Projects	\$540,000.00	\$3,372,000.00	\$3,912,000.00	\$3,912,000.00	
		\$848,265.00	\$5,232,000.00	\$6,080,265.00	\$6,080,265.00	\$6,141,067.65
IJA SECTION 405B	Occupant Protection	\$140,000.00	\$680,000.00	\$820,000.00	\$820,000.00	
SUPPLEMENTAL IJA SECTION 405B	Occupant Protection	\$84,000.00	\$42,200.00	\$126,200.00	\$126,200.00	
		\$224,000.00	\$722,200.00	\$946,200.00	\$946,200.00	\$955,662.00
IJA SECTION 405C	Traffic Records/Data	\$469,604.10	\$742,000.00	\$1,211,604.10	\$1,211,604.10	
SUPPLEMENTAL IJA SECTION 405C	Traffic Records/Data	\$94,702.96	\$45,294.00	\$139,996.96	\$139,996.96	
		\$564,307.06	\$787,294.00	\$1,351,601.06	\$1,351,601.06	\$1,365,117.07
IJA SECTION 405D Int	Impaired Driving - Int	\$306,819.36	\$300,000.00	\$606,819.36	\$606,819.36	
SUPPLEMENTAL IJA SECTION 405D Int	Impaired Driving - Int	\$18,772.00	\$18,000.00	\$36,772.00	\$36,772.00	
		\$325,591.36	\$318,000.00	\$643,591.36	\$643,591.36	\$650,027.27
IJA SECTION 405D Mid	Impaired Driving	\$2,899,318.00	\$2,848,000.00	\$5,747,318.00	\$5,747,318.00	
SUPPLEMENTAL IJA SECTION 405D Mid	Impaired Driving	\$156,379.00	\$170,000.00	\$326,379.00	\$326,379.00	
		\$3,055,697.00	\$3,018,000.00	\$6,073,697.00	\$6,073,697.00	\$6,134,433.97
IJA SECTION 405E	Distracted Driving	\$770,000.00	\$450,000.00	\$1,220,000.00	\$1,220,000.00	
SUPPLEMENTAL IJA SECTION 405E	Distracted Driving	\$15,000.00	\$30,000.00	\$45,000.00	\$45,000.00	
		\$785,000.00	\$480,000.00	\$1,265,000.00	\$1,265,000.00	\$1,277,650.00
IJA SECTION 405F	Motorcycle	\$208,550.00	\$83,000.00	\$291,550.00	\$291,550.00	
SUPPLEMENTAL IJA SECTION 405F	Motorcycle	\$10,300.00	\$5,100.00	\$15,400.00	\$15,400.00	
		\$218,850.00	\$88,100.00	\$306,950.00	\$306,950.00	\$310,019.50
IJA SECTION 405G	Non-Motorist	\$335,000.00	\$453,000.00	\$788,000.00	\$788,000.00	
SUPPLEMENTAL IJA SECTION 405G	Non-Motorist	\$57,277.00	\$28,000.00	\$85,277.00	\$85,277.00	
		\$392,277.00	\$481,000.00	\$873,277.00	\$873,277.00	\$882,009.77
IJA SECTION 405H	Non-Motorist	\$31,816.41	\$0.00	\$31,816.41	\$31,816.41	
SUPPLEMENTAL IJA SECTION 405H	Non-Motorist	\$24,158.00	\$0.00	\$24,158.00	\$24,158.00	
		\$55,974.41	\$0.00	\$55,974.41	\$55,974.41	\$56,534.15
IJA SECTION 405H-new	Preventing Roadside Deaths	\$154,107.93	\$75,000.00	\$229,107.93	\$229,107.93	
SUPPLEMENTAL IJA SECTION 405H-new	Preventing Roadside Deaths	\$11,273.86	\$4,500.00	\$15,773.86	\$15,773.86	
		\$165,381.79	\$79,500.00	\$244,881.79	\$244,881.79	\$247,330.61
IJA SECTION 405I	Driver & Officer Safety	\$65,920.15	\$118,000.00	\$183,920.15	\$183,920.15	
SUPPLEMENTAL IJA SECTION 405I	Driver & Officer Safety	\$7,225.27	\$7,000.00	\$14,225.27	\$14,225.27	
		\$73,145.42	\$125,000.00	\$198,145.42	\$198,145.42	\$200,126.87
IJA 154 TRANSER FUNDS	Alcohol	\$1,300,000.00	\$1,800,000.00	\$3,100,000.00	\$3,100,000.00	\$3,131,000.00
IJA 164 TRANSER FUNDS	Alcohol	\$2,800,000.00	\$1,800,000.00	\$4,600,000.00	\$4,600,000.00	\$4,646,000.00
IJA 1906 RACIAL PROFILING	Racial Profiling	\$1,125,000.00	\$575,000.00	\$1,700,000.00	\$1,700,000.00	\$1,717,000.00
<b>Totals</b>		<b>\$11,442,515.89</b>	<b>\$15,108,594.00</b>	<b>\$26,551,109.89</b>	<b>\$26,551,109.89</b>	<b>\$26,816,620.99</b>

### 1.5 Performance Report

There have been no changes to report about the LHSC’s performance report at this time. The LHSC closely monitors the crash data for Louisiana throughout the year. The Performance Report included in the 3HSP for FFY 2024–2026 will be updated and reported on in the FFY 2025 Annual Report.

## 2.0 Project and Subgrantee Information

The project information template and instructions were adopted from the previous fiscal year and utilized for FFY 2026 AGA. The required information listed below is still provided.

- Project name
- Subgrantee(s)
- Subgrantee(s) organization type
- Project agreement number
- Location(s) where project will be delivered
- Project description
- Amount of Federal funds
- Federal funding source(s)
- Eligible use of funds
- Countermeasure strategy(ies) to justify programming funds

Louisiana has no promised projects for FFY 2026 so project tables do not have a row with a response for that question.

No projects include Planning and Administration (P&A) funds; so project tables do not have an additional row with a response for that question.

Each set of projects is grouped by the program areas utilized by LHSC:

1. Impaired Driving
2. Occupant Protection
3. Traffic Records
4. Motorcycle Safety
5. Police Traffic Services
6. Railroad/Highway Crossing Safety (Roadway Safety)
7. Non-Motorized Safety
8. Young Driver Traffic Safety Program
9. Distracted Driving
10. Planning and Administration

## 2.1 Impaired Driving

Project name	Travel for Impaired Driving Training
Subgrantee(s)	TBD
Subgrantee org. type	TBD
Project agreement number	2026-10-01
Location(s) where project will be performed	TBD
Project description	Funds set aside for stakeholders to travel to and participate in trainings and conferences directly related to supporting planned impaired driving countermeasures. Trainings will improve attendees’ knowledge of new methods to reduce alcohol, other drug, and poly-substance impaired driving. Requests will be submitted to the LHSC Executive Director prior to approval. <i>Target Audiences/Affected Communities:</i> Law enforcement; Criminal justice partners, Other impaired driving prevention stakeholders
Amount of Federal funds	\$15,000
Funding source(s) for eligible work in this section	Section 164AL
Eligible use of funds	Alcohol non-law enforcement training; Alcohol law enforcement training
Countermeasure strategy(ies) to justify programming funds	Provide funding for travel, training, tools and/or equipment to support impaired driving projects and programs. (CTW 10)**, (UG 8)****

Project name	Impaired Driving Policy Specialist
Subgrantee(s)	Main Street Investments, LLC (Catherine Childers Consulting)
Subgrantee org. type	Individual contractor
Project agreement number	2026-10-11
Location(s) where project will be performed	Statewide
Project description	Assist LHSC with the implementation of research-based impaired driving policies, programs, and practices. Assist LHSC Executive Director/Chair of the Governor’s Task Force on Impaired Driving with meeting planning and project implementation. Research and track highway safety legislation. <i>Target Audiences/Affected Communities:</i> LHSC-funded impaired driving projects; Legislators; Impaired driving task force members; Highway safety stakeholders
Amount of Federal funds	\$44,999.00 (405d) + \$4,901.00 (402) = \$49,900
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	Hiring of Impaired Driving Coordinator; Impaired driving
Countermeasure strategy(ies) to justify programming funds	Monitor current statutes regarding impaired driving and monitor legislative instruments introduced to change/enhance current statutes. (CTW 10)** (UG 8)****

<b>Project name</b>	<b>Louisiana Judicial Outreach Program</b>
Subgrantee(s)	Inncet, LLC (Judge Timothy Marcel)
Subgrantee org. type	Individual contractor
Project agreement number	2026-10-12
Location(s) where project will be performed	Statewide
Project description	Provide training and facilitate dialogue between the judiciary, prosecutors, and other justice system stakeholders engaged in the procedures for adjudication of impaired drivers to improve the delivery of justice and impact highway safety. Additional activities include development of an e-newsletter on impaired driving prevention, adjudication procedures, and evidence-based rehabilitation of impaired drivers. <i>Target Audiences/Affected Communities:</i> Louisiana Judicial College; Trial court judges, particularly those who preside over DWI Courts; Prosecutors; Law enforcement; Other parties within the criminal justice community
Amount of Federal funds	\$120,000
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	Fund a Judicial Outreach Liaison (JOL)
Countermeasure strategy(ies) to justify programming funds	Fund a ... and Judicial Outreach Liaison (JOL). (CTW 10)**; Provide state-of-the-art education to judges (UG 8)****

<b>Project name</b>	<b>Prosecutor/Law Enforcement Training Program</b>
Subgrantee(s)	Louisiana District Attorneys Association (LDAA)
Subgrantee org. type	Non-profit professional organization
Project agreement number	2026-10-13
Location(s) where project will be performed	Statewide
Project description	Fund a full-time Traffic Safety Resource Prosecutor to support prosecutors and law enforcement officers on impaired driving legal matters. Provide training and education, technical support such as legal research and drafting of motions in individual cases, and liaise between various agencies. <i>Target Audiences/Affected Communities:</i> Assistant district attorneys/district attorneys; City prosecutors; Judges; Law enforcement officers
Amount of Federal funds	\$249,999
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	Court support including – hiring traffic safety resource prosecutors....
Countermeasure strategy(ies) to justify programming funds	Fund a Traffic Safety Resource Prosecutor (TSRP) and ... (CTW 10)**; Implement a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts, including the use of traffic safety resource prosecutors (UG 8)****

<b>Project name</b>	<b>Forensic Toxicologist Call-Out Program for Alcohol-impaired, Other Drug-impaired, or Multi-substance Impaired Driving Cases</b>
Subgrantee(s)	Louisiana District Attorneys Association (LDAA)
Subgrantee org. type	Non-profit professional organization
Project agreement number	2026-10-15
Location(s) where project will be performed	Statewide
Project description	Fund LDAA to manage a corps of forensic toxicologists who are willing to provide scientific analysis and/or expert testimony services to prosecutors of fatal and/or serious injury felony impaired driving cases across Louisiana. Funding would support various professional services as well as travel expenses for participating forensic toxicologists on a case-by-case basis. <i>Target Audiences/Affected Communities:</i> Assistant district attorneys/district attorneys; Judges; Law enforcement officers
Amount of Federal funds	\$155,000
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	Improve blood alcohol concentration and drug chemistry testing and reporting
Countermeasure strategy(ies) to justify programming funds	Provide support for blood draws, testing and the analysis of results for impaired driving enforcement efforts. (CTW 10)** , (UG 8)****

<b>Project name</b>	<b>MADD Louisiana's Court Monitoring Program</b>
Subgrantee(s)	Mothers Against Drunk Driving, Louisiana Chapter
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-17
Location(s) where project will be performed	Baton Rouge City Court; 19 <sup>th</sup> JDC (East Baton Rouge Parish); 14 <sup>th</sup> JDC (Calcasieu); 1 <sup>st</sup> JDC (Caddo)
Project description	Observe DWI court cases and record relevant details of each case. Compile relevant statistics regarding the disposition of DWI cases by judicial district. Report information on the disposition of cases to traffic safety stakeholders and public officials to improve enforcement, prosecution, and/or adjudication systems. Raise awareness among the public regarding disposition of DWI cases, when charges are reduced or dismissed. <i>Target Audiences/Affected Communities:</i> Judges; Prosecutors; Defense attorneys; Media; Families of DWI crashes; General public
Amount of Federal funds	\$49,350
Funding source(s) for eligible work in this section	Section 164AL
Eligible use of funds	Court support and monitoring including educating criminal justice professionals in handling impaired driving cases, hiring TSRPs, hiring JOLs, and establishing DWI courts
Countermeasure strategy(ies) to justify programming funds	Authorized Program (23 U.S.C. 405(d)(4)(B)(iii))*; Conduct court monitoring of DWI cases, track information, train volunteers, and report results. (CTW 10)**

<b>Project name</b>	<b>Forensic Analysis of DWI Cases</b>
Subgrantee(s)	North Louisiana Criminalistics Laboratory (NLCL)
Subgrantee org. type	Quasi-local government agency
Project agreement number	2026-10-19
Location(s) where project will be performed	The 29 Louisiana parishes served by NLCL
Project description	Provide salary and related benefits for one full-time Forensic Analyst who will conduct testing and scientific analysis of evidence from all DWI cases submitted to the lab. Provide expert testimony about findings as well as the effects of alcohol and drugs in court, when requested. <i>Target Audiences/Affected Communities:</i> Prosecutors; Drug Recognition Experts; Law enforcement; Judges
Amount of Federal funds	\$ 111,920
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	Improve blood alcohol concentration and drug chemistry testing and reporting
Countermeasure strategy(ies) to justify programming funds	Provide support for blood draws, testing and the analysis of results for impaired driving enforcement efforts. (CTW 10)**, (UG 8)****

<b>Project name</b>	<b>DWI Court Management Program</b>
Subgrantee(s)	Louisiana Supreme Court, Office of the Judicial Administrator
Subgrantee org. type	State government
Project agreement number	2026-10-20
Location(s) where project will be performed	8 DWI courts in judicial districts across Louisiana
Project description	Support staff and case management operations of 8 DWI Courts - 4 <sup>th</sup> JDC DWI Court (Ouachita), 14 <sup>th</sup> JDC DWI Court (Calcasieu), 15 <sup>th</sup> JDC DWI Court (Lafayette), 22 <sup>nd</sup> JDC DWI Court (St. Tammany), 24 <sup>th</sup> JDC DWI Court (Jefferson), Baton Rouge City DWI Court, 27 <sup>th</sup> JDC DWI Court (St. Landry), and 32 <sup>nd</sup> JDC DWI Court (Terrebonne). Provide support to host a statewide training for LA DWI courts teams. Provide professional development opportunities for Supreme Court, Drug & Specialty Court Office staff. <i>Target Audiences/Affected Communities:</i> Judicial district court staff; Volunteer judges; State Supreme Court; Impaired drivers in identified judicial districts
Amount of Federal funds	\$1,146,988
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	Court support including – .... and establishing DWI courts.
Countermeasure strategy(ies) to justify programming funds	Authorized program (23 U.S.C. 405(d)(4)(B)(iii))*; Address repeat offenders through legislation, education, public information, and support of DWI Courts. (CTW 10), (UG 8)****

<b>Project name</b>	<b>Evaluating DWI Courts in Louisiana to Improve Effectiveness</b>
Subgrantee(s)	Board of Supervisors of LSU and A&M College (Social Research & Evaluation Center)
Subgrantee org. type	State government/University
Project agreement number	2026-10-21
Location(s) where project will be performed	8 DWI courts in judicial districts across Louisiana
Project description	Conduct a systemic evaluation of the Supreme Court Drug & Specialty Court Office’s effectiveness in guiding Louisiana’s DWI Courts to adhere to the 10 Guiding Principles of DWI Courts. In addition, conduct site-level evaluations of the 8 DWI Courts and their ability to implement and adhere to the principles. <i>Target Audiences/Affected Communities:</i> Judicial district court staff; Volunteer judges; State Supreme Court
Amount of Federal funds	\$250,000
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	Court support of impaired driving prevention efforts, including— establishing DWI courts. Include evaluation components in program planning (of impaired driving countermeasures) so as to ensure that data will be available for evaluation.
Countermeasure strategy(ies) to justify programming funds	Address repeat offenders through legislation, education, public information, and support of DWI Courts. (CTW 10), (UG 8)****

<b>Project name</b>	<b>EBR Alcoholic Beverage Control J.U.D.E. Task Force</b>
Subgrantee(s)	City of Baton Rouge/Parish of East Baton Rouge, Alcoholic Beverage Control Office
Subgrantee org. type	Local government
Project agreement number	2026-10-30
Location(s) where project will be performed	City of Baton Rouge; East Baton Rouge Parish
Project description	Utilize enforcement agents from the city/parish licensing and regulatory agency to provide education, regulatory, and law enforcement services to licensed alcohol retailers. Specific efforts include catching users of fake/fraudulent IDs, confiscating and tracking producers of fake/fraudulent identifications, monitoring alcohol outlets for sales/service of alcohol to juveniles, monitoring alcohol outlets for the underage purchase of alcohol, and conducting compliance checks. <i>Target Audiences/Affected Communities:</i> Bartenders, staff, managers, and owners at licensed alcohol outlets; Underage individuals
Amount of Federal funds	\$95,275
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Impaired Driving; Traffic Enforcement Services (Police Traffic Services)
Countermeasure strategy(ies) to justify programming funds	Promote underage drinking enforcement with state and local law enforcement agencies. (CTW 10)**; coordinate efforts with liquor law enforcement officials (UG 8)****

<b>Project name</b>	<b>Louisiana Cops in Shops Program</b>
Subgrantee(s)	Louisiana Office of Alcohol and Tobacco Control, Department of Revenue
Subgrantee org. type	State government
Project agreement number	2026-10-31
Location(s) where project will be performed	Statewide
Project description	Utilize enforcement agents from the state licensing and regulatory agency to provide education, regulatory, and law enforcement services to all licensed alcohol retailers across the state. Specific efforts include catching users of fake/fraudulent IDs, confiscating and tracking producers of fake/fraudulent identifications, monitoring alcohol outlets for service of alcohol to juveniles, monitoring alcohol outlets for the underage purchase of alcohol, and conducting compliance checks. <i>Target Audiences/Affected Communities:</i> Bartenders, staff, managers, and owners at on-site and off-site alcohol license holders; Underage individuals
Amount of Federal funds	\$138,750
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol law enforcement
Countermeasure strategy(ies) to justify programming funds	Promote underage drinking enforcement with state enforcement agencies. (CTW 10)**; coordinate efforts with liquor enforcement officials (UG 8)****

<b>Project name</b>	<b>“Safe Rides, Big Easy Vibes” Impaired Driver Intervention</b>
Subgrantee(s)	New Orleans Health Department
Subgrantee org. type	Local government
Project agreement number	2026-10-32
Location(s) where project will be performed	City of New Orleans; Orleans Parish
Project description	Provide outreach and education about the dangers of impaired driving and promote alternative transportation options during community events. Partner with bars/restaurants to improve nighttime environments. Partner with local universities to conduct education and tabling events. Offer high-school presentations that focus on the dangers of alcohol impaired driving. Create social media content highlighting real stories, statistics, and interactive challenges to promote impaired driving messaging. Partner with social media influencers and university social media. <i>Target Audiences/Affected Communities:</i> High school students; college students; community members
Amount of Federal funds	\$91,981
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol Education; Drug Education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds.(CTW 10)** (UG 8)****

<b>Project name</b>	<b>LA Voz de la Comunidad Traffic Safety Program</b>
Subgrantee(s)	LA Voz de la Comunidad Foundation
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-44
Location(s) where project will be performed	Greater New Orleans area; Greater Baton Rouge area
Project description	Conduct Spanish-language trainings in both community and professional settings to raise awareness about impaired driving laws and best practices within Latino communities. Conduct advocacy and disseminate messages in conjunction with identified State and National campaigns through radio interviews, TV appearances, social media posts, and in-person events. <i>Target Audiences/Affected Communities:</i> Spanish speaking community members with special attention on new arrivals to Louisiana; Governmental consulates; Latino community leaders of churches, non-profits, businesses, education/child care centers, and professional groups
Amount of Federal funds	\$56,400
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol Education; Drug Education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)** Conduct community programs that implement prevention strategies at the local level through a variety of settings (UG 8)****

<b>Project name</b>	<b>Why Try? Outreach &amp; Engagement Program</b>
Subgrantee(s)	Acts of Love, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-45
Location(s) where project will be performed	Acadia, Lafayette, St. Martin, St. Landry, Pointe Coupee, and parts of Evangeline & Iberia Parishes
Project description	Conduct outreach activities to subpopulations who are over-represented in distracted driving crash data and occupant protection crash data as well as the seatbelt observation survey in the identified parishes. Conduct strategic engagement meetings with community leaders of over-represented populations to ensure outreach messages are maximized to the fullest. Host traffic safety forums focused on impaired driving, occupant protection, and distracted driving. Host DWI-focused educational classes to address the dangers of alcohol and marijuana –impaired driving. <i>Target Audiences/Affected Communities:</i> African American drivers between the ages of 15-21 and age 55 and over
Amount of Federal funds	\$23,287.50 (154AL) + \$7,762.50 (402) = \$31,050
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol Education; Drug Education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)**; Conduct community programs

	that implement prevention strategies at the local level through a variety of settings (UG 8)****
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<b>Project name</b>	<b>Our Driving Concern - Employer Transportation Safety Program</b>
Subgrantee(s)	National Safety Council
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-46
Location(s) where project will be performed	Tier 1 alcohol-impaired fatal and injury crash parishes
Project description	Identify and engage with major employers across Louisiana to access their work sites to conduct outreach and education to employees throughout on the risks of driving impaired on alcohol and other drugs. Encourage employers to adopt policies and best practices to change employees' driving behaviors when not on the job. <i>Target Audiences/Affected Communities:</i> Health and safety officers at major employers across the state and their employees
Amount of Federal funds	\$60,000
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol non-law enforcement training; Drug non-law enforcement training
Countermeasure strategy(ies) to justify programming funds	Conduct Community-Based Programs to Employers (UG 8)****; Application of evidence-based Employer-Based Programs for occupant protection to impaired driving. (CTW-10)**

<b>Project name</b>	<b>Le Sanctuary Traffic Safety Community Engagement Program</b>
Subgrantee(s)	Le Sanctuary Book Club, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-49
Location(s) where project will be performed	Jefferson and Orleans Parishes
Project description	Conduct traffic safety presentations on reducing impaired driving to subpopulations who are over-represented in crash data to aid them in understanding how behavior change can lead to increased seatbelt usage. Host pedestrian/bicycle programs among college attending population. Host press events during Bayou Classic to focus on occupant protection and during the Essence Festival to focus on impaired driving. <i>Target Audiences/Affected Communities:</i> African American drivers; African American college-attending young adults; Parents and children using daycare facilities; Attendees at Bayou Classic and Essence Festival
Amount of Federal funds	\$31,395 (154AL) + \$10,465 (402) = \$41,860
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol Education; Drug Education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)**; Conduct community-based

	programs that implement prevention strategies at the local level through a
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Project name	High Visibility Traffic Safety/Impaired Driving Enforcement – Local law Enforcement
Subgrantee(s)	Abbeville Police Department, City of Abbeville Alexandria Police Department, City of Alexandria Allen Parish Sheriff’s Office Baton Rouge Police Department, City of Baton Rouge Bogalusa Police Department, City of Bogalusa Bossier City Police Department, City of Bossier City Bossier Parish Sheriff’s Office Broussard Police Department, City of Broussard Caddo Parish Sheriff’s Office Calcasieu Parish Sheriff’s Office Covington Police Department, City of Covington East Baton Rouge Parish Sheriff’s Office Eunice Police Department, City of Eunice Evangeline Parish Sheriff’s Office Franklinton Police Department, Town of Franklinton Gonzales Police Department Greater New Orleans Expressway Commission Greenwood Police Department, Town of Greenwood Hammond Police Department, City of Hammond Harahan Police Department, City of Harahan Houma Police Department, Terrebonne Parish Consolidated Govt. Iberia Parish Sheriff’s Office Jefferson Parish Sheriff’s Office Kenner Police Department, City of Kenner Lafayette Police Department Lafourche Parish Sheriff’s Office Lake Charles Police Department Leesville Police Department, City of Leesville Livingston Parish Sheriff’s Office Mandeville Police Department, City of Mandeville Monroe Police Department Morgan City Police Department, City of Morgan City Natchitoches Police Department, City of Natchitoches New Iberia Police Department, City of New Iberia New Orleans Police Department, City of New Orleans Nicholls State University Police Department Opelousas Police Department, City of Opelousas Pearl River Police Department, Town of Pearl River Pineville Police Department, City of Pineville Pointe Coupee Parish Sheriff’s Office Shreveport Police Department, City of Shreveport Slidell Police Department, City of Slidell Southeastern Louisiana University Police Department, Southeastern LA Univ St. Bernard Parish Sheriff’s Office St. Charles Parish Sheriff’s Office

	<p>St. Mary Parish Sheriff's Office                  St. Tammany Parish Sheriff's Office                  Tangipahoa Parish Sheriff's Office                  Terrebonne Parish Sherriff's Office                  Thibodaux Police Department, City of Thibodaux                  Washington Parish Sheriff's Office                  West Baton Rouge Sheriff's Office                  West Monroe Police Department, City of West Monroe                  Westwego Police Department</p>
Subgrantee org. type	Local government agencies
Project agreement number	2026-30-10; 2026-30-11; 2026-30-13 to 30-18; 2026-30-21; 2026-30-22; 2026-30-24 to 30-26; 2026-30-28; 2026-30-30; 2026-30-31; 2026-30-33 to 30-35; 2026-30-37 to 30-42; 2026-30-45; 2026-30-48 to 30-64; 2026-30-66 to 30-71; 2026-30-76; 2026-31-01 to 31-05
Location(s) where project will be performed	54 jurisdictions across the state
Project description	<p>Provide sustained enforcement in support of impaired driving laws which will be coordinated with the annual <i>Drive Sober or Get Pulled Over</i> (DSGPO) national mobilization in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust throughout the year as needed. Additional enforcement efforts to support occupant protection, child passenger safety, distracted driving, speeding, etc. laws may be provided to some or all agencies under other Federal funding sources. Agencies with additional funding are included under other program area sections.</p> <p><i>Target Audiences/Affected Communities:</i> suspected impaired drivers</p>
Amount of Federal funds	\$1,576,831.50 (154AL) + \$1,088,773 (164AL) + \$2,492,858 (402) + \$192,451.50 (405e) + \$92,787 (405g) = \$5,443,701
Funding source(s) for eligible work in this section	Section 154AL and Section 164AL
Eligible use of funds	High Visibility Enforcement
Countermeasure strategy(ies) to justify programming funds	Support the National "Drive Sober or Get Pulled Over" campaign with specific overtime enforcement ...(CTW 10)**; Provide sustained enforcement of statutes addressing impaired driving/riding. (UG 8)****

<b>Project name</b>	<b>Louisiana State Police (LSP) Crash Reduction Project</b>
Subgrantee(s)	Louisiana State Police
Subgrantee org. type	State law enforcement agency
Project agreement number	2026-30-80
Location(s) where project will be performed	Statewide
Project description	Support LSP overtime enforcement work to address driving while intoxicated. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis. Pre- and post-

	<p>enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. Support Public Information Officer (PIO) media relations, radio communications, and clerical overtime activities. Officers working the PIO overtime activities will conduct presentations to inform the public of traffic safety issues. Additional enforcement efforts to support occupant protection and child passenger safety laws are provided under other Federal funding sources. Plan and conduct one SFST Instructor Development Course, two Radar Instructor Development Courses, and one DRE Course. Support recertification courses for current DREs. Conduct Don't Fear the Darkside class. Support overtime for DRE and ARIDE call out.</p> <p><i>Target Audiences/Affected Communities:</i> suspected impaired drivers; State and local law enforcement interested in impaired driving detection methods</p>
Amount of Federal funds	\$707,060.25 (405d) + \$31,625 (402) + \$383,985 (405b) = \$1,122,670.25
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	High Visibility Enforcement; drug impaired driving enforcement; Improving blood alcohol concentration testing and reporting
Countermeasure strategy(ies) to justify programming funds	Provide sustained enforcement of statutes addressing impaired driving/riding. (CTW 10)** (UG 8)****; Provide Drug Recognition Expert (DRE) training to revitalize the DRE program, and conduct SFST Instructor, SFST Training Field Courses. (CTW 10)** (UG 8)****

<b>Project name</b>	<b>Special Waves Enforcement for <i>Drive Sober or Get Pulled Over</i> (DSGPO)</b>
Subgrantee(s)	Various local agencies
Subgrantee org. type	Local government agencies
Project agreement number	2026-35-TBD (Projects will be numbered sequentially)
Location(s) where project will be performed	Jurisdictions across the state
Project description	<p>Provide high visibility overtime enforcement during targeted special waves in support of enforcing impaired driving laws coordinated with the NHTSA/LHSC annual <i>Drive Sober or Get Pulled Over</i> campaign. Prior to DSGPO, a solicitation will be sent to all law enforcement agencies to announce the availability of small contracts to participate in DSGPO. Agencies respond with their OT rate and number of hours they can work for each wave.</p> <p><i>Target Audiences/Affected Communities:</i> suspected impaired drivers</p>
Amount of Federal funds	\$75,000
Funding source(s) for eligible work in this section	Section 164AL
Eligible use of funds	High Visibility Enforcement
Countermeasure strategy(ies) to justify programming funds	Support the National "Drive Sober or Get Pulled Over" campaign with specific overtime enforcement ... (CTW 10)**, (UG 8)****

<b>Project name</b>	<b>Sudden Impact</b>
Subgrantee(s)	University Medical Center Management Corporation
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-10
Location(s) where project will be performed	Statewide
Project description	Teen impaired driving, distracted driving, and unrestrained driving/riding injury prevention program consisting of 6 experiences within the program delivered to cohorts of students beginning in the 10 <sup>th</sup> grade and spanning approximately two years until graduation. The experiences include: (1) 7-hour trauma hospital based program, (2) mock crash, (3) mock trial with actual attorneys and judges, (4) a parent session, (5) an on-site session in courtroom for seniors, and (6) a driving school program. <i>Target Audiences/Affected Communities:</i> high school students; parents
Amount of Federal funds	\$110,538 (164AL) + \$73,462 (402) = \$184,000
Funding source(s) for eligible work in this section	Section 164AL
Eligible use of funds	Alcohol Education; Drug Education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)** , (UG 8)****

<b>Project name</b>	<b>Ready, Set, Drive!</b>
Subgrantee(s)	The Safety Place
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-11
Location(s) where project will be performed	Ascension, East Baton Rouge, West Baton Rouge, Livingston, Pointe Coupee, East Feliciana, West Feliciana, Iberville Parishes
Project description	Provide education to young drivers about the negative effects of distracted driving, underage drinking, and impaired driving in an effort to initiate positive behavior change in regard to occupant protection and traffic safety. Utilize active learning techniques for young adults including engaging videos, group discussion, driving and impairment simulation, games, community outreach events, campaigns, activities, friendly competition and social media engagement. <i>Target Audiences/Affected Communities:</i> 14-18 years (9th - 12th Grade) and 18-24 years (College and Trade Demographic)
Amount of Federal funds	\$27,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)** , (UG 8)****

<b>Project name</b>	<b>ThinkFirst Traffic Safety Initiative: Empowering Young Drivers</b>
Subgrantee(s)	ThinkFirst of Ark-La-Tex, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-12
Location(s) where project will be performed	North & Central LA, focusing on Tier 1 (Caddo, Ouachita, Rapides) & Tier 2 (Bossier, Avoyelles, De Soto, Natchitoches, Webster, Lincoln) Parishes
Project description	Engage trained VIP (Voices of Injury Prevention) Speakers, a diverse group with varied backgrounds and experiences who share authentic stories as part of their effort, to deliver comprehensive highway traffic safety education with an emphasis on impaired driving, distracted driving, and occupant protection laws and statistics. Instigate positive behavioral changes among these young drivers by illustrating the real-life consequences of choices. Identify opportunities to speak about the lack of seatbelt use by pickup truck drivers through targeted programs and information. <i>Target Audiences/Affected Communities: young drivers aged 15-24</i>
Amount of Federal funds	\$75,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)**, (UG 8)****

<b>Project name</b>	<b>B.R.A.K.E.S (Be Responsible And Keep Everyone Safe) Program</b>
Subgrantee(s)	Tangipahoa Parish Government (TRACC)
Subgrantee org. type	Local government agency
Project agreement number	2026-55-14
Location(s) where project will be performed	High schools and colleges across Tangipahoa Parish
Project description	Address the problems of impaired driving and lack of seatbelt use for young drivers by conducting community outreach initiatives through presentations at area campuses and by partnering with high schools and colleges to bring traffic safety awareness to their campus events. Implement one community/social media activity to support National Teen Driver Safety Week. Use the Youth Committee, University Committee and Law Enforcement Task Force of the subgrantee to help identify driver safety concerns regarding impaired driving and seat belt use. <i>Target Audiences/Affected Communities: young drivers aged 15-24</i>
Amount of Federal funds	\$11,265
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)**, (UG 8)****

<b>Project name</b>	<b>UMOJA Outreach &amp; Engagement Traffic Safety Program</b>
Subgrantee(s)	UMOJA, INC.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-70-11
Location(s) where project will be performed	Top tier parishes with high injury and fatalities: EBR, Lincoln, Bossier, Calcasieu, Lafayette Parishes
Project description	Host Traffic Safety Forums in identified Tier 1 Parishes. Work with predominantly white universities (LSU and ULL) as well as historically black universities (GSU and Southern) to create traffic safety ambassador programs. Encourage clergy to advocate for highway safety. Educate participants of Mardi Gras events by distributing Traffic Safety bookmarkers during parades. <i>Target Audiences/Affected Communities:</i> African American church leaders; Local elected officials; National Panhellenic fraternities and sororities; African American drivers; African American college-attending young adults
Amount of Federal funds	\$39,075 (154AL) + \$13,025 (402) = \$52,100
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol Education; Drug Education
Countermeasure strategy(ies) to justify programming funds	Identify, fund, and assist in the implementation of impaired driving prevention programs for young adults and underage drinking prevention programs for 15 to 24-year-olds. (CTW 10)**; Conduct community-based programs that implement prevention strategies at the local level through a variety of settings (UG 8)****

<b>Project name</b>	<b>LHSC Paid Media for Traffic Safety</b>
Subgrantee(s)	Vendor selection pending (LHSC currently completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	Develop and implement paid media campaigns that directly support enforcement activities and public information about impaired driving high visibility enforcement campaigns and laws. Develop advertising materials and campaigns providing information to address occupant protection, pediatric heatstroke by unattended passenger prevention, educate the public on drug use and impairment, educate the public on state laws regarding non-motorized safety, and prevent roadside deaths. Paid media outreach is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. Media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. Research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana

Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mkt]) + \$200,000 (405g) + \$100,000 (405h-NEW) + \$500,000 (405d [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	402 Paid Advertising; 402 Heatstroke/Unattended passenger education program; 405d Paid and earned media in support of impaired driving HVE
Countermeasure strategy(ies) to justify programming funds	Produce and distribute public information and educational materials to combat impaired driving/riding and underage drinking and provide paid media outreach for state-planned impaired driving education. (CTW 10)**, (UG 8)****; Support the National “Drive Sober or Get Pulled Over” campaign with .... paid media based on data-driven demographic and geographic locations. (CTW 10)**

<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on impaired driving and other topics of focus of the National Priority Safety Programs. Manage an impaired driving complex ad-hoc project. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 405d
Eligible use of funds	402 Paid Advertising; 405d Paid and earned media in support of HVE of impaired driving laws; 154AL and 164 AL Paid media in support of reducing drug impaired driving
Countermeasure strategy(ies) to justify programming funds	Produce and distribute public information and educational materials to combat impaired driving/riding and underage drinking and provide paid media outreach for state-planned impaired driving education. (CTW 10)**, (UG 8)****

\*Authorized Program as outlined in 23 U.S.C. 405(d)(4); Source: <https://www.govinfo.gov/link/uscode/23/405>

\*\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

\*\*\*Axel, N. E., Knisely, M. J., McMillen, P., Weiser, L. A., Kinnard, K., Love, T., & Cash, C. (2019, March). *Best practices for implementing a state judicial outreach liaison program*. Revised March 2019. (Report No. DOT HS 812 676). Washington, DC: National Highway Traffic Safety Administration.

\*\*\*\*Highway Safety Program Guideline No. 8: Impaired Driving, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

\*\*\*\*\*National Academies of Sciences, Engineering, and Medicine. 2018. *A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25286>.

## 2.2 Occupant Protection

Project name	Why Try? Outreach & Engagement Program
Subgrantee(s)	Acts of Love, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-45
Location(s) where project will be performed	Acadia, Lafayette, St. Martin, St. Landry, Pointe Coupee, and parts of Evangeline & Iberia Parishes
Project description	Conduct outreach activities to subpopulations who are over-represented in distracted driving crash data and occupant protection crash data as well as the seatbelt observation survey in the identified parishes. Conduct strategic engagement meetings with community leaders of over-represented populations to ensure outreach messages are maximized to the fullest. Host traffic safety forums focused on impaired driving, occupant protection, and distracted driving. Host DWI-focused educational classes to address the dangers of alcohol and marijuana-impaired driving. <i>Target Audiences/Affected Communities:</i> African American drivers between the ages of 15-21 and age 55 and over
Amount of Federal funds	\$23,287.50 (154AL) + \$7,762.50 (402) = \$31,050
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Educate the public concerning the proper use and installation of child restraints and occupant protection equipment
Countermeasure strategy(ies) to justify programming funds	Conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations (UG 20)****; Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10) *****

Project name	Le Sanctuary Traffic Safety Community Engagement Program
Subgrantee(s)	Le Sanctuary Book Club, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-49
Location(s) where project will be performed	Jefferson and Orleans Parishes
Project description	Conduct traffic safety presentations on reducing impaired driving to subpopulations who are over-represented in crash data to aid them in identifying and understanding how a change in their behavior can lead to increased seatbelt usage. Host pedestrian/bicycle programs among college attending population. Host press events during Bayou Classic to focus on occupant protection safety and during the Essence Festival to focus on impaired driving. <i>Target Audiences/Affected Communities:</i> African American drivers; African American college-attending young adults; Parents and children using daycare facilities; Attendees at Bayou Classic and Essence Festival
Amount of Federal funds	\$31,395 (154AL) + \$10,465 (402) = \$41,860

Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Educate the public concerning the proper use and installation of child restraints and occupant protection equipment
Countermeasure strategy(ies) to justify programming funds	Conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations (UG 20)****; Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10) *****

<b>Project name</b>	<b>Travel for Occupant Protection Training</b>
Subgrantee(s)	TBD
Subgrantee org. type	TBD
Project agreement number	2026-20-01
Location(s) where project will be performed	TBD
Project description	Funds set aside for stakeholders to attend and travel to trainings and conferences directly related to support planned occupant protection and child passenger safety strategies and projects. This training will improve attendees’ knowledge of new methods to increase the use of seat belts and child safety seats. Requests will be submitted to the LHSC and must be approved by the Executive Director. <i>Target Audiences/Affected Communities:</i> Law enforcement, criminal justice, and other occupant protection and child passenger safety stakeholders
Amount of Federal funds	\$10,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Training occupant protection safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child restraints and occupant protection
Countermeasure strategy(ies) to justify programming funds	Provide training opportunities to potential and existing child passenger safety (CPS) technicians and instructors. (CTW 10)*****; Provide training opportunity on providing safe travel for children with special needs. (CTW 10)*****; Provide training opportunities to potential and existing CarFit instructors. (CTW 10)*****

<b>Project name</b>	<b>Research and Assessment Program</b>
Subgrantee(s)	Preusser Research Group
Subgrantee org. type	For-profit corporation
Project agreement number	2026-20-10
Location(s) where project will be performed	Statewide
Project description	Conduct observational surveys and provide reports using the data collected as required by NHTSA to determine adult safety belt use (daytime and nighttime). Conduct attitudinal surveys to measure licensed drivers’ attitudes related to impaired driving, seat belts, motorcycles, speeding, and distracted driving. Inform LHSC where the problematic targeted areas are based on data analysis.

	<i>Target Audiences/Affected Communities:</i> LHSC Executive Staff; All Louisiana drivers
Amount of Federal funds	\$200,000 (405b) + \$45,000 (402) = \$245,000
Funding source(s) for eligible work in this section	Section 405b
Eligible use of funds	To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys
Countermeasure strategy(ies) to justify programming funds	Authorized Program (23 CFR part 1340)*; Conduct annual observational surveys on occupant protection usage. (UG 20)****

<b>Project name</b>	<b>Louisiana Passenger Safety Task Force (LPSTF)</b>
Subgrantee(s)	University Medical Center Management Corporation
Subgrantee org. type	Non-profit organization
Project agreement number	2026-20-11
Location(s) where project will be performed	Statewide
Project description	Provide a centralized resource for all occupant protection and child passenger safety activities and education (including heatstroke/unattended passenger prevention). Maintain a database of all Louisiana CPS technicians, promote recertification of technicians, conduct quarterly regional meetings, provide Standardized CPS Instructor/Technician Courses, and support certified fitting stations in each region. Deliver CarFit, a community based program that promotes continued safe driving among older drivers. <i>Target Audiences/Affected Communities:</i> Drivers with young passengers; Low-income drivers who are in need of a child safety seat; Older drivers who need guidance on safety restraints
Amount of Federal funds	\$249,999
Funding source(s) for eligible work in this section	Section 405b
Eligible use of funds	Recruit and train nationally certified child passenger safety technicians among police officers, fire and other first responders, emergency medical personnel, and other individuals or organizations serving low-income and underserved populations. Educate parents and caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle and the dangers of pediatric heatstroke if children are left unattended in vehicles. Purchase and distribute child restraints to low-income and underserved populations.
Countermeasure strategy(ies) to justify programming funds	Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs. (UG 20)****; Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)****; Maintain a CPS seat distribution program for families in need. (CTW 10)****; Carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. (UG 20)****; Provide training opportunities

	to potential and existing child passenger safety (CPS) technicians and instructors. (CTW 10)*****; Provide training opportunity on providing safe travel for children with special needs. (CTW 10)*****; Provide training opportunities to potential and existing CarFit instructors and provide CarFit events and education to the public. (CTW 10)*****
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<b>Project name</b>	<b>YMCA Car Seat Safety Outreach Program</b>
Subgrantee(s)	YMCA of Greater New Orleans
Subgrantee organization type	Non-profit organization
Project agreement number	2026-20-13
Location where project will be performed	Primarily Orleans and Jefferson parishes. Immigrant communities in St. Bernard parish.
Project description	Raise awareness of the importance of properly wearing a seat belt and using child passenger safety restraints. Partner with the Louisiana Passenger Safety Task Force (LPSTF) to host car seat check events in low-income and/or immigrant neighborhoods. Participate in community events to distribute child restraints to low-income families and promote occupant protection using language appropriate materials through various media. <i>Target Audiences/Affected Communities:</i> Hispanic, Vietnamese, and Muslim communities and other immigrant populations from low-income households
Amount of Federal funds	\$99,320
Federal funding source(s)	Section 405b
Eligible use of funds	Educate parents and caregivers in low-income and underserved populations concerning the proper use and installation of child restraints and occupant protection equipment.
Countermeasure strategy(ies) for programming funds	Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs. (UG 20)****; Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)*****; Carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. (UG 20)****

<b>Project name</b>	<b>High Visibility Traffic Safety/Seat Belt Enforcement – Local law Enforcement</b>
Subgrantee(s)	Abbeville Police Department, City of Abbeville Alexandria Police Department, City of Alexandria Allen Parish Sheriff’s Office Baton Rouge Police Department, City of Baton Rouge Bogalusa Police Department, City of Bogalusa Bossier City Police Department, City of Bossier City Broussard Police Department, City of Broussard Caddo Parish Sheriff’s Office Calcasieu Parish Sheriff’s Office Covington Police Department, City of Covington East Baton Rouge Sheriff’s Office Eunice Police Department, City of Eunice Evangeline Parish Sheriff’s Office

	<p>Franklinton Police Department, Town of Franklinton                  Gonzales Police Department, City of Gonzales                  Greater New Orleans Expressway Commission                  Greenwood Police Department, Town of Greenwood                  Hammond Police Department, City of Hammond                  Harahan Police Department, City of Harahan                  Houma Police Department, Terrebonne Parish Consolidated Govt.                  Iberia Parish Sheriff's Office                  Jefferson Parish Sheriff's Office                  Kenner Police Department, City of Kenner                  Lafayette Police Department, City of Lafayette                  Lafourche Parish Sheriff's Office                  Lake Charles Police Department, City of Lake Charles                  Leesville Police Department, City of Leesville                  Livingston Parish Sheriff's Office                  Lockport Police Department, City of Lockport                  Mandeville Police Department, City of Mandeville                  Monroe Police Department, City of Monroe                  Morgan City Police Department, City of Morgan City                  Natchitoches Police Department, City of Natchitoches                  New Iberia Police Department, City of New Iberia                  New Orleans Police Department, City of New Orleans                  Nicholls State University Police Department                  Opelousas Police Department, City of Opelousas                  Pearl River Police Department, Town of Pearl River                  Pineville Police Department, City of Pineville                  Pointe Coupee Parish Sheriff's Office                  Shreveport Police Department, City of Shreveport                  Slidell Police Department, City of Slidell                  St. Bernard Parish Sheriff's Office                  St. Charles Parish Sheriff's Office                  St. Martin Parish Sheriff's Office                  St. Mary Parish Sheriff's Office                  St. Tammany Parish Sheriff's Office                  Southeastern Louisiana University Police Department, Southeastern LA Univ                  Tangipahoa Parish Sheriff's Office                  Terrebonne Parish Sherriff's Office                  Thibodaux Police Department, City of Thibodaux                  Vermilion Parish Sheriff's Office                  Washington Parish Sheriff's Office                  West Baton Rouge Sheriff's Office                  West Monroe Police Department, City of West Monroe                  Westwego Police Department, City of Westwego</p>
Subgrantee org. type	Local government agencies
Project agreement number	2026-30-10; 2026-30-11; 2026-30-13 to 30-18;2026-30-21; 2026-30-22; 2026-30-24 to 30-26; 2026-30-28; 2026-30-30; 2026-30-31; 2026-30-33 to 30-35; 2026-30-37 to 30-42; 2026-30-45; 2026-30-48 to 30-64; 2026-30-66 to 30-71; 2026-30-74; 2026-30-76; 2026-31-01 to 31-05

Location(s) where project will be performed	56 jurisdictions across the state
Project description	<p>Provide sustained enforcement in support of occupant protection and child passenger safety laws which will be coordinated with the annual “Click It Or Ticket” (CIOT) national mobilization in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust throughout the year as needed. Additional enforcement efforts to support impaired driving, distracted driving, speeding, etc. laws may be provided to some or all agencies under other Federal funding sources. Agencies with additional funding are included under other program area sections.</p> <p><i>Target Audiences/Affected Communities:</i> drivers suspected of not wearing seatbelts or using proper safety restraints for child passengers</p>
Amount of Federal funds	\$1,576,831.50 (154AL) + \$1,088,773 (164AL) + \$2,492,858 (402) + \$192,451.50 (405e) + \$92,787 (405g) = \$5,443,701
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	High visibility enforcement of occupant protection law; Traffic Enforcement Services (police traffic services)
Countermeasure strategy(ies) to justify programming funds	Provide sustained enforcement of statutes addressing occupant protection by contracting with law enforcement agencies for occupant protection enforcement overtime. (CTW 10)*****; Support the National seat belt mobilization, “Click It or Ticket,” with specific overtime enforcement ... (CTW 10)*****; Conduct a “Buckle Up In Your Truck” campaign with specific overtime enforcement ... (CTW 10)*****

<b>Project name</b>	<b>Louisiana State Police (LSP) Crash Reduction Project</b>
Subgrantee(s)	Louisiana State Police
Subgrantee org. type	State law enforcement agency
Project agreement number	2026-30-80
Location(s) where project will be performed	Statewide
Project description	<p>Support LSP overtime enforcement work in occupant protection. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis. LSP is committed to conducting high visibility occupant protection enforcement efforts including nighttime OP efforts in the rural parishes of their designated troop areas. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. Support Public Information Officer (PIO) media relations, radio communications, and clerical overtime activities. Officers working the PIO overtime activities will conduct to inform the public of traffic safety issues. Efforts to enforce impaired driving laws are provided under other Federal funding sources.</p>

	<i>Target Audiences/Affected Communities:</i> motor vehicle drivers and passengers not wearing seat belts; children passengers not properly restrained in safety seats; State and local law enforcement interested in occupant protection
Amount of Federal funds	\$707,060.25 (405d) + \$31,625 (402) + \$383,985 (405b) = \$1,122,670.25
Funding source(s) for eligible work in this section	Section 405b
Eligible use of funds	Support high-visibility enforcement mobilizations; Educate the public concerning the proper use and installation of child restraints, including related equipment and information systems
Countermeasure strategy(ies) to justify programming funds	Provide sustained enforcement of statutes addressing occupant protection by contracting with law enforcement agencies for occupant protection enforcement overtime. (CTW 10)*****; Support the National seat belt mobilization, “Click It or Ticket,” with specific overtime enforcement ... (CTW 10)*****; Conduct a “Buckle Up In Your Truck” campaign with specific overtime enforcement ... (CTW 10)*****

<b>Project name</b>	<b>Special Waves Enforcement for <i>Click It Or Ticket (CIOT)</i></b>
Subgrantee(s)	Various local agencies
Subgrantee org. type	Local government agencies
Project agreement number	2026-35-TBD (Projects will be numbered sequentially)
Location(s) where project will be performed	Jurisdictions across the state
Project description	Provide high visibility overtime enforcement during targeted special waves in support of enforcing occupant protection and child passenger safety, which will be coordinated with the NHTSA/LHSC annual <i>Click It Or Ticket</i> campaign. Prior to CIOT, a solicitation will be sent to all law enforcement agencies to announce the availability of small contracts to participate in CIOT. Interested agencies respond with their overtime rate, and number of hours they can work for each wave. <i>Target Audiences/Affected Communities:</i> drivers suspected of not wearing seatbelts or using proper restraints for child passengers
Amount of Federal funds	\$75,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	High visibility enforcement of traffic laws; Traffic Enforcement Services (Police traffic services)
Countermeasure strategy(ies) to justify programming funds	Support the National seat belt mobilization, “Click It or Ticket,” with specific overtime enforcement ... (CTW 10)*****

Project name	Sudden Impact
Subgrantee(s)	University Medical Center Management Corporation
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-10
Location(s) where project will be performed	Statewide
Project description	Teen impaired driving, distracted driving, and unrestrained driving/riding injury prevention program consisting of 6 experiences within the program delivered to cohorts of students beginning in the 10 <sup>th</sup> grade and spanning approximately two years until graduation. The experiences include: (1) 7-hour trauma hospital based program, (2) mock crash, (3) mock trial with actual attorneys and judges, (4) a parent session, (5) an on-site session in courtroom for seniors, and (6) a driving school program. <i>Target Audiences/Affected Communities:</i> high school students; parents
Amount of Federal funds	\$110,538 (164AL) + \$73,462 (402) = \$184,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Educate the public concerning the proper use and installation of child restraints and occupant protection equipment
Countermeasure strategy(ies) to justify programming funds	Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)*****; Provide culturally relevant materials necessary to conduct occupant protection education, directed toward young people (UG 20)****

Project name	Ready, Set, Drive!
Subgrantee(s)	The Safety Place
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-11
Location(s) where project will be performed	Ascension, East Baton Rouge, West Baton Rouge, Livingston, Pointe Coupee, East Feliciana, West Feliciana, Iberville Parishes
Project description	Provide education to young drivers about the negative effects of distracted driving, underage drinking, and impaired driving in an effort to initiate positive behavior change in regard to occupant protection and traffic safety. Utilize active learning techniques for young adults including engaging videos, group discussion, driving and impairment simulation, games, community outreach events, campaigns, activities, friendly competition and social media engagement. <i>Target Audiences/Affected Communities:</i> 14-18 years (9th - 12th Grade) and 18-24 years (College and Trade Demographic)
Amount of Federal funds	\$27,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)*****;

	Provide culturally relevant materials necessary to conduct occupant protection education, directed toward young people (UG 20)****
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<b>Project name</b>	<b>ThinkFirst Traffic Safety Initiative: Empowering Young Drivers</b>
Subgrantee(s)	ThinkFirst of Ark-La-Tex, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-12
Location(s) where project will be performed	North & Central LA, focusing on Tier 1 (Caddo, Ouachita, Rapides) & Tier 2 (Bossier, Avoyelles, De Soto, Natchitoches, Webster, Lincoln) Parishes
Project description	Engage trained VIP (Voices of Injury Prevention) Speakers, a diverse group with varied backgrounds and experiences, who share authentic stories as part of their effort to deliver comprehensive highway traffic safety education with an emphasis on impaired driving, distracted driving, and occupant protection laws and statistics. Instigate positive behavioral changes among these young drivers by illustrating the real-life consequences of choices. Identify opportunities to speak about the lack of seatbelt use by pickup truck drivers through targeted information. <i>Target Audiences/Affected Communities:</i> young drivers aged 15-24
Amount of Federal funds	\$75,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)*****; Provide culturally relevant material and resources necessary to conduct occupant protection education, especially directed toward young people, in local settings (UG 20)****

<b>Project name</b>	<b>B.R.A.K.E.S (Be Responsible And Keep Everyone Safe) Program</b>
Subgrantee(s)	Tangipahoa Parish Government (TRACC)
Subgrantee org. type	Local government agency
Project agreement number	2026-55-14
Location(s) where project will be performed	High schools and colleges across Tangipahoa Parish
Project description	Address the problems of impaired driving and lack of seatbelt use for young drivers by conducting community outreach initiatives through presentations at area campuses and by partnering with high schools and colleges to bring traffic safety awareness to their campus events. Implement community/ social media activities to support National Teen Driver Safety Week. Use the Youth Committee, University Committee and Law Enforcement Task Force of the subgrantee to help identify driver safety concerns regarding impaired driving and seat belt use. <i>Target Audiences/Affected Communities:</i> young drivers aged 15-24
Amount of Federal funds	\$11,265
Funding source(s) for eligible work in this section	Section 402

Eligible use of funds	Teen safety program, impaired driving education, occupant protection education
Countermeasure strategy(ies) to justify programming funds	Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)*****; Provide culturally relevant material and resources necessary to conduct occupant protection education, especially directed toward young people, in local settings (UG 20)****

<b>Project name</b>	<b>UMOJA Outreach &amp; Engagement Traffic Safety Program</b>
Subgrantee(s)	UMOJA, INC.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-70-11
Location(s) where project will be performed	Top tier parishes with high injury and fatalities: EBR, Lincoln, Bossier, Calcasieu, Lafayette Parishes
Project description	Host Traffic Safety Forums in identified Tier 1 Parishes. Work with predominantly white universities (LSU and ULL) as well as historically black universities (GSU and Southern) to create traffic safety ambassador programs. Encourage clergy to advocate for highway safety. Educate participants of Mardi Gras events by distributing Traffic Safety Bookmarks during parades. <i>Target Audiences/Affected Communities:</i> African American church leaders; Local elected officials; National Panhellenic fraternities and sororities; African American drivers; African American college-attending young adults
Amount of Federal funds	\$39,075 (154AL) + \$13,025 (402) = \$52,100
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Educate the public concerning the proper use and installation of child restraints and occupant protection equipment
Countermeasure strategy(ies) to justify programming funds	Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)*****; Provide culturally relevant material and resources necessary to conduct occupant protection education, especially directed toward young people, in local settings (UG 20)****

<b>Project name</b>	<b>Bayou Classic Fan Outreach and Engagement</b>
Subgrantee(s)	New Orleans Convention Company, Inc. (NOCCI)
Subgrantee org. type	Individual contractor
Project agreement number	2026-70-15
Location(s) where project will be performed	New Orleans; Statewide
Project description	Promote highway safety at the Annual Bayou Classic football game between two in-state HBCU powerhouses - Southern University and Grambling University – over the third weekend in November by providing education and outreach on the importance of seat belt safety. <i>Target Audiences/Affected Communities:</i> Bayou Classic weekend event and football game attendees

Amount of Federal funds	\$21,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Educate the public concerning the proper use and installation of child restraints and occupant protection equipment
Countermeasure strategy(ies) to justify programming funds	Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10)*****; Provide culturally relevant material and resources necessary to conduct occupant protection education, especially directed toward young people, in local settings (UG 20)****

<b>Project name</b>	<b>LHSC Paid Media for Traffic Safety</b>
Subgrantee(s)	Vendor selection pending (LHSC currently completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	<p>Develop and implement paid media campaigns that directly support enforcement activities and public information about occupant protection high visibility enforcement campaigns and laws as well as messages about pediatric heatstroke by unattended passenger prevention. Develop advertising materials and campaigns providing information to promote impaired driving, educate the public on drug use and impairment, educate the public on state laws regarding non-motorized safety, and prevent roadside deaths. Paid media outreach (television, radio, print, and billboards) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. Research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys.</p> <p><i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana</p>
Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mkt]) + \$200,000 (405g) + \$100,000 (405h-NEW) + \$500,000 (405d [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising; 402 Heatstroke/Unattended passenger education program; 405b Education of the public concerning the proper use and installation of child restraints
Countermeasure strategy(ies) to justify programming funds	Support the National seat belt mobilization, "Click It or Ticket," with paid media outreach based on data-driven demographic and geographic locations. (CTW 10)*****; Enlist the support of media to improve public awareness and knowledge and to support enforcement efforts (UG 20)****

Project name	LHSC Earned Media for Traffic Safety
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	<p>Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on occupant protection and other priority topics of the National Priority Safety Programs. Manage an impaired driving complex ad-hoc project. Message recognition will be measured through attitudinal surveys.</p> <p><i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana</p>
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising; 405b Education of the public concerning the proper use and installation of child restraints
Countermeasure strategy(ies) to justify programming funds	Support the National seat belt mobilization, "Click It or Ticket," with earned media outreach. (CTW 10)*****; Enlist the support of media to improve public awareness and knowledge and to support enforcement efforts (UG 20)****

\*Authorized use of funds as outlined in 23 CFR 1300.21; Source: <https://www.ecfr.gov/current/title-23/section-1300.21>

\*\*High risk population countermeasure programs as outlined in 23 CFR 1300.21(e)(4); Source: <https://www.ecfr.gov/current/title-23/section-1300.21>

\*\*\*Authorized Program as outlined in 23 U.S.C. 402 PART 1340—Uniform Criteria for State Observational Surveys of Seat Belt Use; Source: <https://www.ecfr.gov/current/title-23/chapter-III/part-1300/subpart-C/section-1300.21>

\*\*\*\* Highway Safety Program Guideline No. 20: Occupant Protection, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/OccupantProtection.htm>

\*\*\*\*\*National Academies of Sciences, Engineering, and Medicine. 2018. *A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25286>.

\*\*\*\*\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

### 2.3 Traffic Records

Project name	LHSC Statistical Analysis
Subgrantee(s)	H & M Consulting
Subgrantee org. type	Individual contractor
Project agreement number	2026-40-10
Location(s) where project will be performed	Statewide
Project description	Analyze data and prepares ad hoc reports regarding highway safety issues that arise during the year, particularly during the Legislative session. Prepare an annual crash summary report and deliver a virtual presentation that is widely promoted and attended. Provides statistical analysis on the data collected by the vendor assigned to the seat belt observational survey. <i>Target Audiences/Affected Communities:</i> LHSC Executive Director and staff; Legislators and other public officials; Highway safety stakeholders
Amount of Federal funds	\$50,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Analysis of annual observational survey on occupant protection; Provide information to permit informed decisions in setting highway safety policy; Support collection and submission of accurate traffic crash data to Fatality Analysis Reporting System (FARS)
Countermeasure strategy(ies) to justify programming funds	Conduct annual observational surveys on occupant protection usage. (UG 20)**; Recommend legislative changes as needed to support an improved traffic records information system. (UG 10)**

Project name	CARTS Traffic Records Support
Subgrantee(s)	Board of Supervisors of Louisiana State University and A&M College
Subgrantee org. type	State government agency/University
Project agreement number	2026-40-11
Location(s) where project will be performed	Statewide
Project description	Improve quality of crash data the State receives so it can be used for research and decision making. Secure contractors to improve attributes of the Louisiana eCrash data system. Fund full-time Coordinator for Traffic Records Coordinating Committee (TRCC). Provide facilitation and support for Traffic Records Coordinating Committee Executive Committee, working groups, and other related meetings. <i>Target Audiences/Affected Communities:</i> TRCC members; Users of eCrash; End users who rely on crash data for research and decision making
Amount of Federal funds	\$542,453
Funding source(s) for eligible work in this section	Section 405c
Eligible use of funds	Link traffic records with other data systems within the State, such as systems that contain medical, roadway, and economic data; Maintain TRCC; Support TRCC and its data custodians

Countermeasure strategy(ies) to justify programming funds	Maintain membership in the Louisiana TRCC Executive Committee, Technical Committee, and Working Groups. (UG 10)**; Support the TRCC and its data custodians as they implement projects, which support the identified performance measures. (UG 10)**; Identify and implement traffic records stakeholder training as needed. (UG 10)**
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Project name	EMS Data Coordination Contractor
Subgrantee(s)	Louisiana Emergency Response Network (LERN)
Subgrantee org. type	State government agency
Project agreement number	2026-40-15
Location(s) where project will be performed	Statewide
Project description	Coordinate with the two statewide trade organizations for EMS providers to recruit and encourage their members to submit electronic injury surveillance data to LERN on a regular basis. Ensure ambulance providers are utilizing a NEMSIS-compliant database for reporting pertinent crash injury data elements. <i>Target Audiences/Affected Communities:</i> EMS providers and individual emergency responder technicians and paramedics; Data managers who want to connect crash and injury data
Amount of Federal funds	\$33,496
Funding source(s) for eligible work in this section	Section 405c
Eligible use of funds	Link traffic records with other data systems within the State, such as systems that contain medical, roadway, and economic data
Countermeasure strategy(ies) to justify programming funds	Link the State traffic records with other data systems, such as systems that contain medical data 405(c)(1)(C))****; Support the TRCC and its data custodians as they implement projects, which support the identified performance measures. (UG 10)**

Project name	Crash Investigation and Reconstruction Training
Subgrantee(s)	Center for Public Safety, Northwestern University
Subgrantee org. type	Out-of-state private university
Project agreement number	2026-40-16
Location(s) where project will be performed	Statewide
Project description	Deliver 11 training courses to selected law enforcement officers to improve their crash investigation and reconstruction skills. Courses offerings include 6 core course and 5 advanced courses. These courses provide a high level of competence which will lead to more accurate and complete data entered by law enforcement about contributing factors to crashes. <i>Target Audiences/Affected Communities:</i> Law enforcement officers who have been selected by supervisors
Amount of Federal funds	\$297,600
Funding source(s) for eligible work in this section	Section 405c

Eligible use of funds	Link traffic records with other data systems within the State, such as systems that contain medical, roadway, and economic data
Countermeasure strategy(ies) to justify programming funds	Support the TRCC and its data custodians as they implement projects, which support the identified performance measures. (UG 10)**

<b>Project name</b>	<b>Travel for Traffic Records Training</b>
Subgrantee(s)	TBD
Subgrantee org. type	TBD
Project agreement number	2026-40-20
Location(s) where project will be performed	TBD
Project description	Funds set aside for stakeholders to attend and travel to trainings and conferences directly related to improving traffic reports projects. This training will improve attendees’ knowledge of new methods for data collection, data quality improvement, data accessibility, and data integration. Requests will be submitted to the LHSC and must be approved by the Executive Director. <i>Target Audiences/Affected Communities:</i> Members of the TRCC
Amount of Federal funds	\$15,000
Funding source(s) for eligible work in this section	Section 405c
Eligible use of funds	Link traffic records with other data systems within the State, such as systems that contain medical, roadway, and economic data
Countermeasure strategy(ies) to justify programming funds	Identify and implement traffic records stakeholder training as needed. (UG 10)**

\*Authorized component of program under 23 CFR 1340.8(c); Source: [https://www.ecfr.gov/current/title-23/part-1340#p-1340.8\(c\)](https://www.ecfr.gov/current/title-23/part-1340#p-1340.8(c))

\*\*Highway Safety Program Guideline No. 10: Traffic Records, NHTSA, March 2009; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline10-march2009.pdf>

\*\*\*Authorized program under 23 CFR 1200.22(b); Source: [https://www.ecfr.gov/current/title-23/part-1200/section-1200.22#p-1200.22\(b\)-\(g\)](https://www.ecfr.gov/current/title-23/part-1200/section-1200.22#p-1200.22(b)-(g))

\*\*\*\* Highway Safety Program Guideline No. 20: Occupant Protection, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/OccupantProtection.htm>

## 2.4 Motorcycle Safety

Project name	LHSC Paid Media for Traffic Safety
Subgrantee(s)	Vendor selection pending (LHSC completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	Produce and place paid media buys to increase motorcycle driver awareness with a focus on “Share the Road” theme focused on raising the awareness of all motorists to watch for motorcyclists. Educate motorcyclists on safe operation and how to make themselves more visible to motorists. Paid media is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. Research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mtk]) + \$200,000 (405g) + \$100,000 (405h-NEW) + \$500,000 (405d [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 405f
Eligible use of funds	402 Paid Advertising; 405f Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Support the National “Drive Sober or Get Pulled Over” campaign to include impaired motorcycle riders with specific overtime enforcement and paid media based on data-driven demographic and geographic locations. (CTW 10)**; Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired riding by motorcyclists. (UG 3)*

Project name	LHSC Earned Media for Traffic Safety
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on emphasis areas of the National Priority Safety Programs including impaired driving, occupant protection, speeding, motorcycle safety, non-motorized road user safety, teen driver safety. Message recognition will be measured through attitudinal surveys.

	<i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired riding by motorcyclists. (UG 3)*

\*Highway Safety Program Guideline No. 3: Motorcycle Safety, NHTSA, November 2006; Source:

<https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/MotorcycleSafety.htm>

\*\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

## 2.5 Police Traffic Services

<b>Project name</b>	<b>Research and Assessment Program</b>
Subgrantee(s)	Preusser Research Group
Subgrantee org. type	For-profit corporation
Project agreement number	2026-20-10
Location(s) where project will be performed	Statewide
Project description	Conduct observational surveys and provide reports using the data collected as required by NHTSA to determine adult safety belt use rates during daytime and nighttime. Conduct attitudinal surveys to measures licensed drivers’ attitudes related to impaired driving, seat belts, motorcycle safety, speeding, and distracted driving. Inform LHSC where problematic areas are located based on data analysis. <i>Target Audiences/Affected Communities:</i> All Louisiana drivers
Amount of Federal funds	\$200,000 (405b) + \$45,000 (402) = \$245,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys
Countermeasure strategy(ies) to justify programming funds	Assess the paid media outreach associated with national enforcement mobilization campaigns via attitudinal surveys using the NHTSA/GHSA questions as a guide for enforcement programs. (CTW 10)****; Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually (UG 20)****

<b>Project name</b>	<b>Traffic Safety Consultant</b>
Subgrantee(s)	Robert R. Breland
Subgrantee org. type	Individual contractor
Project agreement number	2026-30-09
Location(s) where project will be performed	Statewide
Project description	Provide expert opinions on traffic safety issues and develop legislative analysis reports, upon request of the Executive Director. Maintain a database of traffic enforcement activities for all enforcement projects to be used in completing the NHTSA-required Triennial Highway Safety Plan and Annual Report. <i>Target Audiences/Affected Communities:</i> LHSC Executive Staff; NHTSA
Amount of Federal funds	\$49,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Traffic Enforcement Services (Police Traffic Services)
Countermeasure strategy(ies) to justify programming funds	Continue to support the collection and submission of accurate traffic crash data (UG 10)****

<b>Project name</b>	<b>Regional Law Enforcement Liaisons (LELs)</b>
Subgrantee(s)	Chris Celestin, Aaron Chabaud, Levy Firmin, Mitchell Fontenot, Kevin Goodwin, Robert Guilbeaux, Robert Harris, Michelle King, and Terry Thompson
Subgrantee org. type	Individual contractors
Project agreement number	2026-30-97; 2026-30-92; 2026-30-96; 2026-30-88; 2026-30-86; 2026-30-98; 2026-30-93; 2026-30-85; 2026-30-94
Location(s) where project will be performed	Assigned troop areas cover entire state
Project description	Assist all law enforcement agencies in the Troop A, B, C, D, E, F, G, I, and L areas with top priority given to LHSC law enforcement subgrantees. Attend national, State, and regional LEL and traffic safety program meetings. Gather and compile traffic safety statistics from law enforcement agencies. Conduct site visits to assigned agencies. Promote No Refusal weekends. <i>Target Audiences/Affected Communities:</i> All local law enforcement agencies located in the combined 9 corresponding LSP Troop areas
Amount of Federal funds	\$49,900 (per LEL) x 9 = \$449,100
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Traffic Enforcement Services (Police Traffic Services)
Countermeasure strategy(ies) to justify programming funds	Authorized use of police traffic services funds (UG 15)*; Encourage nighttime occupant protection enforcement for both contracted (15 percent minimum required by LHSC) and non-contracted law enforcement agencies. (CTW 10)****, (UG 20)***; Recruit regional and local law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drive Sober or Get Pulled Over” and “Click it or Ticket” campaigns. (CTW 10)****, (UG 15)*

<b>Project name</b>	<b>Police Traffic Safety Contract Program Coordinators – Troops B, C and L &amp; Troops D, E, and I</b>
Subgrantee(s)	Cedina Benton and TBD
Subgrantee org. type	Individual contractors
Project agreement number	2026-30-89 and TBD
Location(s) where project will be performed	Assigned troop areas cover over ¾ of the state
Project description	Oversee and manage PTS grants in the Troops C, B and L (TBD) and Troops D, E, and I (Benton) areas. Oversee and provide technical assistance to assigned LELs. Attend and participate in required traffic safety programs and meetings. Provide technical assistance to law enforcement agencies to effectively participate in NHTSA/LHSC traffic safety enforcement mobilizations and provide required data and documentation. <i>Target Audiences/Affected Communities:</i> All local law enforcement agencies located in the combined 6 corresponding LSP Troop areas
Amount of Federal funds	\$49,900 each x 2 contractors = \$99,800

Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Traffic Enforcement Services (Police Traffic Services)
Countermeasure strategy(ies) to justify programming funds	Authorized use of police traffic services funds (UG 15)*; Encourage nighttime occupant protection enforcement for both contracted (15 percent minimum required by LHSC) and non-contracted law enforcement agencies. (CTW 10)****, (UG 20)***; Recruit regional and local law enforcement agencies, in addition to the agencies participating in LHSC overtime, to support the “Drive Sober or Get Pulled Over” and “Click it or Ticket” campaigns. (CTW 10)****, (UG 15)*

<b>Project name</b>	<b>EBR Alcoholic Beverage Control J.U.D.E. Task Force</b>
Subgrantee(s)	East Baton Rouge Parish Government, Alcoholic Beverage Control Office
Subgrantee org. type	Local government
Project agreement number	2026-10-30
Location(s) where project will be performed	City of Baton Rouge and East Baton Rouge Parish
Project description	Utilize enforcement agents from the city/parish licensing and regulatory agency to provide education, regulatory, and law enforcement services to licensed alcohol retailers. Specific efforts include catching users of fake/fraudulent IDs, confiscating and tracking producers of fake/fraudulent IDs, monitoring alcohol outlets for alcohol sales/service to juveniles, monitoring alcohol outlets for the underage purchase of alcohol, and conducting compliance checks for adherence to all applicable laws. <i>Target Audiences/Affected Communities:</i> Bartenders, servers, staff, managers, and owners at alcohol on-site and off-site retail license holders; Underage individuals
Amount of Federal funds	\$95,275
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Impaired Driving; Traffic Enforcement Services (Police Traffic Services)
Countermeasure strategy(ies) to justify programming funds	Conduct enforcement operations to prevent underage drinking. (CTW 10)**; coordinate efforts with liquor law enforcement officials (UG 8)****

<b>Project name</b>	<b>Louisiana Cops in Shops Program</b>
Subgrantee(s)	Office of Alcohol and Tobacco Control, Department of Revenue, State of Louisiana
Subgrantee org. type	State government
Project agreement number	2026-10-31
Location(s) where project will be performed	Statewide
Project description	Utilize enforcement agents from the state licensing and regulatory agency to provide education, regulatory, and law enforcement services to all licensed alcohol retailers across the state. Specific efforts include catching users of fake/fraudulent IDs, confiscating and tracking producers of fake/fraudulent IDs, monitoring alcohol outlets for alcohol sales/services to juveniles, monitoring alcohol outlets for the underage purchase of alcohol,

	and conducting compliance checks for adherence to all applicable laws. <i>Target Audiences/Affected Communities:</i> Bartenders, servers, staff, managers, and owners at alcohol on-site and off-site retail license holders; Underage individuals
Amount of Federal funds	\$138,750
Funding source(s) for eligible work in this section	Section 154AL
Eligible use of funds	Alcohol law enforcement
Countermeasure strategy(ies) to justify programming funds	Conduct enforcement operations to prevent underage drinking. (CTW 10)**; coordinate efforts with liquor law enforcement officials (UG 8)****

<b>Project name</b>	<b>High Visibility Traffic Safety Enforcement – Local law Enforcement</b>
Subgrantee(s)	Abbeville Police Department, City of Abbeville Alexandria Police Department, City of Alexandria Allen Parish Sheriff’s Office Baton Rouge Police Department, City of Baton Rouge Bogalusa Police Department, City of Bogalusa Bossier City Police Department, City of Bossier City Bossier Parish Sheriff’s Office Breaux Bridge Police Department, City of Breaux Bridge Broussard Police Department, City of Broussard Caddo Parish Sheriff’s Office Calcasieu Parish Sheriff’s Office Covington Police Department, City of Covington East Baton Rouge Sheriff’s Office Eunice Police Department, City of Eunice Evangeline Parish Sheriff’s Office Franklinton Police Department, Town of Franklinton Gonzales Police Department, City of Gonzales Greater New Orleans Expressway Commission Greenwood Police Department, Town of Greenwood Hammond Police Department, City of Hammond Harahan Police Department, City of Harahan Houma Police Department, Terrebonne Parish Consolidated Govt. Iberia Parish Sheriff’s Office Jefferson Parish Sheriff’s Office Kenner Police Department, City of Kenner Lafayette Police Department, Lafayette City/Parish Consolidated Govt. Lafourche Parish Sheriff’s Office Lake Charles Police Department Leesville Police Department, City of Leesville Livingston Parish Sheriff’s Office Lockport Police Department, City of Lockport Mandeville Police Department, City of Mandeville Monroe Police Department, City of Monroe Morgan City Police Department, City of Morgan City Natchitoches Police Department, City of Natchitoches

	<p>New Orleans Police Department, City of New Orleans                  Nicholls State University Police Department, Nicholls State University                  Opelousas Police Department, City of Opelousas                  Pearl River Police Department, Town of Pearl River                  Pineville Police Department, City of Pineville                  Pointe Coupee Parish Sheriff's Office                  Shreveport Police Department, City of Shreveport                  Southeastern Louisiana University Police Department, Southeastern LA Univ                  Slidell Police Department, City of Slidell                  St. Bernard Parish Sheriff's Office                  St. Charles Parish Sheriff's Office                  St. Martin Parish Sheriff's Office                  St. Mary Parish Sheriff's Office                  St. Tammany Parish Sheriff's Office                  Tangipahoa Parish Sheriff's Office                  Terrebonne Parish Sherriff's Office                  Thibodaux Police Department, City of Thibodaux                  Vermilion Parish Sheriff's Office                  Washington Parish Sheriff's Office                  West Baton Rouge Sheriff's Office                  West Monroe Police Department, City of West Monroe                  Westwego Police Department, City of Westwego</p>
Subgrantee org. type	Local government agencies
Project agreement number	2026-30-10; 2026-30-11; 2026-30-13 to 30-18; 2026-30-21; 2026-30-22; 2026-30-24 to 30-26; 2026-30-28; 2026-30-30; 2026-30-31; 2026-30-33 to 30-35; 2026-30-37 to 30-43; 2026-30-45; 2026-30-47 to 30-73; 2026-30-75 to 30-77; 2026-31-02 to 31-05
Location(s) where project will be performed	57 jurisdictions across the state
Project description	<p>Provide sustained enforcement in support of impaired driving, occupant protection, child passenger safety, distracted driving, and speeding laws. Coordinate enforcement efforts with national CIOT and DSGPO mobilizations in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust as needed.</p> <p><i>Target Audiences/Affected Communities:</i> all drivers across Louisiana</p>
Amount of Federal funds	\$1,576,831.50 (154AL) + \$1,088,773 (164AL) + \$2,492,858 (402) + \$192,451.50 (405e) + \$92,787 (405g) = \$5,443,701
Funding source(s) for eligible work in this section	Section 402, Section 405e, Section 405g, Section 154AL, and Section 164AL
Eligible use of funds	402: Traffic Enforcement Services (Police Traffic Services), Speed Management Roadway Safety Occupant Protection. 405b: Support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement. 405d: High visibility enforcement. Improve blood alcohol and drug concentration screening and

	testing, detection of potentially impairing drugs. 154AL, 164AL: Alcohol Enforcement; Drug Enforcement. 405e: Educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving. 405g: Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety.
Countermeasure strategy(ies) to justify programming funds	Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits. (CTW 10)****, (UG 15)*; Support NHTSA campaigns: “Drive Sober or Get Pulled Over” and “Click it or Ticket” with specific overtime enforcement ... (CTW 10)****, (UG 15)*; Encourage nighttime occupant protection enforcement for both contracted (15 percent minimum required by LHSC) and non-contracted law enforcement agencies. (CTW 10)****, (UG 20)***; Conduct enforcement operations to prevent underage drinking. (CTW 10)****, (UG 8)*****

<b>Project name</b>	<b>Special Waves Enforcement for <i>Click It Or Ticket</i> and <i>Drive Sober or Get Pulled Over</i> Mobilizations</b>
Subgrantee(s)	Various local agencies
Subgrantee org. type	Local government agencies
Project agreement number	2026-35-TBD (Projects will be numbered sequentially)
Location(s) where project will be performed	Jurisdictions across the state
Project description	Provide high visibility overtime targeted special wave enforcement in support of enforcing occupant protection and impaired driving laws during targeted special wave periods as coordinated with the NHTSA/LHSC annual <i>Click It or Ticket</i> and <i>Drive Sober or Get Pulled Over</i> campaigns. Prior to CIOT and DSGPO, a solicitation will be sent to all law enforcement agencies to announce the availability of small contracts to participate in CIOT and/or DSGPO. Interested agencies respond with their overtime rate, and number of hours they can work for each wave. <i>Target Audiences/Affected Communities:</i> all drivers across Louisiana
Amount of Federal funds	\$150,000
Funding source(s) for eligible work in this section	Section 402 and Section 164AL
Eligible use of funds	High visibility enforcement of traffic laws pertaining to occupant protection, and impaired driving; drug impaired driving enforcement
Countermeasure strategy(ies) to justify programming funds	Support NHTSA campaigns: “Drive Sober or Get Pulled Over” and “Click it or Ticket” with specific overtime enforcement ... (CTW 10)****, (UG 15)*

<b>Project name</b>	<b>Louisiana State Police (LSP) Crash Reduction Grant</b>
Subgrantee(s)	Louisiana State Police
Subgrantee org. type	State law enforcement agency
Project agreement number	2026-30-80
Location(s) where project will be performed	Statewide

Project description	Support LSP overtime enforcement work in impaired driving and occupant protection. LSP is committed to conducting high visibility occupant protection enforcement efforts including nighttime OP efforts in the rural parishes of their designated troop areas. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis. Plan and conduct one SFST Instructor Development Course, three Radar Instructor Development Courses, one DRE Course, and four DRE recertification training courses. Support DRE and ARIDE call out overtime. Support Public Information Officer (PIO) media relations, radio communication, clerical, and administrative staff overtime activities. Officers working the PIO overtime activities will conduct presentations to inform the public of traffic safety issues. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. <i>Target Audiences/Affected Communities:</i> suspected impaired drivers; State and local law enforcement interested in impaired driving detection methods
Amount of Federal funds	\$707,060.25 (405d) + \$31,625 (402) + \$383,985 (405b) = \$1,122,670.25
Funding source(s) for eligible work in this section	Section 402, Section 405b, Section 405d
Eligible use of funds	Support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement
Countermeasure strategy(ies) to justify programming funds	Provide sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits. (CTW 10)****, (UG 15)*; Contract with Louisiana State Police to conduct traffic safety law enforcement training for local, parish and state law enforcement offices. (UG 15)*; Conduct SFST Instructor, SFST Training Field Courses, radar-LIDAR instructor courses, ARIDE field courses, and DRE Courses. (UG 15)*

<b>Project name</b>	<b>Statistical Analysis of Traffic Stop Data in Louisiana</b>
Subgrantee(s)	Louisiana State Police, Technology and Business Support Section
Subgrantee org. type	State law enforcement agency
Project agreement number	2026-90-01
Location(s) where project will be performed	Statewide
Project description	Enhance LSP’s data collection processes and data visualization tools so the agency can report and display statistical information on the demographics (including race and ethnicity) of all drivers who are issued citations during any public contact (such as motor vehicle stops) made by LSP on public roadways.
Amount of Federal funds	\$600,000
Funding source(s) for eligible work in this section	Section 1906

Eligible use of funds	A State may use grant funds awarded under Section 1906 only for the costs of (1) Collecting and maintaining data on traffic stops; (2) Evaluating the results of the data; and (3) Developing and implementing programs, public outreach, and training to reduce the impact of traffic stops.
Countermeasure strategy(ies) to justify programming funds	Maintain and allow public inspection of statistical information on the race and ethnicity of the driver for motor vehicle stops on all public roads except those classified as local or minor rural roads and develop and implement programs, public outreach, and training to reduce the impact of race and ethnicity in traffic stops. (UG 15)*

<b>Project name</b>	<b>LHSC Paid Media for Traffic Safety</b>
Subgrantee(s)	Vendor selection pending (LHSC completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	<p>Develop and implement paid media campaigns that directly support enforcement activities and public information about occupant protection and impaired driving high visibility enforcement campaigns and laws. Develop advertising materials and campaigns to educate the public on drug use and impairment, to educate the public on state laws regarding non-motorized safety, and to prevent roadside deaths. Research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Paid media outreach (television, radio, print, and billboards) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences.</p> <p><i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana</p>
Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mkt]) + \$200,000 (405g) + \$100,000 (405h-NEW) + \$500,000 (405d [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 402, Section 405d, Section 405g, Section 405f, Section 405h-NEW
Eligible use of funds	402 Paid Advertising; 405d Paid and earned media in support of HVE of impaired driving laws; 405g Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; 405h-NEW Educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns
Countermeasure strategy(ies) to justify programming funds	Support National “Drive Sober or Get Pulled Over” campaign with ... paid media based on data-driven demographic and geographic locations.; Support the National seat belt mobilization, “Click It or Ticket,” with ... paid and earned media outreach based on data-driven demographic and geographic locations. Conduct a “Buckle Up In Your Truck” campaign with ...

	paid and earned media outreach based on data-driven demographic and geographic locations. Fund a paid media campaign focused on non-motorized safety-related education of state laws. (CTW 10)****
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<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of earned media efforts to promote national mobilizations on impaired driving and occupant protection. Gain earned media for other priority emphasis areas of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Produce and distribute public information and educational materials to combat impaired driving/riding and underage drinking. Support the National “Click It or Ticket” with earned media outreach. Conduct a “Buckle Up In Your Truck” campaign with earned media outreach. Support National “Drive Sober or Get Pulled Over” campaign with earned media. Expand use of social and earned media to provide educational outreach to improve bicycle and pedestrian safety.

\*Highway Safety Program Guideline No. 15: Traffic Enforcement Services, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/TrafficEnfment.htm>

\*\*Authorized use of funds as outlined in 23 CFR 1300.21; Source: <https://www.ecfr.gov/current/title-23/section-1300.21>

\*\*\* Highway Safety Program Guideline No. 20: Occupant Protection, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/OccupantProtection.htm>

\*\*\*\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

\*\*\*\*\*Highway Safety Program Guideline No. 8: Impaired Driving, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

## 2.6 Roadway Safety (Including Rail/Grade Crossing Safety)

<b>Project name</b>	<b>High Visibility Traffic Safety/Roadway &amp; Highway-Rail At-Grade Crossing Safety – Local Law Enforcement</b>
Subgrantee(s)	Broussard Police Department, City of Broussard (BPD) East Baton Rouge Parish Sheriff's Office (EBRSO) Kenner Police Department, City of Kenner (KPD) St. Charles Parish Sheriff's Office (SCSO)
Subgrantee org. type	Local government agencies
Project agreement number	2026-30-73 (BPR); 2026-30-18 (EBRSO); 2026-30-31 (KPD); 2026-30-51 (SCSO)
Location(s) where project will be performed	4 jurisdictions across the state
Project description	Provide enforcement in support of traffic safety laws, including rail-highway crossing safety issues. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify rail at-grade crossings with the highest rates of crashes. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust throughout the year as needed. Additional enforcement efforts to support occupant protection, child passenger safety, distracted driving, speeding, etc. laws may be provided to some or all agencies under other Federal funding sources. Agencies with additional funding are included under other program area sections. <i>Target Audiences/Affected Communities:</i> Motorists in parishes with railroad-grade crossings where crashes occurred
Amount of Federal funds	\$1,260 (BPD) + \$28,750 (EBRSO) + \$3,000 (KPD) + \$10,000 (SCSO) = \$43,010
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Roadway Safety
Countermeasure strategy(ies) to justify programming funds	Provide sustained enforcement of statutes addressing highway-rail grade and trespassing statutes. (UG 15)**; Encourage strict enforcement of rail crossing violations. (UG 15)**

<b>Project name</b>	<b>Louisiana Operation Lifesaver</b>
Subgrantee(s)	Louisiana Operation Lifesaver
Subgrantee org. type	Non-profit organization
Project agreement number	2026-60-10
Location(s) where project will be performed	Statewide with focus on parishes with high railroad-grade collision rates
Project description	Plan, organize, and conduct meetings, workshops, and presentations to support rail-grade crossing safety. Coordinate the maintenance of LOL website. Recruit and train volunteer presenters, maintain a database, and assign them to promote and deliver Operation Lifesaver programs. <i>Target Audiences/Affected Communities:</i> Motorists in parishes with railroad-grade crossings
Amount of Federal funds	\$50,000

Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Roadway Safety
Countermeasure strategy(ies) to justify programming funds	Conduct highway-rail at-grade crossing public education programs (UG 21)*; Support Louisiana Operation Lifesaver. (UG 21)*; Support Officer on a Train educational program. (UG 21)*

<b>Project name</b>	<b>LHSC Paid Media for Traffic Safety</b>
Subgrantee(s)	Vendor selection pending (LHSC completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	<p>Develop and implement paid media campaigns that directly support enforcement activities and public information about occupant protection and impaired driving high visibility enforcement campaigns and laws. Develop advertising materials and campaigns to educate the public on drug use and impairment, to educate the public on state laws regarding non-motorized safety, and to prevent roadside deaths. Research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Paid media outreach (television, radio, print, and billboards) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences.</p> <p><i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana</p>
Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mkt]) + \$200,000 (405g) + \$100,000 (405h-NEW) + \$500,000 (405d [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 402, Section 405d, Section 405g, Section 405h-NEW, Section 405f
Eligible use of funds	402 Paid Advertising; 405d Paid and earned media in support of HVE of impaired driving laws; 405g Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; 405h-NEW Educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns
Countermeasure strategy(ies) to justify programming funds	Support National “Drive Sober or Get Pulled Over” campaign with overtime enforcement and paid media based on data-driven demographic and geographic locations.; Support the National seat belt mobilization, “Click It or Ticket,” with specific overtime enforcement, and paid and earned media outreach based on data-driven demographic and geographic locations. Conduct a “Buckle Up In Your Truck” campaign with specific overtime enforcement and paid and earned media outreach based on data-driven demographic and geographic locations.; Fund a paid media campaign

	focused on non-motorized safety-related education of state laws.; Develop and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. (CTW 10)***
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<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on impaired driving and occupant protection. Gain earned media to promote messages addressing other priority emphasis areas of the National Priority Safety Programs such as roadway safety. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Produce and distribute public information and educational materials to combat impaired driving/riding and underage drinking. Support the National “Click It or Ticket” with earned media outreach. Conduct a “Buckle Up In Your Truck” campaign with earned media outreach. Support National “Drive Sober or Get Pulled Over” campaign with earned media. Expand use of social and earned media to provide educational outreach to improve bicycle and pedestrian safety.

\*Highway Safety Program Guideline No. 21: Roadway Safety, NHTSA, Date Unknown; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/RoadwaySafety.htm>

\*\*Highway Safety Program Guideline No. 15: Traffic Enforcement Services, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/TrafficEnfment.htm>

\*\*\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

## 2.7 Non-Motorized Safety

<b>Project name</b>	<b>Biking, Walking, and Driving on Streets Built to Share</b>
Subgrantee(s)	Metro Bicycle Coalition of New Orleans dba Bike Easy
Subgrantee org. type	Non-profit organization
Project agreement number	2026-65-12
Location(s) where project will be performed	Orleans Parish and Jefferson Parish
Project description	<p>Deliver adult bike education classes. Deliver child bike education classes. Deliver Walk/Bike Friendly Driver education classes. Deliver pedestrian and bicycle law enforcement training. Deliver community bike rides. Create bike safety videos. Hold Bike Easy Outreach Ambassador Trainings. Hold Bicycle &amp; Pedestrian Legal Clinics. Hold Transportation Lessons for Middle Schools. Hold Physical Education Train the Teacher trainings.</p> <p><i>Target Audiences/Affected Communities:</i> people who walk, bike, and/or want to bike; people driving around those walking and biking</p>
Amount of Federal funds	\$60,000
Funding source(s) for eligible work in this section	Section 405g
Eligible use of funds	Public education and awareness programs designed to inform motorists and non-motorized road users
Countermeasure strategy(ies) to justify programming funds	Support educational and outreach activities that promote safer bicycle and pedestrian communities. (CTW 10) <sup>***</sup> , (UG 14) <sup>**</sup> ; Expand use of social and earned media to provide educational outreach to improve bicycle and pedestrian safety. (CTW 10) <sup>***</sup>

<b>Project name</b>	<b>YMCA Bike Safety Initiative</b>
Subgrantee(s)	YMCA of Greater New Orleans
Subgrantee org. type	Non-profit organization
Project agreement number	2026-65-13
Location(s) where project will be performed	Jefferson Parish
Project description	<p>Empower children to properly use helmets, hand signals, gears and maintenance tools, in order to keep themselves and others safe while riding on Jefferson Parish roads by providing classes on bike safety and proper helmet use. Distribute bike safety helmets to underserved children. Attend community outreach events to educate the community on bike safety.</p> <p><i>Target Audiences/Affected Communities:</i> youth between 5 and 12 years of age who primarily come from underserved, low-income backgrounds</p>
Amount of Federal funds	\$9,137
Funding source(s) for eligible work in this section	Section 405g
Eligible use of funds	Public education designed to inform motorists & non-motorized road users
Countermeasure strategy(ies) to justify programming funds	Support educational and outreach activities that promote safer bicycle and pedestrian communities. (CTW 10) <sup>***</sup> , (UG 14) <sup>**</sup> ; Expand use of social and earned media to provide educational outreach to improve bicycle and pedestrian safety. (CTW 10) <sup>***</sup> , (UG 14) <sup>**</sup>

<b>Project name</b>	<b>High Visibility Traffic Safety/Non-Motorized Safety – Local law Enforcement</b>
Subgrantee(s)	East Baton Rouge Sheriff’s Office (EBRSO) Kenner Police Department, City of Kenner (KPD) Southeastern LA Univ. Police Department, Southeastern LA Univ (SLUPD) St. Tammany Parish Sheriff’s Office (STPSO)
Subgrantee org. type	Local government agencies
Project agreement number	2026-30-18 (EBRSO); 2026 30-42 (NOPD); 2026-30-47 (SLUPD); 2026-30-52 (STPSO)
Location(s) where project will be performed	4 jurisdictions across the state
Project description	Provide enforcement in support of applicable laws governing pedestrian and bicycle safety and sharing the road with non-motorized entities. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust as needed. <i>Target Audiences/Affected Communities:</i> drivers, bicyclists, and pedestrians
Amount of Federal funds	\$51,750 (EBRSO) + \$19,985 (NOPD) + \$3,552 (SLUPD) + \$11,000 (STPSO) = \$86,287
Funding source(s) for eligible work in this section	Section 405g
Eligible use of funds	Enforcement mobilizations designed to enforce State traffic laws applicable to pedestrian and bicycle safety.
Countermeasure strategy(ies) to justify programming funds	Assess and fund law enforcement officer training on the state laws and local ordinances related to non-motorized safety. (UG 14)**

<b>Project name</b>	<b>LHSC Paid Media for Traffic Safety</b>
Subgrantee(s)	Vendor selection pending (LHSC completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	Develop advertising materials providing information to educate the public on state laws regarding non-motorized safety. Paid media outreach is based on demographic and geographic locations and an analysis of Louisiana traffic crash data. Media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. Research and develop a year-long media buy plan, implement media purchases, and provide reporting/affidavits of performance on purchases. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mkt]) + \$200,000 (405g) + \$100,000 (405h-NEW) + \$500,000 (405d [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 405g

Eligible use of funds	Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety
Countermeasure strategy(ies) to justify programming funds	Fund a paid media campaign focused on non-motorized safety related education of state laws. (UG 14)**

<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on Impaired Driving, Occupant Protection, and other emphasis areas of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Expand use of social and earned media to provide educational outreach to improve bicycle and pedestrian safety. (CTW 10)***, (UG 14)**

\*Authorized use of funds per 23 CFR 1300.26(e)(3); Source: [https://www.ecfr.gov/current/title-23/part-1300/section-1300.26#p-1300.26\(e\)\(3\)](https://www.ecfr.gov/current/title-23/part-1300/section-1300.26#p-1300.26(e)(3))

\*\*Highway Safety Program Guideline No. 14: Pedestrian and Bicycle Safety, NHTSA, November 2006; Source: <https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/PedBikeSafety.htm>

\*\*\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

## 2.8 Young Driver/Teen Traffic Safety Program

Project name	Sudden Impact
Subgrantee(s)	University Medical Center Management Corporation
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-10
Location(s) where project will be performed	Statewide
Project description	Teen impaired driving, distracted driving, and unrestrained driving/riding injury prevention program consisting of 6 experiences within the program delivered to cohorts of students beginning in the 10 <sup>th</sup> grade and spanning approximately two years until graduation. The experiences include: (1) 7-hour trauma hospital based program, (2) mock crash, (3) mock trial with actual attorneys and judges, (4) a parent session, (5) an on-site session in courtroom for seniors, and (6) a driving school program. <i>Target Audiences/Affected Communities:</i> high school students; parents
Amount of Federal funds	\$110,538 (164AL) + \$73,462 (402) = \$184,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Alcohol Education/Drug Education; Teen safety program
Countermeasure strategy(ies) to justify programming funds	Assess and fund eligible youth-based projects that provide education, outreach, and enforcement to counter underage drinking. (CTW 10)**, (UG 4)*; Assess and fund eligible youth-based projects that support the 3HSP performance targets and strategies. (CTW 10)**, (UG 4)*

Project name	Ready, Set, Drive!
Subgrantee(s)	The Safety Place
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-11
Location(s) where project will be performed	Ascension, East Baton Rouge, West Baton Rouge, Livingston, Pointe Coupee, East Feliciana, West Feliciana, Iberville Parishes
Project description	Provide education to young drivers about the negative effects of distracted driving, underage drinking, and impaired driving in an effort to initiate positive behavior change in regard to occupant protection and traffic safety. Utilize active learning techniques such as presentation, videos, group discussion, driving and impairment simulation, games, community outreach events, activities, friendly competition and social media engagement. <i>Target Audiences/Affected Communities:</i> 14-18 years (9th - 12th Grade) and 18-24 years (College and Trade Demographic)
Amount of Federal funds	\$27,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Assess and fund eligible youth-based projects that provide education, outreach, and enforcement to counter underage drinking. (CTW 10)**

<b>Project name</b>	<b>ThinkFirst Traffic Safety Initiative: Empowering Young Drivers</b>
Subgrantee(s)	ThinkFirst of Ark-La-Tex, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-12
Location(s) where project will be performed	North & Central LA, focusing on Tier 1 (Caddo, Ouachita, Rapides) & Tier 2 (Bossier, Avoyelles, De Soto, Natchitoches, Webster, Lincoln) Parishes
Project description	Engage trained VIP (Voices of Injury Prevention) Speakers, a diverse group with varied backgrounds and experiences, who share authentic stories as part of their effort to deliver comprehensive highway traffic safety education with an emphasis on impaired driving, distracted driving, and occupant protection laws and statistics. Instigate positive behavioral changes among these young drivers by illustrating the real-life consequences of choices. Identify opportunities to speak about the lack of seatbelt use by pickup truck drivers through targeted information. <i>Target Audiences/Affected Communities: young drivers aged 15-24</i>
Amount of Federal funds	\$75,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Assess and fund eligible youth-based projects that provide education, outreach, and enforcement to counter underage drinking. (CTW 10)**

<b>Project name</b>	<b>B.R.A.K.E.S (Be Responsible And Keep Everyone Safe) Program</b>
Subgrantee(s)	Tangipahoa Parish Government (TRACC)
Subgrantee org. type	Local government agency
Project agreement number	2026-55-14
Location(s) where project will be performed	High schools and colleges across Tangipahoa Parish
Project description	Address the problems of impaired driving and lack of seatbelt use for young drivers by conducting community outreach initiatives through presentations at area campuses and by partnering with high schools and colleges to bring traffic safety awareness to their campus events. Implement community/social media activities to support National Teen Driver Safety Week. Use the Youth Committee, University Committee and Law Enforcement Task Force to help identify driver safety concerns regarding impaired driving and seat belt use. <i>Target Audiences/Affected Communities: young drivers aged 15-24</i>
Amount of Federal funds	\$11,265
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education
Countermeasure strategy(ies) to justify programming funds	Assess and fund eligible youth-based projects that provide education, outreach, and enforcement to counter underage drinking. (CTW 10)** , (UG 4)*

<b>Project name</b>	<b>“Neaux Excuse”: Don’t Let the Bayou Blur Due to Impaired Driving</b>
Subgrantee(s)	University of Louisiana at Monroe
Subgrantee org. type	State government/University
Project agreement number	2026-55-15
Location(s) where project will be performed	University of Louisiana at Monroe; Ouachita parish
Project description	Establish a community-driven education and injury prevention program in Ouachita Parish, leveraging partnerships between the University of Louisiana at Monroe’s College of Pharmacy (COP) and community stakeholders. The program will target high school and college students, by providing education and resiliency skills training during high-risk periods, when impaired driving incidents tend to peak. <i>Target Audiences/Affected Communities:</i> college attending students; college faculty and staff; local area high school students; community members
Amount of Federal funds	\$40,000
Funding source(s) for eligible work in this section	Section 164AL
Eligible use of funds	Alcohol Education; Drug Education
Countermeasure strategy(ies) to justify programming funds	Assess and fund eligible youth-based projects that provide education, outreach, and enforcement to counter underage drinking. (CTW 10)**, (UG 4)*

<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on Impaired Driving, Occupant Protection, and other emphasis areas of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Assess and fund eligible youth-based projects that support the 3HSP performance targets and strategies. (CTW 10)**, (UG 4)*

\*Highway Safety Program Guideline No. 4: Driver Education, NHTSA, March 2009; Source:

<https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline04-march2009.pdf>

\*\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

## 2.9 Distracted Driving

Project name	Why Try? Outreach & Engagement Program
Subgrantee(s)	Acts of Love, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-10-45
Location(s) where project will be performed	Acadia, Lafayette, St. Martin, St. Landry, Pointe Coupee, and parts of Evangeline & Iberia Parishes
Project description	Conduct outreach activities to subpopulations who are over-represented in distracted driving crash data and occupant protection crash data as well as the seatbelt observation survey in the identified parishes. Conduct strategic engagement meetings with community leaders of over-represented populations to ensure outreach messages are maximized to the fullest. Host traffic safety forums focused on impaired driving, occupant protection, and distracted driving. Host DWI-focused educational classes to address the dangers of alcohol and marijuana-impaired driving. <i>Target Audiences/Affected Communities:</i> African American drivers between the ages of 15-21 and age 55 and over
Amount of Federal funds	\$23,287.50 (154AL) + \$7,762.50 (402) = \$31,050
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Distracted Driving
Countermeasure strategy(ies) to justify programming funds	Support training and educational resources to increase understanding of the dangers of distracted driving. (CTW 10)*

Project name	Sudden Impact
Subgrantee(s)	University Medical Center Management Corporation
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-10
Location(s) where project will be performed	Statewide
Project description	Teen impaired driving, distracted driving, and unrestrained driving/riding injury prevention program consisting of 6 experiences within the program delivered to cohorts of students beginning in the 10 <sup>th</sup> grade and spanning approximately two years until graduation. The experiences include: (1) 7-hour trauma hospital based program, (2) mock crash, (3) mock trial with actual attorneys and judges, (4) a parent session, (5) an on-site session in courtroom for seniors, and (6) a driving school program. <i>Target Audiences/Affected Communities:</i> high school students; parents
Amount of Federal funds	\$110,538 (164AL) + \$73,462 (402) = \$184,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Distracted Driving
Countermeasure strategy(ies) to justify programming funds	Support training and educational resources to increase understanding of the dangers of distracted driving. (CTW 10)*

<b>Project name</b>	<b>Ready, Set, Drive!</b>
Subgrantee(s)	The Safety Place
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-11
Location(s) where project will be performed	Ascension, East Baton Rouge, West Baton Rouge, Livingston, Pointe Coupee, East Feliciana, West Feliciana, Iberville Parishes
Project description	Provide education to young drivers about the negative effects of distracted driving, underage drinking, and impaired driving in an effort to initiate positive behavior change in regard to occupant protection and traffic safety. Utilize active learning techniques such as presentations, videos, group discussion, driving and impairment simulation, games, community outreach events, activities, friendly competition and social media engagement. <i>Target Audiences/Affected Communities:</i> 14-18 years (9th - 12th Grade) and 18-24 years (College and Trade Demographic)
Amount of Federal funds	\$27,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Support training and educational resources to increase understanding of the dangers of distracted driving. (CTW 10)*

<b>Project name</b>	<b>ThinkFirst Traffic Safety Initiative: Empowering Young Drivers</b>
Subgrantee(s)	ThinkFirst of Ark-La-Tex, Inc.
Subgrantee org. type	Non-profit organization
Project agreement number	2026-55-12
Location(s) where project will be performed	North & Central LA, focusing on Tier 1 (Caddo, Ouachita, Rapides) & Tier 2 (Bossier, Avoyelles, De Soto, Natchitoches, Webster, Lincoln) Parishes
Project description	Engage trained VIP (Voices of Injury Prevention) Speakers, a diverse group with varied backgrounds and experiences, who share authentic stories as part of their effort to deliver comprehensive highway traffic safety education with an emphasis on impaired driving, distracted driving, and occupant protection laws and statistics. Instigate positive behavioral changes among these young drivers by illustrating the real-life consequences of choices. Identify opportunities to speak about the lack of seatbelt use by pickup truck drivers through targeted information. <i>Target Audiences/Affected Communities:</i> young drivers aged 15-24
Amount of Federal funds	\$75,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Teen safety program, impaired driving education, occupant protection education, distracted driving education
Countermeasure strategy(ies) to justify programming funds	Support training and educational resources to increase understanding of the dangers of distracted driving. (CTW 10)*

Project name	High Visibility Traffic Safety/Distracted Driving Enforcement – Local law Enforcement
Subgrantee(s)	Allen Parish Sheriff’s Office (APSO) Baton Rouge Police Department, City of Baton Rouge (BRPD) Broussard Police Department, City of Broussard (BPD) Caddo Parish Sheriff’s Office (CPSO) East Baton Rouge Sheriff’s Office (EBRSO) Eunice Police Department, City of Eunice (EPD) Gonzales Police Department (GPD) Greater New Orleans Expressway Commission (GNOEC) Houma Police Department, Terrebonne Parish Consolidated Govt. (HPD) Kenner Police Department, City of Kenner (KPD) Lafourche Parish Sheriff’s Office (LPSO) Leesville Police Department, City Of Leesville (LPD) Monroe Police Department, City of Monroe (MPD) Nicholls State University Police Department (NSUPD) St Martin Parish Sheriff’s Office (SMPSO) Terrebonne Parish Sherriff’s Office (TPSO) Thibodeaux Police Department, City of Thibodaux (TPD) West Baton Rouge Sheriff’s Office (WBRSO)
Subgrantee org. type	Local government agencies
Project agreement number	2026-30-13; 2026-30-16; 2026-30-18; 2026-30-24; 2026-30-26; 2026-30-31; 2026-30-34; 2026-30-40; 2026-30-55; 2026-30-57; 2026-30-62; 2026-30-63; 2026-30-65; 2026-30-69; 2026-30-70; 2026-30-73; 2026-31-02; 2026-31-03
Location(s) where project will be performed	18 jurisdictions across the state
Project description	Provide enforcement in support of applicable state distracted driving laws. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust throughout the year as needed. <i>Target Audiences:</i> drivers suspected of driving while distracted
Amount of Federal funds	\$2,975 (APSO) + \$5,000 (BPD) + \$4,800 (CPSO) + \$34,500 (EBRSO) + \$4,000 (EPD) + \$2,250 (GPD) + \$26,000 (GNOEC) + \$27,500 (HPD) + \$4,500 (KPD) + \$12,240 (LPSO) + \$1,750 (LPD) + \$12,600 (MPD) + \$9,211.50 (NSUPD) + \$6,125 (SMPSO) + \$14,000 (TPSO) + \$9,000 (TPD) + \$16,000 (WBRSO) = \$192,451.50
Funding source(s) for eligible work in this section	Section 405e
Eligible use of funds	Law enforcement costs related to enforcement of the distracted driving law
Countermeasure strategy(ies) to justify programming funds	Authorized program under 23 CFR 1300.24(f)(1)*; Support training and educational resources to increase understanding of the dangers of distracted driving. (CTW 10)*

<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on impaired driving and occupant protection. Generate earned media to promote other priority emphasis areas of the National Priority Safety Programs including distracted driving. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Support training and educational resources to increase understanding of the dangers of distracted driving. (CTW 10)*

\*Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

## 2.10 Planning and Administration

<b>Project name</b>	<b>Planning and Administration of State Highway Safety Office and Associated Programs</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-01-00
Location(s) where project will be performed	Statewide
Project description	Funds for administration of LHSC.
Amount of Federal funds	\$975,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Planning and Administration
Countermeasure strategy(ies) to justify programming funds	Provide staff with the opportunity to receive training and attend various traffic safety conferences to improve skills and knowledge. Follow guidance provided by the LHSC Fiscal Manager to limit planning and administration cost.
Planning and Administration costs	Yes

<b>Project name</b>	<b>Program Management – Impaired Driving</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-10-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s impaired driving program.
Amount of Federal funds	\$250,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s impaired driving program.

<b>Project name</b>	<b>Program Management – Occupant Protection</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-20-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s occupant protection program.
Amount of Federal funds	\$175,000

Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s occupant protection program.

<b>Project name</b>	<b>Program Management – Police Traffic Services</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-30-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s police traffic services program.
Amount of Federal funds	\$175,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s police traffic services program.

<b>Project name</b>	<b>Program Management – Traffic Records</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-40-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s traffic records program.
Amount of Federal funds	\$100,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s traffic records program.

<b>Project name</b>	<b>Program Management – Motorcycle Safety</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-50-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s motorcycle safety program.
Amount of Federal funds	\$25,000

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Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s motorcycle safety program.

<b>Project name</b>	<b>Program Management – Young Driver/Teen Traffic Safety</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-55-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s young drivers/teen traffic safety program.
Amount of Federal funds	\$85,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s teen traffic safety program.

<b>Project name</b>	<b>Program Management – Roadway &amp; Rail Safety</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-60-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s roadway safety program, including railroad/highway crossing safety.
Amount of Federal funds	\$10,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s roadway safety program, including railroad/highway crossing safety.

<b>Project name</b>	<b>Program Management – Pedestrian &amp; Bicycle Safety</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-65-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s non-motorized safety program, primarily bike and pedestrian safety.

Amount of Federal funds	\$25,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s non-motorized safety program.

<b>Project name</b>	<b>Program Management – Paid Media</b>
Subgrantee(s)	In-house
Subgrantee org. type	State government agency
Project agreement number	2026-80-00
Location(s) where project will be performed	Statewide
Project description	Funds to manage LHSC’s paid media program.
Amount of Federal funds	\$45,000
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	Program Management
Countermeasure strategy(ies) to justify programming funds	To manage and oversee LHSC’s paid media program.

### 3.0 FFY 2026 Funding by Program Areas

Table 3.1 displays how the FFY 2026 federal funding is allocated by program area to support projects in the AGA.

**Table 3.1 FFY 2026 Federal Funding Distribution by Program Area**

Program Area	Allocation of FFY 2026 Funds
Impaired Driving	\$8,974,622
Occupant Protection	\$3,220,097
Traffic Records	\$1,055,014
Motorcycle Safety	\$150,000
Police Traffic Services	\$7,115,271
Roadway Safety (includes Rail/Highway Crossing)	\$247,811
Non-Motorized Safety	\$416,924
Young Driver and Teen Traffic Safety Program	\$226,727
Distracted Driving	\$192,452
Planning and Administration	\$1,405,000
<b>TOTAL</b>	<b>\$23,003,918.00</b>

### 4.0 Certifications and Assurances

The Certifications and Assurances certify the AGA contents and provides assurances that Louisiana will comply with applicable laws and financial and programmatic requirements.

#### 4.1 Appendix A to Part 1300 – Certifications & Assurances for Highway Safety Grants

See attached document.

### 5.0 Section 405 Grant Applications

Louisiana is applying for the following national priority safety program grants for FFY 2026:

405(b) Occupant Protection	Yes; Low Use Rate
405(c) State Data Systems Improvement	Yes
405(d) Impaired Driving Countermeasures	Yes; Mid-Range
405(d) Impaired Driving Ignition Interlock	Yes
405(d) Impaired Driving 24-7 Sobriety Program	No
405(e) Distracted Driving (Law)	Yes
405(e) Distracted Driving (Awareness)	Yes
405(f) Motorcycle Safety	Yes
405(g) Non-motorized Safety	Yes
405(h) Preventing Roadside Deaths	Yes
405(i) Driver and Officer Safety	No
1906 Racial Profiling Data Collection	No

## **5.1 Appendix B to Part 1300 – Application Requirements for Sections 405 Grants**

The attachments to Appendix B are listed as follows and are included as separate attachments to this document.

### **5.1.1 List of Appendix B documents**

- LA\_FY25\_405b\_Attachment 1
- LA\_FY25\_405c\_Attachment 2
- LA\_FY25\_405e\_Awareness\_Attachment 3
- LA\_FY25\_405f\_Attachment 4
- LA\_FY25\_405g\_Attachment 5
- LA\_FY25\_405h\_Attachment 6

**Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Louisiana

Fiscal Year: 2026

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and *49 CFR part 27*;
- *The Age Discrimination Act of 1975*, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*"The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**

**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**

**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
  8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety

7/30/2025

Date

Lisa Freeman

Printed name of Governor's Representative for Highway Safety

**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59 as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Louisiana

Fiscal Year: 2026

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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**PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at LA\_FY26\_405b\_Attachment 1, pgs 2-12 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at LA\_FY26\_405b\_Attachment 1, pgs 13-14 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at LA\_FY26\_405b\_Attachment 1, pgs 17-21 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at LA\_FY26\_405b\_Attachment 1, pgs 14-16 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 8/5/99 (date) and last amended on 1/1/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

LA Revised Statute 32:295.1

- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 8/1/94 (date) and last amended on 8/1/19 (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

LA Revised Statute 32:295

- Coverage of all passenger motor vehicles;

LA Revised Statute 32:295 A(1)

- Minimum fine of at least \$25;

LA Revised Statute 32:295 I(1)

- Exemptions from restraint requirements.

LA Revised Statute 32:295 E

- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at

LA\_FY26\_405b\_Attachment 1, pgs 21-23 and LA\_FY\_AGA, pgs 30-33 (location).

- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at

LA\_FY26\_405b\_Attachment 1, pgs 24-35 (location).

- The State's comprehensive occupant protection program is provided as follows:

o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);

o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);

o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.

o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 3/1/21 (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below. ]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at LA\_FY26\_405c\_Attachment 2, pgs 3-4 (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 7/17/24 (date) and continues to use this plan.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).

Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

*[Check the box above only if applying for this grant.]*

*[Check one box below and fill in all blanks under that checked box.]*

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 7/1/24 (date) and last amended on 7/1/24 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

LA Revised Statute 14:98.1 A(1)(d) and A(3)(c); 14:98.2 A(1)(d) and A(3)(c); 14:98.3 A(3)(d)(ii); 14:98.4 A(2)(d)(ii)

- Identify all alcohol-ignition interlock use exceptions.

LA Revised Statute 32:378.2 I

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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- Identify all alcohol-ignition interlock use exceptions.

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The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

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- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

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- Identify list of alcohol-ignition interlock program use violations;
- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

#### **DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at LA\_FY26\_405e\_Awareness\_Attachment 3, pgs 3-6 (location).

#### **DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 6/11/25 (date) and last amended on 6/11/25 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;  
LA Revised Statute 32:59 B(2)(f)
- Definition of covered wireless communication devices;  
LA Revised Statute 32:59 A(5)
- Fine for an offense;  
La Revised Statute 15:571.11 A(4) and 32:59 D(2)
- Exemptions from texting ban.  
LA Revised Statute 32:59 C(1-7)

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 6/11/25 (date) and last amended on 6/11/25 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;  
La Revised Statute 32:59 B(2)(g)
- Definition of covered wireless communication devices;  
LA Revised Statute 32:59 A(5)
- Fine for an offense;  
LA Revised Statute 15:571.11 A(4) and 32:59 D(2)
- Exemptions from handheld phone use ban.  
LA Revised Statute 32:59 C(1-7)

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 6/11/25 (date) and last amended on 6/11/25 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on youth cell phone use while driving;  
LA Revised Statute 32:59 B(1)
- Definition of covered wireless communication devices;  
LA Revised Statute 32:59 A(5)
- Fine for an offense;  
LA Revised Statute 15:571.11 A(4) and 32:59 D(2)
- Exemptions from youth cell phone use ban  
LA Revised Statute 32:59

**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 6/11/25 (date) and last amended on 6/11/25 (date), is in effect, and will be enforced during the fiscal year of the grant

o *Legal citations:*

- Prohibition on viewing devices while driving;  
LA Revised Statute 32:59 A(2)
- Definition of covered wireless communication devices;  
LA Revised Statute 32:59 A(5)

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

[ Check the box above only if applying for this grant.]

[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

**Motorcycle Rider Training Course**

- o The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
- o The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- o In the annual grant application at \_\_\_\_\_ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Lisa Freeman, Governor's Representative and LHSC Exec. Director.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at LA\_FY26\_450f\_Attachment 4, pgs 3-5 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at LA\_FY26\_450f\_Attachment 4, pgs 6-7 and LA\_FY26\_AGA, pgs 42-43 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 11/1/68 (date) and last amended on 8/1/16 (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*  
LA Revised Statute 32:190 A

**Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at LA\_FY26\_405f\_Attachment 4, pgs 3-4 (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at LA\_FY26\_405f\_Attachment 4, pgs 2-3 (location).

**Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at LA\_FY26\_405f\_Attachment 4, pg 10 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at LA\_FY26\_405f\_Attachment 4, pgs 10-12 (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.



**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at LA\_FY26\_405f\_Attachment 4, pgs 11-12 (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at LA\_FY26\_405f\_Attachment 4, pgs 11-13 (location).



**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]



Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

\_\_\_\_\_.



Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).



**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at  
LA\_FY26\_AGA, pgs 55-57 and LA\_FY26\_405g\_Attachment 5, pgs 3-6 (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at  
LA\_FY26\_AGA, pgs 53-54 and LA\_FY26\_405h\_Attachment 6, pgs 3-4 (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*  
\_\_\_\_\_

Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_

(location).

Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_

(location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_

(location).

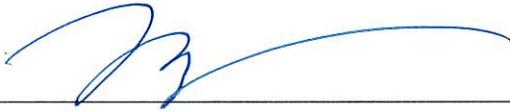
The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_

(location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**Click here to validate form fields and permit signature**



Signature Governor's Representative for Highway Safety



Date

Lisa Freeman

Printed name of Governor's Representative for Highway Safety

Attachment 1  
Section 405b Support Document  
for Louisiana

## Part 1 – Occupant Protection

The State of Louisiana is applying for an occupant protection grant as contained in the Code of Federal Regulations Title 23 Part 1300.21. Sections 1.0-5.0 below define Louisiana’s eligibility as a low seat-belt-use State applicant based on 2024 rates.

### 1.0 Occupant Protection Plan Program Management

The Louisiana Highway Safety Commission (LHSC) provides leadership, funding, training, and technical assistance to other state agencies, statewide non-governmental organizations, and local occupant protection projects. In addition, the LHSC is a leader in the Louisiana Strategic Highway Safety Plan (SHSP) Statewide Occupant Protection Emphasis Area team, housed at the Louisiana Department of Transportation and Development (DOTD) and co-led by DOTD, LHSC, and Louisiana State Police (LSP). This team includes agencies and organizations that are critical to the review, development, and implementation of occupant protection initiatives at the state, regional, and local level.

#### 1.1 Problem Identification

The LHSC conducts problem identification annually to determine the areas of the state that have the highest rate of unrestrained fatalities and lowest usage rates. The LHSC disseminates this information throughout the state for use by all agencies and safety stakeholders. Additionally, the LHSC utilizes this data to determine priority funding allocation using 405b funds.

**Table 1.1**

<b>Louisiana’s 2026 Problem ID Summary</b> <i>(Five-year Average, 2019-2023 data)</i>			
<b>UNRESTRAINED FATALITIES</b>			
<b>Tier 1</b>		<b>Tier 2</b>	
East Baton Rouge	24	Natchitoches	5
Livingston	13	Washington	5
Calcasieu	13	St. Martin	5
Orleans	12	Iberia	5
Caddo	11	Avoyelles	4
Tangipahoa	11	St. John the Baptist	4
St. Tammany	11	Vermilion	4
Ouachita	9	Bossier	4
Ascension	9	Evangeline	4
Jefferson	9	Richland	4
Rapides	8	Grant	4
St. Landry	8	Terrebonne	4
Lafayette	7	Lincoln	4
DeSoto	6	Webster	4
Acadia	6	Sabine	4
Lafourche	6	St. Helena	4

The LHSC also coordinates and conducts yearly occupant protection observation surveys and uses this data for strategy planning and decision making. Further, the LHSC makes these data available on the occupant protection page of the LHSC website (<https://www.lahighwaysafety.org/our-programs/occupant-protection/>).

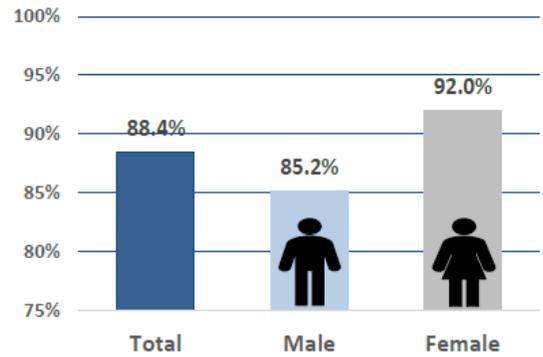
According to the 2024 Louisiana Seat Belt Observation Survey results, Louisiana’s statewide belt usage rate is 88.4%. The 2024 statewide use rate is 2.9 percentage points above the most recent rate of 85.6% measured in June of 2023, and 0.6 percentage points above Louisiana’s previous historic high measured in December 2016 (87.8%). The increase in usage rate from 2022 to 2023 is statistically significant (at  $p = 0.05$ ).

The 2024 survey included additional information such as: occupant sex, race/ethnicity, and vehicle type. The figures to the right shows that belt use among male occupants was 6.9 percentage points lower compared to female usage (85.2% vs. 92.0%), which is less than the gap of 7.5 percentage points in 2023.

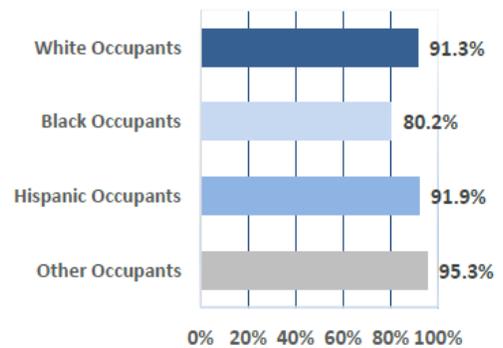
Another area in which belt usage has differed historically in Louisiana is by occupant race/ethnicity. Most notably, Black occupants are less likely to wear a seat belt compared to other races/ethnicities. This has been the case for each year of the survey. LHSC has directed resources in the recent past towards improving minority belt use while working to improve overall belt usage. The gap in usage between Black occupants and the other races/ethnicities decreased only slightly in 2024 compared to 2023 as usage for all race/ethnicities increased year to year.

**Figures 1.1 and 1.2**

**2024 Seat Belt Use Rate by Occupant Sex**



**2024 Seat Belt Use Rate by Race/Ethnicity**



**1.2 Performance Measures and Targets**

During the development of the Triennial Highway Safety Plan beginning in FFY 2024, Louisiana set performance measures and targets for a three-year period (FFY 2024-2026). The applicable performance measures and targets for occupant protection include one core outcome and one core behavior measure:

- Core Outcome: Number of unrestrained passenger vehicle occupant fatalities, all seating positions (C-4), and
- Core Behavior: Observed seat belt use of front seat outboard occupants (B-1).

The performance targets for FFY 2026 are as follows:

Measure	FFY 2026
C-4	Reduce unrestrained passenger fatalities from 267 (2017 to 2021) to: <b>2026: 256</b>
B-1	Increase observed seatbelt use of front seat outboard occupants in passenger vehicles 1.1 percentage points annually from 86.7 percent (2017-2022 average) to: <b>2026: 91.1%</b>

### 1.3 Countermeasure Strategies

Louisiana’s occupant protection program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with a strong network of safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success. The LHSC uses input collected throughout the year from planning partners, *NHTSA Uniform Guidelines for State Highway Safety Program No. 20 – Occupant Protection (UG 20)*, and the *Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10<sup>th</sup> Edition (CTW 10)* in the selection of effective, evidence-based countermeasure strategies. Whenever possible, the most effective proven strategies listed in CTW, such as those with three stars or greater, are selected and implemented.

By using these evidence-based strategies for occupant protection projects and programs, the likelihood of reaching the performance targets increases. LHSC considers recommendations from previous NHTSA assessments and other assessments when planning legislative and programmatic strategies, based on the state’s priorities, staffing, and other factors.

#### **Program Management Strategy Countermeasures:**

- Provide technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs. (UG 20 - Occupant Protection: Program Management and Outreach)
- Monitor current statutes regarding occupant protection and monitor legislative instruments introduced to change or enhance current statutes. (CTW 10, Chapter 2: Section 2.1; UG 20 - Occupant Protection: Legislation, Regulation and Policy)

#### **Enforcement Strategy Countermeasures:**

- Provide sustained enforcement of statutes addressing occupant protection by contracting with law enforcement agencies for occupant protection enforcement overtime. (CTW 10, Chapter 2: Sections 2.1, 2.2, 5.1; UG 20 - Occupant Protection: Enforcement Program)
- Support the National seat belt mobilization, *Click It Or Ticket (CIOT)*, with specific overtime enforcement, and paid and earned media outreach based on data-driven demographic and geographic locations. LHSC will measure the Gross Rating Point average for the occupant protection campaign network buys and evaluate the paid media via attitudinal surveys. (CTW 10, Chapter 2: Sections 2.1, 2.2, 3.1, 5.1; UG 20 - Occupant Protection: Enforcement Program)

#### **Education, Prevention, and Outreach Strategy Countermeasures:**

- Conduct a *Buckle Up In Your Truck* campaign with specific overtime enforcement and paid and earned media outreach based on data-driven demographic and geographic locations. (CTW 10, Chapter 2: Sections 2.1, 2.2, 3.1, 3.2, 5.1; UG 20 - Occupant Protection: Enforcement Program, Communications, and Outreach)
- Provide safety belt restraints, child safety seats, safety enforcement information, and educational materials to the public. (CTW 10, Chapter 2: Sections 3.1, 3.2, 6.1, 6.2, 7.1, 7.2; UG 20 - Occupant Protection: Communications and Outreach)
- Develop new, and strengthen existing, occupant protection networks and associations. (CTW 10, Chapter 2: Sections 3.2, 6.1, 6.2, 7.1, 7.2; UG 20 - Occupant Protection: Program Management and Outreach)
- Conduct a comprehensive high-risk countermeasures program to reduce unrestrained fatalities during nighttime hours and to increase occupant protection usage rates in pickup trucks. (CTW 10, Chapter 2: Sections 2.1, 2.2, 3.1, 3.2; UG 20 - Occupant Protection: Enforcement Program)

- Maintain a CPS seat distribution program for families in need. (CTW 10, Chapter 2: Section 7.2; UG 20 - Occupant Protection: Occupant Protection for Children Program)
- Carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. (UG 20 - Occupant Protection: Communication Program, Occupant Protection for Children Program, and Outreach Program)

#### **Training Strategy Countermeasures:**

- Provide training opportunities to potential and existing child passenger safety (CPS) technicians and instructors. (CTW 10, Chapter 2: Sections 3.2, 7.2; UG 20 - Occupant Protection: Occupant Protection for Children Program)
- Provide training opportunities on providing safe travel for children with special needs. (CTW 10, Chapter 2: Section 7.2; UG 20 - Occupant Protection: Occupant Protection for Children Program)
- Provide training opportunities to potential and existing CarFit instructors and provide CarFit events and education to the public. (CTW 10, Chapter 7: Section 1.1, 1.2; UG 13 - Older Driver Safety: Communications Program)

#### **Evaluation Strategy Countermeasures:**

- Conduct annual observational surveys on occupant protection usage. (UG 20 - Occupant Protection: Data and Evaluation Program)
- Conduct an annual statewide attitudinal telephone and computer-based survey which includes questions regarding attitudes and behaviors related to occupant protection. (UG 20 - Occupant Protection: Data and Evaluation Program)

### **1.4 FFY 2026 Projects**

As part of occupant protection program management, the LHSC awards and oversees subgrants. These subgrants are provided to state and local agencies, non-profits, and enforcement agencies to implement proven countermeasures strategies selected to increase seat belt and child passenger safety restraint usage. The following projects have been selected for funding in FFY 2026.

*Project Title:* Louisiana Passenger Safety Task Force (LPSTF)

*Subgrantee:* University Medical Center Management Corporation

*Description:* Provides a centralized resource for all occupant protection and child passenger safety activities and education (including vehicular heatstroke/unattended passenger prevention). Maintains a database of all Louisiana CPS technicians, promotes recertification of technicians, conducts quarterly regional meetings, provides Standardized CPS Instructor/Technician Courses, and supports certified fitting stations in each region. Delivers CarFit, a program promoting continued safe driving among older drivers.

*Award amount:* \$249,999

*Project Title:* Why Try? Outreach & Engagement Program

*Subgrantee:* Acts of Love

*Description:* Use NHTSA's African American Seat Belt Safety Tool Kit to conduct outreach activities to subpopulations who are over-represented in crash data in the identified parishes. Conduct strategic engagement meetings with community leaders in the over-represented populations to ensure outreach messages are maximized to the fullest. Host traffic safety forums. Host DWI-focused educational classes to address the dangers of alcohol and marijuana-impaired driving.

*Award amount:* \$7,762.50 for occupant protection

*Project Title: YMCA Car Seat Safety Outreach Program**Subgrantee: YMCA of Greater New Orleans**Description: Raise awareness of the importance of properly wearing a seat belt and using child passenger safety restraints. Partner with the Louisiana Passenger Safety Task Force (LPSTF) to host car seat check events in low-income and/or at-risk communities. Participate in community events to distribute child restraints to low-income families and promote occupant protection using language appropriate materials through various media.**Award amount: \$99,320**Project Title: Le Sanctuary Traffic Safety Community Engagement Program**Subgrantee: Le Sanctuary Book Club, Inc.**Description: Conduct traffic safety presentations on reducing impaired driving to subpopulations who are over-represented in crash data to aid them in identifying and understanding how a change in their behavior can lead to increased seatbelt usage. Conduct educational sessions about child passenger seats at local daycare facilities. Host pedestrian/bicycle programs among college attending population. Host press events during Bayou Classic to focus on occupant protection safety and during the Essence Festival to focus on impaired driving.**Award amount: \$10,465 for occupant protection**Project Title: UMOJA Outreach & Engagement Traffic Safety Program**Subgrantee: UMOJA, INC.**Description: Host Traffic Safety Forums in identified Tier 1 Parishes. Work with predominantly white universities (LSU and ULL) as well as historically black universities (GSU and Southern) to create traffic safety ambassador programs. Encourage clergy to advocate for highway safety. Educate participants of Mardi Gras events by distributing Traffic Safety Bookmarkers during parades.**Award amount: \$13,025 for occupant protection**Project Title: Sudden Impact**Subgrantee: University Medical Center Management Corporation**Description: Teen impaired driving, distracted driving, and unrestrained driving/riding injury prevention program consisting of 6 experiences within the program delivered to cohorts of students beginning in the 10<sup>th</sup> grade and spanning approximately two years until graduation. The experiences include: (1) 7-hour trauma hospital based program, (2) mock crash, (3) mock trial with actual attorneys and judges, (4) a parent session, (5) an on-site session in courtroom for seniors, and (6) a driving school program.**Award amount: \$73,462 for occupant protection**Project Title: Ready, Set, DRIVE!**Subgrantee: The Safety Place**Description: Provide education to young drivers about the negative effects of distracted driving, underage drinking, and impaired driving in an effort to initiate positive behavior change in regard to occupant protection and traffic safety. Utilize active learning techniques for young adults including engaging videos, group discussion, driving and impairment simulation, games, community outreach events, campaigns, activities, friendly competition and social media engagement.**Award amount: approximately \$9,000 for occupant protection*

***Project Title: ThinkFirst Traffic Safety Initiative: Empowering Young Drivers******Subgrantee: ThinkFirst of the Ark-La-Tex, Inc.******Description: Engage trained VIP (Voices of Injury Prevention) Speakers, a diverse group with varied backgrounds and experiences, who share authentic stories as part of their effort to deliver comprehensive highway traffic safety education with an emphasis on impaired driving, distracted driving, and occupant protection laws and statistics. Instigate positive behavioral changes among these young drivers by illustrating the real-life consequences of choices. Identify opportunities to speak about the lack of seatbelt use by pickup truck drivers through targeted information.******Award amount: approximately \$9,000 for occupant protection******Project Title: B.R.A.K.E.S (Be Responsible And Keep Everyone Safe) Program******Subgrantee: Tangipahoa Parish Government (TRACC Coalition)******Description: Address the problems of impaired driving and lack of seatbelt use for young drivers by conducting community outreach initiatives through presentations at area campuses and by partnering with high schools and colleges to bring traffic safety awareness to their campus events. Implement community/ social media activities to support National Teen Driver Safety Week. Use the Youth Committee, University Committee and Law Enforcement Task Force of the subgrantee to help identify driver safety concerns regarding impaired driving and seat belt use.******Award amount: approximately \$5,632 for occupant protection******Project Title: Bayou Classic Fan Outreach and Engagement******Subgrantee: New Orleans Convention Company, Inc. (NOCCI)******Description: Promote highway safety at the Annual Bayou Classic football game between two in-state HBCU powerhouses - Southern University and Grambling University – over the third weekend in November by providing education and outreach on the importance of seat belt safety.******Award amount: \$21,000******Project Title: Research and Assessment Program******Subgrantee: Preusser Research Group******Description: Conduct observational surveys and provide reports using the data collected as required by NHTSA to determine adult safety belt use (daytime and nighttime). Conduct attitudinal surveys to measure licensed drivers' attitudes related to impaired driving, seat belts, motorcycles, speeding, and distracted driving. Inform LHSC where the problematic targeted areas are based on data analysis.******Award amount: \$200,000******Project Title: High Visibility Traffic Safety/Seat Belt Enforcement – Local law Enforcement******Subgrantee: 56 jurisdictions across the state******Description: Provide sustained enforcement in support of occupant protection and child passenger safety laws which will be coordinated with the annual “Click It Or Ticket” (CIOT) national mobilization in addition to other identified state enforcement waves. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust throughout the year as needed. Additional enforcement efforts to support impaired driving, distracted driving, speeding, etc. laws may be provided to some or all agencies under other Federal funding sources. Agencies with additional funding are included under other program area sections.******Award amount: \$2,003,825 for occupant protection***

*Project Title: Special Waves Enforcement for Click It Or Ticket**Subgrantee: Jurisdictions across the state**Description: Provide high visibility overtime enforcement during targeted special waves in support of enforcing occupant protection and child passenger safety, which will be coordinated with the NHTSA/LHSC annual Click It Or Ticket campaign. Prior to CIOT, a solicitation will be sent to all law enforcement agencies to announce the availability of small contracts to participate in CIOT. Interested agencies respond with their overtime rate, and number of hours they can work for each wave.**Award amount: \$75,000**Project Title: Louisiana State Police (LSP) Crash Reduction Project**Subgrantee: Louisiana State Police**Description: Support LSP overtime enforcement work in occupant protection. High fatal and injury crash locations, days, and times will be a priority for enforcement activities; and adjustments will be made throughout the year based on resources and crash analysis. Pre- and post-enforcement efforts and statistics will be publicized through print, TV, and/or radio media throughout the duration of the grant. Support Public Information Officer (PIO) media relations, radio communications, and clerical overtime activities. Officers working the PIO overtime activities will conduct to inform the public of traffic safety issues. Efforts to enforce impaired driving laws are provided under other Federal funding sources.**Award amount: \$383,985 for occupant protection**Project Title: Travel for Occupant Protection Training**Subgrantee: TBD**Description: Funds set aside for stakeholders to attend and travel to trainings and conferences directly related to support planned occupant protection and child passenger safety strategies and projects. This training will improve attendees' knowledge of new methods to increase the use of seat belts and child safety seats. Requests will be submitted to the LHSC and must be approved by the Executive Director.**Award amount: \$10,000**Project Title: LHSC Paid Media for Traffic Safety**Subgrantee: TBD (LHSC seeking new contractor through RFP)**Description: Develop and implement paid media campaigns that directly support enforcement activities and public information about occupant protection high visibility enforcement campaigns and laws. Develop advertising materials and campaigns providing information to promote impaired driving, educate the public on drug use and impairment, educate the public on state laws regarding non-motorized safety, and prevent roadside deaths. Research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Message recognition will be measured through attitudinal surveys.**Award amount: \$579,950 for occupant protection**Project Title: LHSC Earned Media for Traffic Safety**Subgrantee: Lambert Media LLC**Description: Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on occupant protection and other priority topics of the National Priority Safety Programs. Manage an impaired driving complex ad-hoc project. Message recognition will be measured through attitudinal surveys.**Award amount: \$49,900*

## 1.5 Additional Activities That Support Program Management & Countermeasure Strategies

### Legislation, Regulation, and Policy

Louisiana has a primary seat belt law that requires all occupants of all motor vehicles to wear seat belts (L.R.S. 32:295.1). Louisiana law also requires children from birth to age 13 to be restrained in an age-appropriate child restraint seat, booster seat, or seat belt (L.R.S. 32:295). In the 2019 legislative session, the state child restraint law was updated to align with recommendations from the National Highway Traffic Safety Administration (NHTSA) and the American Academy of Pediatrics.

Louisiana has a strong graduated licensing law consisting of three stages: learner's license, intermediate license, and full Class "E" license. Young drivers must be age of 15 and complete a driver's education class to get a learner's permit, which has a mandatory period of six months. Young drivers must complete at least 50 hours of supervised driving time with 15 hours at night. Drivers with an intermediate license are restricted from driving from 11:00 p.m. - 5:00 a.m., and can have no more than one passenger in the vehicle who is under the age of 21 from 6:00 p.m. - 5:00 a.m. If intermediate license holders remain violation free for one year, they can obtain a full Class "E" license.

The LHSC supports these laws and monitors the legislative process to ensure that they remain in place.

### Enforcement Program

More detail about Louisiana's year-long high visibility enforcement program designed to increase seat belt and child safety seat use and reduce unrestrained fatalities is included in Section 2. All enforcement agencies contracting with the LHSC vigorously enforce all occupant protection laws. All subgrantee agencies are mandated to support the state occupant protection wave during Thanksgiving and the *Click It Or Ticket* (CIOT) national mobilization with overtime enforcement. Each agency contract delineates the occupant protection overtime hours beyond these requirements. Agencies are required to conduct day and nighttime checkpoints and/or saturation patrols throughout the rest of the year. All agencies are required to work at least 15 percent of their grant funded overtime at night, between the hours of 6:00 p.m. – 6:00 a.m. Agencies report all enforcement data to the LHSC on a monthly basis. On-going data collection provides agencies and LHSC the opportunity to actively monitor trends in the field and make necessary adjustments.

To ensure the high visibility component is achieved, agencies are also instructed to conduct earned media events to support enforcement activities, increase public awareness, and increase perception of risk which will lead to behavior change. The LHSC encourages enforcement officers to attend the half-day Occupant Protection/Child Passenger Safety Training offered by the Louisiana Passenger Safety Task Force (LPSTF). These half-day classes provide specific information on conducting nighttime occupant protection enforcement activities, model law enforcement agency seat belt policies, and model seat belt policies for employers. The recommendation for these classes came from the Louisiana Passenger Safety Task Force and has been widely adopted by LSP and local agencies.

The LHSC conducts paid and earned media campaigns to support the enforcement activities and inform the public about occupant protection laws. The paid media outreach and enforcement contracts are based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash and observational survey data.

In addition, the LHSC contracts with nine (9) Law Enforcement Liaisons (LELs) to promote the national and state enforcement waves, increase law enforcement participation in enforcement activities, and provide technical assistance to law enforcement agencies in meeting contract deliverables.

### **Communication Program**

Louisiana has a strong culture and the LHSC realizes that its communication program plays an integral role in making behavior change. The LHSC produces a yearly media calendar that highlights information regarding occupant protection, impaired driving, distracted driving, and other traffic safety issues. The agency's website includes an occupant protection page with information and resources.

The LHSC contracts with a media firm for placement of paid media to support the national mobilizations. Media placements are based on data-driven demographic and geographic locations that support and enhance the on-going high visibility enforcement campaigns. The paid media campaigns include all traditional media outlets, as well as new, innovative media channels such as social media, gas station TV, streaming radio, and streaming television. Media outlets utilized may vary slightly by demographic area and campaign to reach the targeted audience. The gross rating point average of all paid media campaigns for network buys are measured and LHSC assesses the effectiveness of paid media outreach using attitudinal surveys.

To reach diverse populations, the *Click It or Ticket* paid media campaign has a diverse media buy component in the plan. The LHSC expects to dedicate approximately 30 percent of the paid media budget to African-American programming and four percent to Hispanic programming. Additionally, the LHSC will utilize earned media to reach diverse populations by partnering with appropriate social media channels and media partners with a diverse audience.

The earned media campaign also focuses heavily on seat belts and child passenger safety. The LHSC issues occupant protection-focused news releases, public service announcements, and educational "safety minute" videos during nationally recognized safety and injury prevention weeks and during state enforcement waves. New research and the results of the occupant protection usage surveys are also publicized.

The use of social media outlets such as Facebook, X (formerly Twitter), Instagram, Pinterest, and YouTube to support earned media efforts have expanded the reach for sharing information about occupant protection. In addition, the LHSC closely monitors social media accounts for partner agencies such as LSP and local law enforcement grantees. LHSC is often tagged in these posts, or will "share" post to boost coverage. The majority of law enforcement agencies are now including seat belt and child safety seat use and nonuse in their reports of motor vehicle crashes and issuing press releases about high-profile crashes. Consequently, media outlets are including this information in news stories.

### **Outreach Program**

The LHSC understands that Louisiana is a diverse state and, thus, funds traditional and non-traditional traffic safety partners to address identified occupant protection problems. The LHSC welcomes and seeks new and innovative approaches to changing restraint-use behaviors. The problem identification process allows the LHSC to determine what additional types of outreach are needed. Our occupant protection program currently includes outreach to at-risk populations, health and medical communities, and schools and youth-serving organizations.

### Outreach to at-risk populations

Our outreach to at-risk populations who are overrepresented in crash data is guided by several key data points—our observation survey results, census data, and unrestrained crash data. Problem identification determines the priority parishes for occupant protection outreach each year. The LHSC overlays the occupant protection observation survey results with unrestrained fatalities to determine specific parishes with high unrestrained fatalities numbers and low usage rates. Then, the LHSC analyzes the demographics of those areas and seeks leaders of these at-risk and overrepresented populations to serve as non-traditional partners to help us reach the identified low-restraint usage members.

As a result of this data review, the LHSC has an occupant protection education program directed to the Hispanic population in greater New Orleans. The YMCA program included in the list of projects in Section 1.4 will continue to raise awareness through community outreach by partnering with the LPSTF to host car seat events, promote occupant protection at community events, and distribute language-appropriate materials targeting young adults, pregnant moms, churches, and clinics. While the YMCA program has primarily focused on the Hispanic population, the LHSC has approved expansion of outreach into other similar communities over the past 2 years. This includes the Vietnamese population living in New Orleans East, underserved residents living in mobile home parks located in St. John the Baptist and St. Bernard parishes, and the Muslim community in New Orleans. Most of the children and families served are from two-parent households, though the primary female caregiver most often seeks out support. 100% of participants are from a low-to-moderate income population.

The LHSC is proud of the commitment to reaching at-risk populations as exhibited by its funded statewide network of CPS technicians. The LPSTF has eight (8) bilingual technicians serving non-English speaking families, including Spanish, Vietnamese, and Arabic. There is currently one (1) Native American technician in Louisiana as well as one (1) fitting station located on Native lands. The LPSTF has also established partnerships with three (3) military bases in Louisiana, each with certified technicians to serve their military families.

### Outreach to health and medical communities

Our outreach to the health and medical communities is guided by the LPSTF. The project director and assistant administrator are employees at the University Medical Center (UMC), Level 1 Trauma Center in New Orleans. UMC is the safety net hospital/health care provider, treating patients in surrounding areas for traumatic injuries, while promoting health care among lower socio-economic communities. They are also part of an eight-hospital network, inclusive of Manning Family Children’s Hospital New Orleans, and hospitals established in low socio-economic communities. UMC is the leader in injury prevention, paving the way for hospitals and upcoming trauma centers to actively engage in traffic safety programs.

Another connection LPSTF has to the medical community is through a special interest group to assist with Transporting Children with Special Healthcare Needs. The group consists of physical and occupational therapists who conduct assessments on children for proper placement in the correct restraint and proper transport and includes specialized transportation needs, seats, wheelchairs, or devices in order to be properly restrained in a motor vehicle. Each year, training is conducted for the special interest group to maintain technical skills. The goal is to support the Special Needs Subcommittee of the LPSTF and to be a resource to technicians, parents, law enforcement, and medical centers throughout Louisiana.

### Outreach to family and children serving organizations

In late 2024, at the request of Mr. David Matlock, Secretary for the Louisiana Department of Children and Family Services (DCFS), the LPSTF partnered with DCFS to provide targeted education on the safe

transportation of children in Louisiana. The training was delivered in three distinct phases, each tailored to the specific responsibilities of DCFS staff. *Phase 1* consisted of a one-hour online course designed to build basic awareness of key principles in child passenger safety. *Phase 2* offered a more in-depth, four-hour in-person course, focusing on the practical application of child passenger safety knowledge. *Phase 3* involved a one-hour course for foster parents, followed by hands-on child safety seat fittings conducted in person. Each phase includes pre- and post-assessments, with attendance and outcomes tracked by DCFS. To ensure sustainability, LPSTF delivers these trainings monthly for onboarding new employees. To date, 2,060 DCFS employees have completed the one-hour online course, and 630 have participated in the four-hour in-person session.

Louisiana has nine SHSP Regional Traffic Safety Coalitions that receive federal funding through DOTD. LHSC coordinates with them to request inclusion of child restraint, nighttime and rear seat enforcement and awareness in the coalitions' action plans. In addition, LHSC promotes and encourages local earned and social media activities and education and awareness through the regional safety coalitions.

### 1.6 Data and Program Evaluation

The LHSC conducts various types of evaluation to effectively measure progress and plan new occupant protection strategies. Each year, an occupant protection observed usage survey is conducted using a survey design approved by NHTSA. Louisiana has utilized Preusser Research Group, Inc. to conduct this survey for several years. While seat belt usage rates in Louisiana have fluctuated over the past 14 years, the State achieved a historic high daytime usage rate of 88.4 percent in 2024. The LHSC conducted nighttime observational surveys in 2012, 2013, 2015, 2017, 2018, 2019, and 2022.

Additionally, the LHSC commissions an attitudinal survey each year to address Louisiana licensed motorists' practices and opinions on the issues of seat belt use and other issues. The 2024 sample design provided for interviewing 800 licensed motorists statewide. Respondents were asked how often they wear seat belts, how likely they were to receive a ticket for not wearing a seat belt, and if they recalled certain seat belt campaign messages. Respondents were also asked opinion questions regarding the current state fine for not wearing a seat belt, an increase in the fine, and if they wear a seat belt when they are a passenger in the back seat. The attitudinal survey will not be completed in late summer 2025.

For all observation and attitudinal surveys, the LHSC develops and distributes press releases statewide to increase public awareness of the results and to increase knowledge about occupant protection issues.

To aid data-driven decisions and programs, the University Medical Center personnel maintain the State's database of child safety seats inspections. The number of restraints checked and events conducted statewide is maintained, and data from fitting stations or child safety seat events inspection forms are collected. Summaries of the data collection are sent to partnering agencies monthly. The centralized database promotes standardization of child safety seat inspection forms.

## 2.0 Click It Or Ticket National Mobilization

Section 2.0 includes a description of the State's planned participation in the *Click It Or Ticket* national mobilization, including a list of participating agencies during the fiscal year of the grant.

### 2.1 Sustained High Visibility Enforcement Program

As described in Section 1.4 where all of Louisiana's FFY 2026 occupant protection programs are listed, the LHSC's year-long high visibility enforcement program is designed to increase seat belt and child safety seat use and reduce unrestrained fatalities. All enforcement agencies contracting with the LHSC vigorously enforce all occupant protection laws. All subgrantee agencies are mandated to support the state occupant protection wave during Thanksgiving and the *Click It Or Ticket* (CIOT) national mobilization with overtime enforcement. Each agency contract delineates the occupant protection overtime hours beyond these requirements. Agencies are required to conduct day and nighttime checkpoints and/or saturation patrols throughout the rest of the year. All agencies are required to work at least 15 percent of their grant funded overtime at night, between the hours of 6:00 p.m. – 6:00 a.m. Agencies report all enforcement data to the LHSC on a monthly basis. On-going data collection provides agencies and LHSC the opportunity to actively monitor trends in the field and make necessary adjustments.

To ensure the high visibility component is achieved, agencies are also instructed to conduct earned media events to support their enforcement activities, increase public awareness, and increase perception of risk which will lead to behavior change.

For FFY 2026, Louisiana plans to provide subgrants to Louisiana State Police and the following 56 local law enforcement agencies for sustained occupant protection enforcement efforts:

Abbeville Police Department, City of Abbeville	Mandeville Police Department, City of Mandeville
Alexandria Police Department, City of Alexandria	Monroe Police Department, City of Monroe
Allen Parish Sheriff's Office	Morgan City Police Department, City of Morgan City
Baton Rouge Police Department, City of Baton Rouge	Natchitoches Police Department, City of Natchitoches
Bogalusa Police Department, City of Bogalusa	New Iberia Police Department, City of New Iberia
Bossier City Police Department, City of Bossier City	New Orleans Police Department, City of New Orleans
Broussard Police Department, City of Broussard	Nicholls State University Police Department, Nicholls State University
Caddo Parish Sheriff's Office	Opelousas Police Department, City of Opelousas
Calcasieu Parish Sheriff's Office	Pearl River Police Department, Town of Pearl River
Covington Police Department, City of Covington	Pineville Police Department, City of Pineville
East Baton Rouge Sheriff's Office	Pointe Coupee Parish Sheriff's Office
Eunice Police Department, City of Eunice	Shreveport Police Department, City of Shreveport
Evangeline Parish Sheriff's Office	Slidell Police Department, City of Slidell
Franklinton Police Department, Town of Franklinton	St. Bernard Parish Sheriff's Office
Gonzales Police Department, City of Gonzales	St. Charles Parish Sheriff's Office
Greater New Orleans Expressway Commission	St. Martin Parish Sheriff's Office
Greenwood Police Department, Town of Greenwood	St. Mary Parish Sheriff's Office
Hammond Police Department, City of Hammond	St. Tammany Parish Sheriff's Office
Harahan Police Department, City of Harahan	Southeastern Louisiana University Police Department, Southeastern LA Univ
Houma Police Department, Terrebonne Parish Consolidated Govt.	Tangipahoa Parish Sheriff's Office
Iberia Parish Sheriff's Office	Terrebonne Parish Sheriff's Office
Jefferson Parish Sheriff's Office	

Kenner Police Department, City of Kenner  
 Lafayette Police Department, City of Lafayette  
 Lafourche Parish Sheriff's Office  
 Lake Charles Police Department, City of Lake Charles  
 Leesville Police Department, City of Leesville  
 Livingston Parish Sheriff's Office  
 Lockport Police Department, City of Lockport

Thibodaux Police Department, City of Thibodaux  
 Vermilion Parish Sheriff's Office  
 Washington Parish Sheriff's Office  
 West Baton Rouge Sheriff's Office  
 West Monroe Police Department, City of West Monroe  
 Westwego Police Department, City of Westwego

## 2.2 Special Waves Enforcement Program for *Click It Or Ticket*

For those enforcement agencies without the capacity or resources to commit to year-long sustained enforcement activities, the LHSC provides special waves subgrants for targeted enforcement during the *Click It Or Ticket* (CIOT) national mobilization period only. The agencies provide high visibility overtime enforcement during targeted special waves in support of enforcing occupant protection and child passenger safety. Prior to CIOT, a solicitation is sent to all law enforcement agencies not funded by LHSC for year-long OT enforcement to announce the availability of small contracts to participate in CIOT. Interested agencies respond with their overtime rate, and number of hours they can work for each wave.

In previous years, the LHSC has had an average of 25 additional agencies apply for special waves only funding. A list of FFY 2026 subgrantees cannot be provided here as the solicitation will not be issued until closer to the first *Click It Or Ticket* national mobilization period.

## 3.0 Child Passenger Safety Technicians

Louisiana currently has 577 certified technicians and 24 instructors. To organize and deploy this extensive network, the LHSC funds the Louisiana Passenger Safety Task Force (LPSTF). The LHSC contracts with the LPSTF to coordinate and manage all child passenger safety (CPS) related training and programs statewide, representing one channel for forward movement. The LPSTF conducts its work with support from University Medical Center at New Orleans and the many partners from Louisiana State Police, law enforcement, fire, and other emergency personnel. Louisiana is very unique with the existence of the LPSTF and the regional network that this provides.

The LPSTF is a network of child passenger safety technicians and advocates who work together to make unrestrained and improperly restrained behavior unacceptable in Louisiana. The infrastructure of the network produces success, as events, education, and activities are implemented and tailored for the local level. The project director and assistant administrator, employees at the University Medical Center Level 1 Trauma Center in New Orleans, guide the LPSTF. The LPSTF divides the state into nine regions each designed and separated in accordance with the communities served by the corresponding LSP troop areas. Regional coordinators, all of whom are certified technicians themselves, are directly responsible for education, events, and dissemination of knowledge locally. The regional coordinator positions are not funded by the LHSC and, are instead, supported by an individual affiliated agency or serve on voluntary basis. Regional coordinators are responsible for the following:

- Serve as advisors to the state task force by conducting a minimum of one regional meeting quarterly.
- Maintain a database of currently certified CPS technicians in the region, updating the database following each National CPS Certification Training (NCPSCT).
- Encourage participation of all newly certified CPS technicians through phone calls, e-mails, notification to the technician's supervisor/agency, mail, or any other form of outreach.
- Act as a resource for the recertification of technicians in designated region.

- Coordinate and conduct a minimum of 2 checkup events per year.
- Coordinate the checkup event component of the National Child Passenger Safety Technician Program course.
- Act as a resource to CPS technicians and for child safety seat events within designated region.
- Coordinate and conduct a CEU course within designated region, if needed.
- Encourage technician participation in events, statewide activities, and CEU courses.
- Designate or act as the site coordinator for all NCPST courses in designated region.
- Follow up with Fitting Stations and agencies to ensure that CPS checklists are forwarded to the LPSTF.
- Attend state task force meetings. Attendance is required at 100 percent of meetings.
- Report all passenger safety activities, grant or non-grant funded to the state director.

The LPSTF strives to keep passenger safety efforts standardized throughout the state with a centralized nucleus for enforcing national practices, providing direction, and encouraging compliance with child safety seat reporting.

To emphasize statewide involvement of medical personnel in urban and rural communities, the LPSTF director works with the Louisiana Emergency Response Network (LERN) to promote traffic safety within medical facilities and EMS. LERN staff meet monthly with hospital administrators in each region of the state, therefore the meeting provides a vehicle to increase awareness of motor vehicle crash reduction with stakeholders. The LPSTF director is a member of the LERN committee and the LERN Injury Prevention subcommittee. The relationship connects the LPSTF to LERN and encourages regional coordinator involvement, while encouraging medical and EMS involvement in traffic safety initiatives. This has proven successful, as technician course participation has had 55 percent medical participation. The multi-disciplinary approach has contributed to the balance of services provided in the community, emphasizing all “Es” in the prevention approach. In addition, using the LERN platform, the LPSTF director developed a coalition of injury prevention nurses to increase the awareness and emphasis on decreasing serious injuries and death in motor vehicle crashes. A Trauma Surgeon and director of critical care/trauma surgeon and the LPSTF director act as co-chairs for the effort.

Child safety seat misuse remains high in Louisiana, reaching 96% at times. Certification to assist with proper installation education is an effective measure to impact non-use and misuse. Certification also provides the necessary information for law enforcement to effectively enforce the current child passenger safety law. Five (5) Nationally Standardized Child Passenger Safety Technician Courses are proposed for FFY 2026. Instructors are contracted and partner with instructors funded by respective agencies to conduct technician certification courses. Each technician course has approximately 25 participants and complies with the national instructor/student ratio. Certified technicians bring knowledge to the respective agency in the form of CPS awareness, establish or participate in a grant-funded fitting station, participate in community events, and teach the Louisiana occupant protection laws. Certification enables the participant to actively assist with education to correct the misuse of child safety seats that can potentially lead to serious injury or have a fatal outcome in a crash.

**Table 3.1 FFY 2026 Child Passenger Safety Technician Courses**

Course Location	Number of Courses	Estimated Number of Participants
Kenner	1	25
Pearl River	1	25
Bossier	1	36
Monroe	1	14
Baton Rouge	1	24

By funding the certification fee for the course and supporting agency fitting stations, the LHSC and the LPSTF are able to build upon the network of partnerships throughout the state that are actively promoting proper child safety seat installation and compliance with Louisiana occupant protection laws.

The LPSTF provides continuing education through CEU conferences/trainings, grant-funded child passenger safety seat events, regional technician meetings, and learning venues to encourage recertification and maintain or update technical skills. The infrastructure of coordinators and instructors in each area of the state allows for the support of events and technician communication/recertification. Emphasis is placed on the maintenance of the technician recertification rate. The reimbursement of the recertification fee for technicians is financially supported through a medical partnership between LSU Health Sciences Center–Shreveport and University Medical Center–New Orleans. One of the recertification requirements mandates technicians to install five child restraints every two years to recertify. A certified instructor must verify the seat installations. LHSC grant-funded child passenger safety events throughout the year and during the national mobilization campaign provide an opportunity to assist the community during the heightened awareness period and meet the technicians’ installation/recertification needs. Through partnerships, the LPSTF is able to provide ample technicians on agency time to staff community events, while offering a fee for four technicians and one instructor’s service at each event. Two child passenger safety community events are mandated in each region.

Louisiana’s 2025 recertification rate was 55 percent, above the national average of 52 percent. Louisiana is successful in maintaining a high recertification rate because certification courses are offered in multiple locations and to diverse populations. By offering a continuing education conference/training each year, technicians throughout the state are able to obtain the continuing education hours needed for recertification and are informed of the latest technical issues involving occupant protection. Speaker recruitment comes from within our own technician pool.

Focused on producing data-driven programs, University Medical Center personnel are responsible for maintaining the database of child safety seats inspected. The number of restraints and events throughout the state is maintained, as well as inspection forms from fitting stations or child safety seat events. Summaries of the data collection are sent to partnering agencies monthly. This maintains data in a centralized location and promotes the standardization of child safety seat inspection forms. Each form is entered into a data system to allow for accurate record keeping and misuse rates.

The goal of the LPSTF is to make occupant protection a priority, while supporting technician competence, compliance and confidence, promote recertification, allowing participation in occupant protection events easily accessible and maintaining effective dissemination of education to the public.

## 4.0 Child Restraint Inspection Stations

The LHSC employs a variety of strategies to provide public information and education, training, and dedicated law enforcement programs to reach Louisiana’s almost one million children age 13 and under and their parents. Primarily through its subgrant with the LPSTF, the LHSC educates and encourages parents to use safety seats correctly and provides opportunities for them to attend fitting clinics. The LPSTF trains local child safety seat instructors and technicians and makes special effort to reach low-income populations where data supports the need. The work is conducted with support from University Medical Center in New Orleans and the many partners from Louisiana State Police, law enforcement, fire, and other emergency personnel.

The LPSTF has an annual application process for inspection stations. Existing agencies are encouraged to renew their status, and the agencies of newly certified technicians are encouraged to establish an inspection station at their agency. The inspection station enrollment application includes the following guidelines:

1. Select a day of the week and time that designated agency will dedicate to child safety seat inspections.
2. Designate an Inspection Station Coordinator (CPS Technician) as the CPS contact.
3. Check a minimum of eight child safety seats per month. A certified child passenger safety technician must be available during the Inspection Station time frame.
4. Secure a safe environment to conduct the Inspection Station activities.
5. Forward ALL child safety seat checker forms to the LPSTF monthly.
6. Attend the statewide conference.
7. Establish quarterly contact with your LPSTF Regional Coordinator.
8. Maintain technical competency and proper child safety seat installation.

Upon application, each agency is encouraged to visit an existing CPS Inspection Station to learn the process, contact the LPSTF Regional Coordinator to discuss their new Inspection Station, and to forward two standardized CPS checker forms to the LPSTF. This promotes networking from the bottom-up and helps the new inspection stations learn their function and seek help to standardize their function.

Safety seat checkup events are also an integral part of Louisiana’s overall education program. The certified inspection stations conduct CPS checkup events in all regions of the state with emphasis on the high population centers. The LPSTF also conducts an annual Inspection Station In-service/Training to ensure standardization of all inspection stations. Additionally, inspection stations receive updated technical information and technical assistance on completing checker forms.

Louisiana’s Child Restraint Inspection Stations provide information and education to the public to address all aspects of proper installation of child restraints using standard seatbelt hardware, supplemental hardware, and modification devices. Special installation techniques, harness threading, harness adjustment on child restraints, child restraint design, selection and placement procedures, and instruction about proper seating positions for children in airbag equipped vehicles remain part of this training.

Direct referrals, the LHSC website and social media, and cooperation with the NHTSA hotline continue to be the means for information distribution. The LHSC keeps the link on its website for consumers to access information regarding the Universal Child Safety Seat System (UCSSS). In addition, NHTSA publications regarding UCSSS are distributed as requested, and the NHTSA planner to address Child Passenger Safety is provided to technicians and instructors via the web. The LPSTF has its own social media site with over

9,800 followers. It is maintained by UMC and directly tagged to LHSC. Caregivers are directed to the site for education, resources, and follow up.

The Louisiana Child Restraint Inspection Stations provide child safety seat inspection stations and clinics throughout Louisiana and are part of an overall network that provides continuity and standards for success. Over the last several years, the program has targeted fire stations as new Child Passenger Safety inspection stations. Fire stations offer a non-threatening environment that increase participation from diverse groups.

One-hundred and eighteen (118) fitting stations are registered with the LPSTF for current year and will continue their work through FFY 2026. Those in compliance with the established guidelines receive grant-funded supplies, resources and incentive items to sustain the community service. Personnel must attend a mandatory fitting station in-service and show compliance with the approved child seat installation forms and documentation, as fitting stations are mandated to send copies of installation forms to the LPSTF. The collection of forms provides data on child safety seat installations and misuse which is then provided to NHTSA, the state, and the individual agency. Grant-funded supplies and in-services promote and maintain standardization within the state.

The inspection stations are located throughout each of nine regions aligned with LSP Troops and serve 100 percent of the state’s urban and rural populations. Each inspection station is staffed with at least one current nationally certified Child Passenger Safety Technician. “Independent stations” are certified Child Passenger Safety Technicians who travel to an individual’s location to provide seat inspection services upon request. The permanent inspection stations, combined with the independent (mobile) inspection stations, serve 100 percent of the state’s at-risk populations. The inspection stations are listed in the table below which shows the population covered by each LSP Troops’ region.

**Table 4.1 Inspection Stations by Louisiana State Police Troop**

<b>CPS Service Area</b>	<b>Population*</b>	<b>Percent of Population</b>
<b>LSP Troop A, Baton Rouge</b>	845,991	18.6 percent
Alliance Safety Council		
Baker Fire Department		
Central Fire Department		
Galvez-Lake Fire Department		
East Baton Rouge Parish Sheriff’s Office		
Family Road of Baton Rouge		
Livingston Parish Fire District 4		
Denham Springs Police Department		
LSP – Troop A		
Taneisha Montegut (private/independent)		
Samantha Boudreaux (private/independent)		
West Feliciana Hospital		
Discovery Family Resource Project		
St. Gabriel Police Department		
<b>LSP Troop B, New Orleans</b>	882,062	19.4 percent
Ochsner Baptist Hospital		
Plaquemines Parish Sheriff’s Office		
Ochsner Medical Center-Westbank		
West Jefferson Medical Center		
New Orleans Police Department		

East Jefferson General Hospital EMS  
 Southern University New Orleans Police Dept.  
 UMC Trauma Center (with LSP)\*  
 LSP-B (with UMC) (Kenner)\*  
 Children’s Hospital New Orleans  
 St. John Parish Sheriff’s Office  
 Healthy Start New Orleans  
 Drive Dat Academy  
 NASJRB (Belle Chase Naval Station)  
 Tulane University Police Department  
 St. Charles Parish Sheriff’s Office  
 Touro Infirmary

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<b>LSP Troop C, Gray</b>	272,467	6.0 percent
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LSP – C (Houma)  
 Coteau Fire Protection  
 Lafourche Parish Sheriff’s Office  
 Berwick Police Department  
 Chitamacha Tribal Police  
 St. Mary Parish Sheriff’s Office  
 Terrebonne General Health Systems  
 Thibodaux Police Department  
 Chabert Pediatrics  
 St. James Parish Sheriff’s Office  
 Bayou Land Families Helping Families

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<b>LSP Troop D, Lake Charles</b>	301,015	6.6 percent
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Lake Charles Police Department  
 Beauregard Parish Sheriff’s Office  
 SWLA Regional Safety Coalition  
 Educational and Treatment Council (ETC)  
 LSP – Troop D  
 Lake Charles Fire Department  
 DeRidder Police Department  
 Christus-Ochsner Lake Area Hospital  
 LA Dept of Children & Family Services Region Ofc

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<b>LSP Troop E, Alexandria</b>	339,478	7.5 percent
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Rapides Regional Medical Center  
 LSP - Troop E  
 Women’s Resource Center – Natchitoches  
 LA Dept of Children & Family Services Region Ofc  
 Cabrini Medical Center  
 Bureau of Family Health – Alexandria  
 Natchitoches Police Department  
 Ball Police Department  
 Rapides Parish Health Unit  
 Ft. Johnson Command Safety  
 Pineville Police Department  
 The Family Tree- Alexandria

<b>LSP Troop F, Monroe</b>	339,303	7.5 percent
Monroe Fire Department		
North Delta Regional Planning		
Krewe Car		
Ouachita Parish Health Unit		
Columbia Police Department		
LSP – Troop F		
West Monroe Police Department		
Life Choices of Monroe		
Ochsner LSU-Monroe Hospital		
Monroe Police Department		
<b>LSP Troop G, Bossier City</b>	446,983	9.8 percent
Bossier Parish EMS		
Caddo Parish Sheriff's Office – Sheriff's Safety Town		
Ochsner St. Mary Hosptial		
Desoto Parish Sheriff's Office		
Desoto Parish EMS		
LSP - Troop G		
Barksdale AFB		
Greenwood Police Department		
Willis-Knighton Health Systems-South		
Willis-Knighton Health Systems-Pierremont		
Halee Carpenter - (private/independent)		
<b>LSP Troop I, Lafayette</b>	641,676	14.1 percent
Chitimacha Tribal Police		
Ochsner - Lafayette General Hospital		
Lafayette Parish Sheriff's Office		
Broussard Police Department		
Barczyk Spine and Joint		
The Extra Mile		
Tracy LeMaire (private/independent)		
St. Martin Parish Sheriff's Office		
Youngsville Police Department		
LSP – Troop I		
St. Landry Parish Sheriff's Office		
Eunice Police Department		
St. Mary Parish Sheriff's Office		
Abbeville Police Department		
Lafayette Police Department		
Crowley Fire Department		
Iberia Parish Sheriff's Office		
Tamika Jones (private/independent)		
<b>LSP Troop L, Mandeville</b>	476,226	10.5 percent
North Oaks Health Systems		
The Parenting Center St. Tammany Parish Hospital		
St. Tammany Parish Sheriff's Office		
St. Tammany Fire District #4 - Mandeville		
Slidell Fire Department		
St. Tammany Fire District 11- Pearl River		

St. Tammany Fire District 2 – Madisonville  
 St. Tammany Fire District 12- Covington  
 LSP – Troop L  
 Tangipahoa 8<sup>th</sup> Ward Fire Department  
 Bogalusa Police Department  
 Covington Police Department  
 Hammond Police Department  
 Jourdan Wactor (private/independent)  
 Renew Family Resource Project  
 Restoration House

<b>118 Total Inspection Stations*</b>	<b>4,545,201</b>	<b>100 percent</b>
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Note: The permanent Inspection Stations, combined with the Independent (mobile) Inspection Stations, serve **100 percent** of the state’s **at-risk, urban, and rural populations**.

Source: Louisiana Highway Safety Commission, 2025; US Census Bureau’s 2024 Population Estimates

\*Stations within the CPS Service Area are included within the service area population.

## 5.0 Additional Information Provided As A Low Seat Belt Use State

The State defines its eligibility for three of the six additional criteria, as required under 23 CFR §1300.21, for a low seat belt use rate State. Of the six criteria, Louisiana is applying under the following criteria:

1. Seat belt enforcement
2. High-Risk Population Countermeasure Programs
3. Occupant Protection Program Assessment

### 5.1 Seat Belt Enforcement

The LHSC, through partnership with the Louisiana State Police, sheriffs, and municipal police agencies, maintains an ongoing occupant protection high visibility enforcement program designed to increase safety belt and child restraint usage.

Additionally, the LHSC conducts two statewide occupant protection enforcement waves annually. Each enforcement wave includes the following:

- A review of the previous year’s observational survey. Records of these surveys are maintained by the LHSC.
- Local and parish law enforcement agencies, LSP, and the LHSC conduct paid and earned media activities to inform the public of the dangers of not buckling up or not using a child restraint, the need for and the conduct of law enforcement operations.
- The LHSC provides local and parish law enforcement agencies sample press releases regarding the impending enforcement wave and occupant protection information to support the conduct of media events. Copies of news coverage are requested from participating agencies and tracked through press clippings.

Participating agencies utilize one or more of the following enforcement strategies defined as followed:

- Taskforces: several additional officers working on a dedicated task at the same time in a specific geographic area.
- Augmentation: additional officer(s) working on a dedicated task over a period of time (i.e. week) throughout a jurisdiction.
- Saturation Patrols: several additional officers working on a dedicated task during a given time (hours of the day) together but, in a less defined area, i.e., parish wide, corridor, citywide, etc.

- Checkpoints: officers working on a dedicated task at a specific site.

These efforts are a part of the evidence-based traffic safety enforcement program (TSEP) required by 23 CFR §1300 (d)(5). The statewide problem identification process used in the development of the Triennial Highway Safety Plan and the Annual Grant Application includes data analyses that are designed to identify who is overrepresented in crashes as well as when, where, and why crashes are occurring.

For FFY 2026, the LHSC identified 16 parishes that account for the State's greatest portion of highway safety problems. LSP is requested to focus their occupant protection enforcement efforts on the rural parishes within their designated troop areas. Special emphasis is given to law enforcement agencies in these identified Top Tier parishes to implement proven countermeasures to enhance traffic safety.

Data analysis also identifies the high-risk populations that may require additional or alternative responses to address traffic safety concerns. To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies. The enforcement tactics identified above have been developed over years to address the manpower staffing variances in urban or rural enforcement agencies and have proven to be a workable strategy in Louisiana.

In FFY 2026, the LHSC will contract with 56 law enforcement agencies and the LSP to provide occupant protection and child passenger safety overtime enforcement utilizing saturation patrols and checkpoints throughout the twelve months of the year. Special emphasis will be placed on enforcement during November and the National *Click It Or Ticket* mobilization in May. The LHSC expects to contract with an additional 20 agencies or so for special wave enforcement during the *Click It Or Ticket* mobilization.

Table 5.1 shows each FFY 2026 contracted parish and city law enforcement agency, along with population and the percentage of the population per Louisiana's total population. The total population of Louisiana is 4,545,201 people. Population data are from the U.S. Census's 2024 Population Estimates Program.

**Table 5.1 FFY 2026 Contracted Enforcement Agencies**

Parish or City Law Enforcement Agency	Population	Percent of Louisiana's Population
Abbeville Police Department	10,890	0.24%
Alexandria Police Department	43,466	0.96%
Allen Parish Sheriff's Office	21,762	0.48%
Baton Rouge Police Department	219,573	4.83%
Bogalusa Police Department	10,343	0.23%
Bossier City Police Department	62,738	1.38%
Broussard Police Department	14,543	0.32%
Caddo Parish Sheriff's Office	221,290	4.87%
Calcasieu Parish Sheriff's Office	206,707	4.55%
Covington Police Department	11,618	0.26%
East Baton Rouge Parish Sheriff's Office	445,219	9.80%
Eunice Police Department	9,161	0.20%
Evangeline Parish Sheriff's Office	31,196	0.69%
Franklinton Police Department	3,581	0.08%
Gonzales Police Department	13,737	0.30%
Greater New Orleans Expressway Commission	43,000	0.95%
Greenwood Police Department	3,055	0.07%

Hammond Police Department	22,527	0.50%
Harahan Police Department	8,719	0.19%
Houma Police Department	31,733	0.70%
Iberia Parish Sheriff's Office	66,337	1.46%
Jefferson Parish Sheriff's Office	413,271	9.09%
Kenner Police Department	63,333	1.39%
Lafayette Police Department	121,467	2.67%
Lafourche Parish Sheriff's Office	93,666	2.06%
Lake Charles Police Department	79,633	1.75%
Leesville Police Department	5,408	0.12%
Livingston Parish Sheriff's Office	154,323	3.40%
Lockport Police Department	2,378	0.05%
Mandeville Police Department	12,999	0.29%
Monroe Police Department	46,616	1.03%
Morgan City Police Department	10,873	0.24%
Natchitoches Police Department	17,195	0.38%
New Iberia Police Department	27,080	0.60%
Nicholls State Univ. Police Department	6,065	0.13%
Opelousas Police Department	15,390	0.34%
Pearl River Police Department	2,648	0.06%
Pineville Police Department	14,034	0.31%
Pointe Coupee Parish Sheriff's Office	19,576	0.43%
Shreveport Police Department	177,959	3.92%
Slidell Police Department	28,510	0.63%
St. Bernard Parish Sheriff's Office	44,551	0.98%
St. Charles Parish Sheriff's Office	49,744	1.09%
St. Martin Parish Sheriff's Office	50,673	1.11%
St. Mary Parish Sheriff's Office	45,527	1.00%
St. Tammany Parish Sheriff's Office	280,275	6.17%
Southeastern Louisiana Univ. Police Department	13,861	0.30%
Tangipahoa Parish Sheriff's Office	140,594	3.09%
Terrebonne Parish Sheriff's Office	101,584	2.23%
Thibodaux Police Department	15,646	0.34%
Vermilion Parish Sheriff's Office	57,070	1.26%
Washington Parish Sheriff's Office	44,613	0.98%
West Baton Rouge Parish Sheriff's Office	28,730	0.63%
West Monroe Police Department	12,535	0.28%
Westwego Police Department	8,148	0.18%
<b>Total Local and Parish Agencies: 56</b>	Total Pop. Covered: <b>3,707,170</b>	Total % of LA Pop. covered: <b>81.59%</b>
Plus Louisiana State Police **	Total Pop. Covered by LSP: <b>4,545,201</b>	Total % of LA Pop. covered: <b>100 percent</b>
<b>Total participating agencies: 57</b>		

Source: Louisiana Highway Safety Commission, 2025; US Census Bureau's 2024 Population Estimates.

\*\* Louisiana State Police Troops provide sustained enforcement throughout Louisiana covering 100 percent of the population.

## 5.2 High-Risk Population Countermeasure Programs

The state of Louisiana seeks to qualify under section 405b; high-risk populations. The high-risk populations for Louisiana are nighttime drivers and pick-up truck drivers. Louisiana will address each high-risk population through the comprehensive program described below.

### High-Risk Population #1 - Nighttime Drivers

#### *Problem Identification*

As part of a comprehensive review and assessment of Louisiana’s occupant protection program, the state conducted the first ever nighttime survey of belt use in 2012. The survey was repeated in years 2013, 2015, 2017, 2018, 2019, and 2022. LHSC did not conduct nighttime surveys during 2020 or 2021 due to the pandemic.

The latest survey was conducted during the months of November and December 2022, in Caddo, Calcasieu, East Baton Rouge, Lafayette, Jefferson, Ouachita, Rapides, and St. Charles Parishes. Observation sites (N=40) were selected from a subset of sites used for the annual daytime observation survey to provide a representative sample of night-time occupant protection usage rates. The following data are from the 2022 nighttime survey; the survey methodology and results are available on the LHSC website at <https://www.lahighwaysafety.org/our-programs/occupant-protection/>.

**\*\*Due to COVID-19 restrictions and the issuance of a waiver from the National Highway Traffic Safety Administration (NHTSA), the statewide observation surveys were not conducted in 2020.**

The 2022 nighttime seat belt observation survey results indicate that Louisiana’s nighttime usage rate for the areas surveyed is 10.1 percentage points below their daytime rate. The statistically weighted results for the areas were 77.2 percent at night and 87.3 percent at the same sites during the day.

**Table 5.2 2022 Seat Belt Use Rate at Nighttime and Daytime<sup>1</sup>**

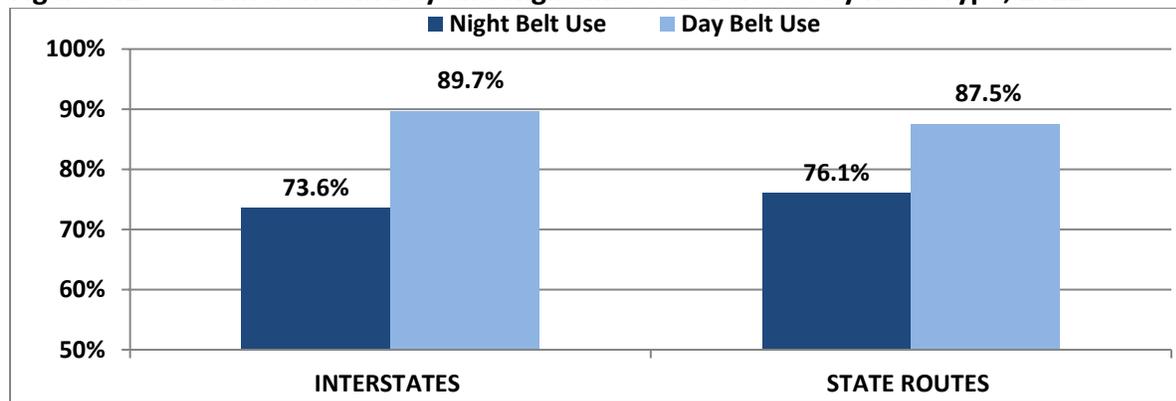
	Night	Day
Use Rate Percentage	75.3 percent	88.4 percent
Use Rate Raw Number	(3,340)	(7,638)
Use Rate (Averaged 1:1)	77.2 percent	87.3 percent

<sup>1</sup> Data collected at 40 observation sites; not statewide.

Figure 5.1 shows the 2022 seat belt use rate on Louisiana’s interstates decreases by 16.1 percent from daytime use (73.6 percent) to nighttime use (89.7 percent). The difference in seat belt use by time of day is less on state routes, dropping 11.4 percent from a daytime use rate of 87.5 percent to a nighttime use rate of 76.1 percent. These observed nighttime usage rates are both large decreases from 2019.

The LHSC has considered nighttime drivers to be a high-risk population since 2012. Using a variety of strategies discussed below, the nighttime usage rate had improved as much as 12.7 percent since 2012. The post-pandemic data seem to indicate a different trend.

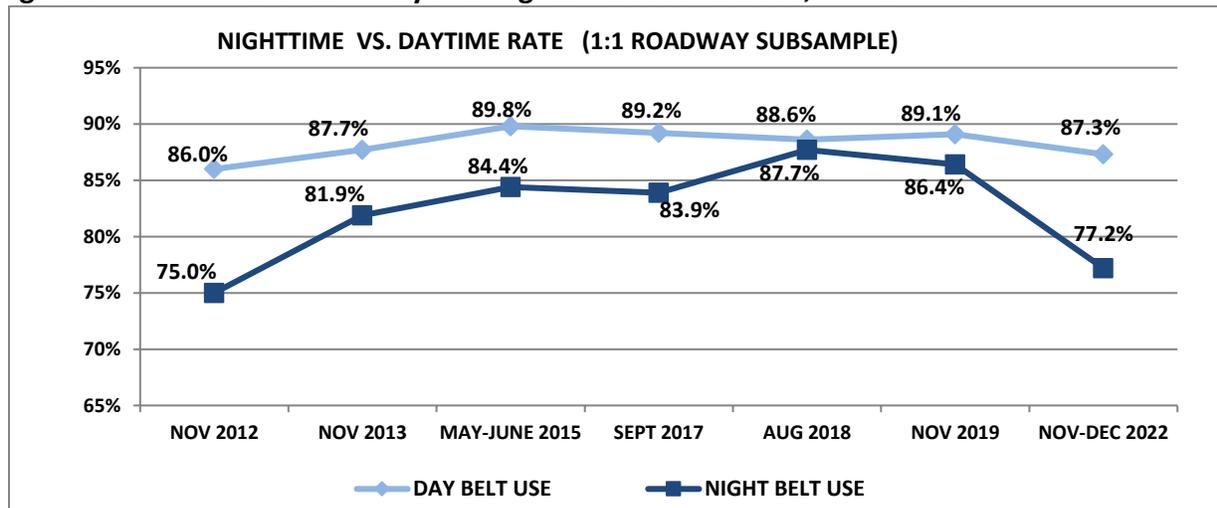
**Figure 5.1 Difference in Day and Nighttime Seat Belt Use by Road Type, 2022**



Source: Preusser Research Group Note: Data are weighted.

Figure 5.2 shows how seat belt use by time of day changed from 2012 to 2022. Weighted results show that in 2012, only 75.0 percent of nighttime occupants used a seatbelt, and 86.0 percent of daytime occupants used a seatbelt. This represented an 11 percentage point gap between nighttime and daytime belt use in 2012. In 2022, daytime belt use decreased slightly to 87.3 percent. At the same time, nighttime observed seat belt use decreased to 77.2 percent. These changes in daytime and nighttime seatbelt usage caused the gap between nighttime and daytime use to increase to 10.1 percentage points.

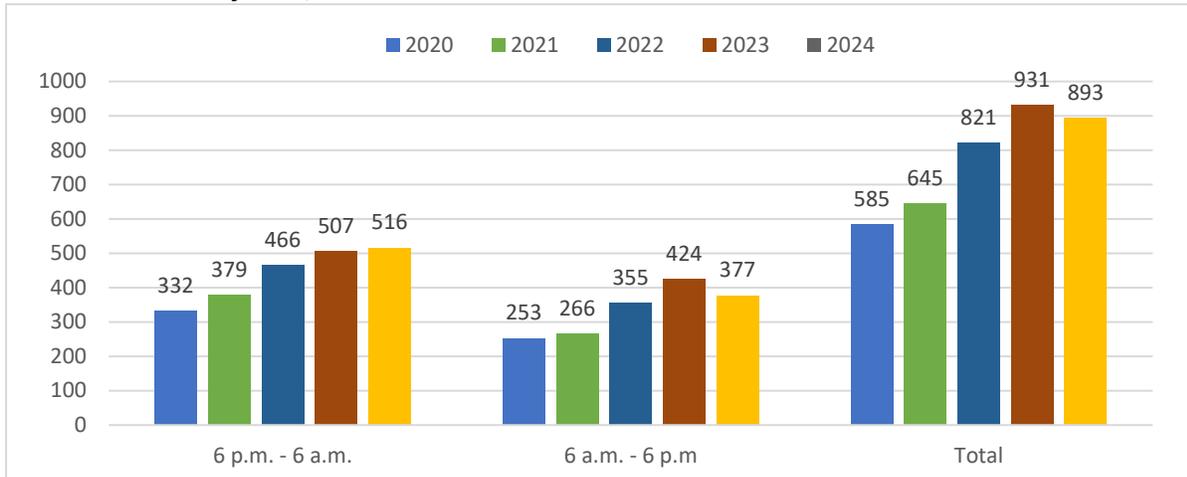
**Figure 5.2 Difference in Day and Nighttime Seat Belt Use, 2012-2022**



Source: Preusser Research Group

The LHSC conducted a comprehensive review of five years of crash data related to unrestrained fatalities and serious injuries. Figure 5.3 shows that, from 2020 - 2023, the number of unrestrained fatalities and serious injuries occurring during nighttime hours occurred at a larger number than those during daytime hours. Additionally, the overall number of unrestrained fatalities and serious injuries occurring during nighttime hours have been increasing each year. Crash data from 2024 was included; however, this data is still preliminary and subject to change. If 2024 holds steady, there could be some cause to celebrate as unrestrained daytime crashes reduced from 2023.

**Figure 5.3 Difference in Day and Nighttime Unrestrained Fatalities and Serious Injuries, 2020-2024**



Source: Center for Analytics and Research in Transportation Safety

*Program Management*

The LHSC will manage the nighttime occupant protection program in a similar manner to the State’s overall occupant protection program by providing leadership, funding, and coordination among all of the state’s traffic safety partners. The LHSC Occupant Protection Coordinator manages the contracts and subgrantees that implement the occupant protection activities of the LHSC. The LHSC will also exercise Program Management responsibilities by utilizing the LHSC Police Traffic Services Coordinator and our network of nine (9) Law Enforcement Liaisons (LELs) to coordinate, promote, and oversee nighttime enforcement activities among our subgrantee enforcement agencies.

*Legislation, Regulation, and Policy*

The State has a primary occupant protection law for all seating positions that applies to both day and night usage. The State’s child passenger law is also primary if the child is unrestrained. The state also requires all children under the age of 13 ride in the back seat of the vehicle with lap and shoulder belt.

The LHSC also strongly encourages agencies that receive LHSC funds to develop a seat belt use policy during the grant year if they do not have one prior to being awarded a grant.

Throughout the year, occupant protection enforcement grants and special wave campaigns will include dedicated funds for nighttime enforcement of adult and child passenger safety laws. In prior years, LHSC strongly encouraged nighttime enforcement but did not mandate or track nighttime activities separately. Now, LHSC grant policy requires a minimum 15 percentage of nighttime enforcement; agencies must track statistics separately for analysis and performance review. Also, now, the LHSC expects LSP to conduct high visibility occupant protection enforcement efforts including nighttime occupant protection efforts in the rural parishes of their designated troop areas.

*Enforcement*

The LHSC recognizes that high visibility enforcement is a key component in improving nighttime occupant protection usage rates. Prior to 2014, the LHSC encouraged nighttime enforcement, but did not mandate a minimum percentage or track nighttime enforcement activities separately. Since then, however, in an

effort to better focus on nighttime enforcement, year-long contracted agencies have been required to work a minimum of 15 percent of their funded occupant protection enforcement between the hours of 6:00 pm and 6:00 am. Nighttime activities will be budgeted separately and corresponding activities reported separately. Both adult and child passenger enforcement are included in this requirement. Refer to Pages 22-23 for the list of funded agencies that will be committed to work at least 15 percent of their LHSC occupant protection overtime at night in FFY 2026. Beginning in FFY 2023, the LHSC asked LSP to conduct high visibility occupant protection enforcement efforts, including nighttime occupant protection efforts, in the rural parishes of their designated troop areas.

Nighttime enforcement activities will include occupant protection checkpoints and saturation patrols. The LHSC will also encourage all law enforcement agencies to conduct nighttime adult and child passenger enforcement as part of their regular duty activities not funded by LHSC. The LHSC will also utilize the nine (9) LELs to facilitate, promote, and monitor nighttime enforcement activities.

#### *Communication Program*

The LHSC will conduct a comprehensive media and public awareness campaign related to nighttime occupant protection. Media activities will center on earned media and social media. All LHSC subgrantees receiving occupant protection grants, including enforcement agencies, will be required to participate in press releases and media advisories designed to promote public awareness. At minimum, year-long subgrant recipients will be required to issue at least one press release or participate in a public awareness activity related to nighttime occupant protection each quarter. The number of press releases, media advisories, and awareness activities conducted by LHSC subgrantees will be tracked and analyzed for future efforts and performance evaluation.

#### *Child Passenger Safety*

Child Passenger Safety (CPS) is a critical component of an effective occupant protection strategy. All enforcement agencies receiving an occupant protection subgrant will continue to enforce both adult and CPS laws. The LPSTF includes an awareness of nighttime dangers to their child passenger safety technicians training programs, occupant protection training class, and local outreach activities.

#### *Leadership*

The LHSC Deputy Director serves as the co-chair of the Strategic Highway Safety Plan (SHSP) Occupant Protection Emphasis Area Team and the LHSC Occupant Protection Coordinator also serves on the Strategic Highway Safety Plan (SHSP) Occupant Protection Emphasis Area Team. In this capacity, they provide guidance, technical expertise, and information related to the high-risk nighttime program to the wide variety of traffic safety agencies, coalitions, and organizations that make up this team. Nighttime enforcement is included in the SHSP as an action step in the team's action plan.

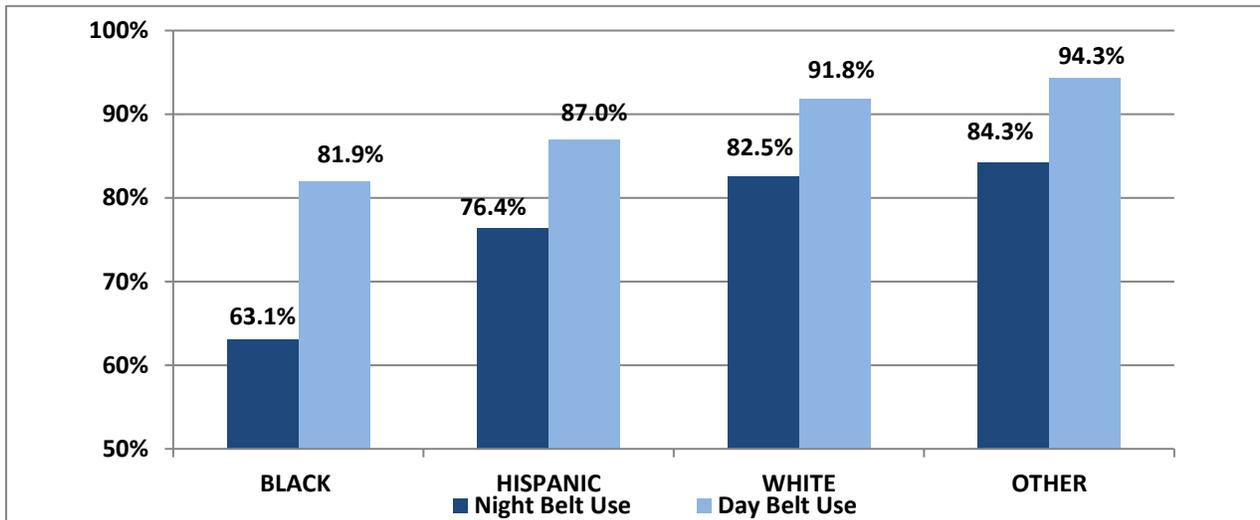
As part of Louisiana's Strategic Highway Safety Plan (SHSP), Louisiana has nine Regional Traffic Safety Coalitions that receive Louisiana Department of Transportation and Development (DOTD) funding. LHSC coordinates with DOTD to request inclusion of nighttime enforcement and awareness in the action plans of DOTD-funded Regional Traffic Safety Coalitions.

#### *Outreach to At-Risk Populations*

The nighttime surveys indicate that occupants of all races use their seat belt less often at nighttime compared to daytime. The survey indicates that Black occupants use seat belts least often during both day and night as shown in Figure 5.4. Since the first nighttime survey in 2012, there have been increases in nighttime belt use for Black and Hispanic Occupants, 2.6 percentage points and 9.2 points respectively.

The post-pandemic data seem to indicate a different trend with the 2022 survey indicating a decrease in both nighttime and daytime usage across all races. The LHSC will conduct earned media and social media activities to focus awareness on the racial differences of seat belt usage rates and to increase nighttime seat belt usage among all citizens. Links to the survey data are placed on the LHSC website and all subgrantees will receive notification of the updated links in FFY 2026 to increase local awareness and outreach at the community level.

**Figure 5.4 Difference in 2022 Seat Belt Use at Night & Day by Occupant Race**



Source: Preusser Research Group

#### *Health and Medical Communities*

Outreach to the health and medical communities is guided by the Louisiana Passenger Safety Task Force (LPSTF). The project director and assistant administrator are employees at the UMC Level 1 Trauma Center in New Orleans. The LPSTF director works with the Louisiana Emergency Response Network (LERN) to promote traffic safety program involvement within medical facilities; serving as a member of the LERN committee and the LERN Injury Prevention subcommittee. This relationship will connect the LPSTF to LERN and encourage Regional Coordinator involvement at the local level. The LHSC will request that nighttime survey data be presented to these partners.

#### *Schools*

The LHSC participates in all Emphasis Area Teams of the State's SHSP. In this capacity, the LHSC will disseminate and promote awareness for young driver programs about the increased risk at night.

The LHSC will also disseminate nighttime survey results to the Louisiana Office of Motor Vehicles (OMV), which is the State agency responsible for overseeing and managing young driver education. The OMV participates in all SHSP activities and has educational materials for young drivers and their parents regarding GDL education and dangers for young drivers.

The Louisiana State Police (LSP) Public Information Officer Section (PIO) receives LHSC grant funds to conduct outreach and education activities. A significant amount of their activities are conducted in high schools throughout the State. The LHSC will include a requirement in their subgrant for inclusion of the nighttime survey and crash data in their presentations, highlighting the increased risk at night.

The LHSC will ensure that the nighttime survey results are disseminated to the following non-enforcement funded programs: *Why Try? Outreach & Engagement Program*, *Le Sanctuary Traffic Safety Community Engagement Program*, *ThinkFirst Traffic Safety Initiative: Empowering Young Drivers*, *Sudden Impact*, and *Ready, Set, Drive*. These partners will share information with program participants.

### *Employers*

The LHSC will utilize earned media, the LSP PIOs, and the nine (9) LELs to promote safety belt and child passenger safety usage with a nighttime focus to private employers. All LHSC subgrantees will be required to institute a written policy requiring safety belt use for their employees. Outreach to private employers to promote safety belt and child passenger safety usage with a nighttime focus, as well as development and implementation of seatbelt policies, is included in the SHSP as an action step in the Occupant Protection team’s action plan.

### *Data and Program Evaluation*

The LHSC will conduct a comprehensive review and analysis of the efforts outlined in this application. Data will be collected and analyzed for both effectiveness and efficiency and operational strategies adjusted as indicated for FFY 2026. Nighttime occupant protection activities will be data driven and performance oriented.

Key data elements to be collected and analyzed will include, but not be limited to, unrestrained fatalities, the results from the 2022 nighttime observational seat belt use survey including a comparison of results from the surveys conducted in 2012, 2013, 2015, 2018 and 2019. Plans will be made to conduct a future nighttime observational seat belt use survey to gauge current nighttime use rate, as funding allows.

Using the same problem identification process moving forward will allow a complete assessment of the strategies and activities outlined in this application and utilized for FFY 2026.

## **High-Risk Population #2 - Pickup Truck Drivers**

### *Problem Identification*

Louisiana conducted a comprehensive review and assessment of the State’s occupant protection program and determined that pickup truck drivers are a high-risk population. This determination was based on observational surveys and crash data analysis.

As of July 2025, pickup trucks make up nearly 16% percent of the registered vehicles in Louisiana, excluding off-road vehicles, buses, trailers, and motorcycles. According to the Louisiana OMV, there are 2,987,374 registered cars and trucks (less than 10,000 lbs.). Of this total, 474,761 are pickup trucks. Historically, pickup truck drivers and passengers have the lowest seat belt usage rate in Louisiana based on all observational surveys conducted from 2010 through 2024.

Table 5.3 details seat belt use across vehicle types by region. In particular, pick-up truck seat belt usage rates are the lowest by vehicle type in all regions of the State. The complete survey results are available on the LHSC website at [2024 Louisiana Seat Belt Observation Survey Results](#).

**Table 5.3 Percent Seat Belt Usage among Drivers and Front Seat Passengers by Region and Vehicle Type, 2024**

	Car	Pickup	SUV	Van
1-New Orleans	89.9	82.2	94.6	90.3
2-Baton Rouge	77.9	80.7	87.5	93.2
3-Houma	84.5	82.9	89.0	97.8
4-Lafayette	81.0	75.1	94.5	83.9
5-Lake Charles	98.0	92.1	98.9	91.2
6-Alexandria	73.9	66.0	72.4	80.0
7-Shreveport	92.5	93.9	97.7	98.6
8-Monroe	92.4	79.5	93.4	94.8
9-North Shore	93.0	90.9	97.3	95.6
<b>Louisiana</b>	<b>87.6</b>	<b>82.7</b>	<b>92.6</b>	<b>92.1</b>

Source: Preusser Research Group

Note: Data are weighted.

Table 5.4 illustrates that while usage rates climbed steadily since 2010 across all vehicle types, rear-seat passengers in pick-up trucks were still less likely to use a seat belt when compared to rear seat passengers in other vehicles; the usage rates for these passengers in 2024 was 56 percent in comparison to 59 percent, 74 percent, and 71 percent of car, SUV, and van passengers respectively.

**Table 5.4 Percent of Rear Seat Belt Usage by Vehicle Type, 2010 through 2024**

	Car	Pickup	SUV	Van	All
Rear Seat 2018	62	58	74	89	66
Rear Seat 2019	63	62	82	77	68
Rear Seat 2021	56	51	71	72	61
Rear Seat 2022	53	52	71	50	57
Rear Seat 2023	50	48	71	73	59
Rear Seat 2024	59	56	74	71	64

Source: Preusser Research Group

Note: Data are weighted.

The 2024 observation survey found an overall usage rate of 88.4 percent for drivers and front seat passengers for all private vehicles. The lowest usage rate among individual vehicle types was with pickup trucks. The rate for pickup trucks drivers was 82.1 percent compared to 87.5 percent for passenger car drivers; front seat passenger usage was also lower with 85.6 percent for pickup trucks versus 88.2 percent for passenger cars (Table 5.5).

**Table 5.5 Percent of Driver & Front Seat Passenger Seat Belt Use by Vehicle Type, 2024**

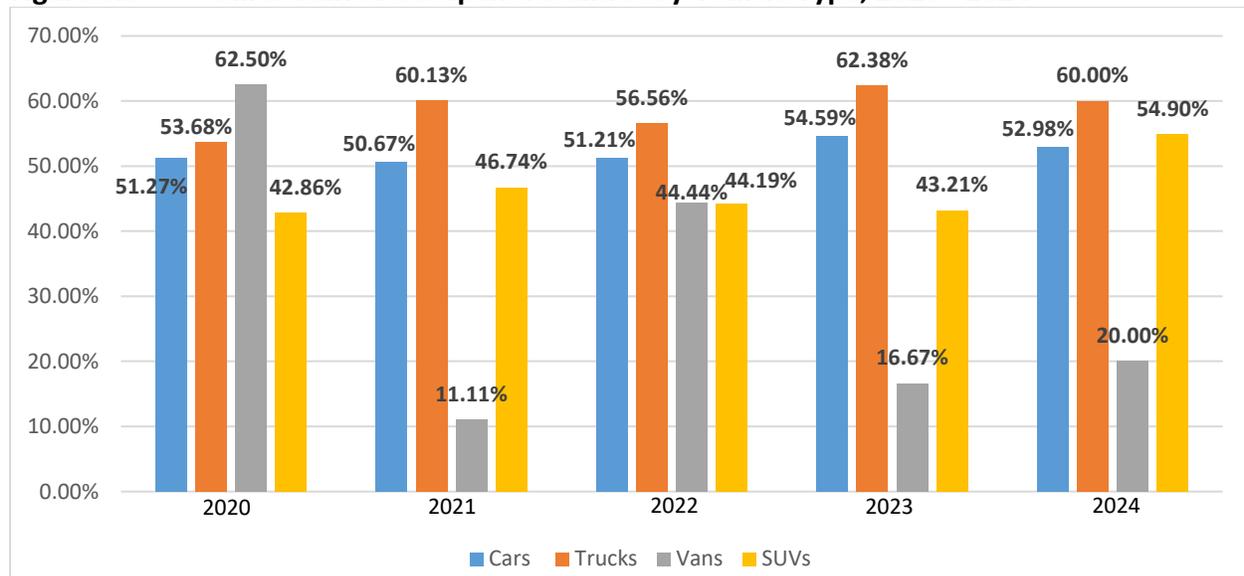
Vehicle Type	Percent Use Rate	
	Driver	Passenger
Car	87.5	88.2
Pick-up	82.1	85.6
SUV	92.0	95.1
Van	90.8	97.0

Note: Data are weighted.

The survey results are available on the LHSC website at [2024 Louisiana Seat Belt Observation Survey](#).

LHSC conducted a detailed analysis of unrestrained driver fatalities by vehicle type for the years 2020 through 2024. Figure 5.5 shows that pickup trucks have consistently been the highest percentage of unrestrained occupant fatalities. Preliminary data for 2024 indicates that again, pickup truck drivers are the highest percentage of fatalities at 60.00 percent. It is important to note the 2024 data is not final and is subject to change. Throughout this five-year span, van and SUV occupants comprised the lowest percentage of unrestrained driver fatalities. In all, 2020 saw the lowest percentage of unrestrained truck occupant fatalities while unrestrained car occupant fatalities were at their lowest percentage in 2021. Historical and preliminary data indicate that unrestrained truck occupant fatalities continue to be an issue to be addressed in Louisiana.

**Figure 5.5 Unrestrained Occupant Fatalities by Vehicle Type, 2020 - 2024**



Source: Center for Analytics and Research in Transportation Safety (K9)

In 2012, the LHSC conducted the first ever nighttime occupant protection survey. This survey indicated that the seat belt usage rate among pickup truck occupants was significantly lower than for all other vehicles. The nighttime usage rate for pickup truck occupants was 69.2 percent compared to 80.8 percent for all other vehicles.

The nighttime survey was most recently conducted in 2022. That survey indicated that the seatbelt usage rate for pickup trucks had improved to 67.3 percent but continues to be lower than usage for all other vehicles at nighttime at 78.3 percent. The [2022 Nighttime Survey](#) results are available on the LHSC website.

#### *Program Management*

The LHSC will manage the pickup truck occupant protection program in a similar manner to State's overall occupant protection program by providing leadership, funding, and coordination among all of the state's traffic safety partners.

The LHSC Occupant Protection Coordinator manages the contracts and subgrantees that implement the Occupant Protection activities of the LHSC. The LHSC Deputy Director serves as the co-chair of the Statewide Strategic Highway Safety Plan (SHSP) Occupant Protection Emphasis Area Team and provides guidance, technical expertise, and information related to the high-risk pickup truck program. The SHSP

Occupant Protection Emphasis Area Team includes members from a wide variety of traffic safety agencies, coalitions, and organizations and serves as the state’s strategic planning resource.

The LHSC will also exercise Program Management responsibilities by utilizing the LHSC Police Traffic Services Coordinator and our network of nine (9) LELs to coordinate, promote, and oversee the additional emphases on pickup truck enforcement activities among our subgrantee enforcement agencies.

#### *Legislation, Regulation, and Policy*

The State has a primary occupant protection law for all seating positions that applies to all seating positions in pickup trucks. The State’s child passenger law is also primary if the child is unrestrained and applies to children in pickup trucks.

The LHSC also strongly encourages that agencies receiving LHSC funds develop a seat belt use policy during the grant year if they do not have one prior to being awarded a grant.

#### *Enforcement*

The LHSC recognizes that high visibility enforcement is a key component in improving occupant protection usage rates among pickup truck users. The LHSC will fund a special *Buckle Up In Your Truck* enforcement wave during the planned year. All yearlong law occupant protection enforcement grants will include dedicated funds for a special campaign for enforcement of adult and child passenger safety laws in pickup trucks.

*Buckle Up In Your Truck* activities will be budgeted separately and corresponding activities reported separately. Both adult and child passenger enforcement are included in this requirement. *Buckle Up In Your Truck* enforcement activities will include occupant protection checkpoints and saturation patrols. The LHSC will also encourage all law enforcement agencies to conduct pickup truck adult and child passenger safety enforcement as part of their regular duty activities. Agencies with yearlong occupant protection grants will also be requested to place an emphasis on pickup truck enforcement throughout the grant year, not just during the *Buckle Up In Your Truck* campaign. The funded agencies listed in Table 5.1 (pages 22-24) will participate in the FFY 2026 *Buckle Up In Your Truck* Campaign.

Additionally, beginning in FFY 2023, the LHSC asked the Louisiana State Police to conduct high visibility occupant protection enforcement efforts including pick-up truck occupant protection efforts in the rural parishes of their designated troop areas since data indicate that seat belt usage in pick-up trucks is consistently lower in rural areas of the state.

#### *Communication Program*

The LHSC will conduct a comprehensive media and public awareness campaign related to pickup truck occupant protection. Media activities will include earned and social media venues. All LHSC subgrantees receiving occupant protection grants, including enforcement agencies, will be required to participate in press releases and media advisories designed to promote public awareness.

Participants in the *Buckle Up In Your Truck* campaign will be required to issue at least one press release or participate in a public awareness activity related to the campaign. The number of press releases, media advisories, and awareness activities conducted by LHSC subgrantees will be tracked and analyzed for future efforts and performance evaluation.

The LHSC also conducted paid and/or earned media *Buckle Up In Your Truck* campaigns in 2019, 2020, 2021, 2022, 2023, 2024, and 2025.

### *Child Passenger Safety*

Child Passenger Safety is a critical component of an effective occupant protection strategy. All enforcement agencies receiving an occupant protection subgrant will continue to enforce both adult and CPS laws.

The LPSTF includes awareness of the high-risk associated with pickup trucks in their child passenger safety technicians training programs, their occupant protection training class, and local outreach activities and fitting stations. They will also promote the *Buckle Up In Your Truck* campaign in their outreach activities.

### *Leadership*

The LHSC Deputy Director serves as the co-chair of the Strategic Highway Safety Plan (SHSP) Occupant Protection Emphasis Area Team and the LHSC Occupant Protection Coordinator also serves on the Strategic Highway Safety Plan (SHSP) Occupant Protection Emphasis Area Team. In this capacity, they provide guidance, technical expertise, and information related to the high-risk nighttime program to the wide variety of traffic safety agencies, coalitions, and organizations that make up this team. Nighttime enforcement is included in the SHSP as an action step in the team’s action plan.

Through the Strategic Highway Safety Plan (SHSP), Louisiana has nine Regional Traffic Safety Coalitions. The LHSC will promote and encourage local earned media activities and education and awareness through the Regional Coalitions.

### *Outreach to At-Risk Populations*

The 2022 seat belt observation survey indicates that African American/Black drivers and passengers use seat belts at a lower rate than other racial groups. That has historically been the case. However, the gap in usage had been reduced over the last 5 years (Table 5.6). The most recent observational survey data indicate that the gap between Black and White occupant belt use has increased slightly from about 10.0 percentage points in 2015 to 10.4 points in 2022.

The nighttime surveys indicate that occupants of all races use their seat belt less often at nighttime compared to daytime. The survey indicates that Black occupants use seat belts least often during both day and night. Since the first nighttime survey in 2012, there had been increases in nighttime belt use for Black and Hispanic Occupants, 2.6 percentage points and 9.2 points respectively. With the most recent survey in 2022, usage at night has retreated to near-2012 levels.

**Table 5.6 Driver & Passenger Weighted Seat Belt Use Estimates by Known Race, 2022**

Race	Percent Use Rate	
	Driver	Passenger
White	89.2	90.4
Black	78.8	79.2
Hispanic	82.7	82.9
Other	93.3	97.3

The LHSC will conduct earned media and social media activities to focus awareness on the racial differences of seat belt usage rates and to increase the use of seat belts among all citizens.

Survey data will be provided to LHSC subgrantees in FFY 2026 to increase local awareness and outreach at the community level.

#### *Health and Medical Communities*

Our outreach to the health and medical communities is guided by the LPSTF. The project director and assistant administrator are employees at the University Medical Center Level 1 Trauma Center in New Orleans.

The LPSTF director works with the Louisiana Emergency Response Network (LERN) to promote traffic safety program involvement within medical facilities. LERN meets monthly with hospital administrators in each region of the state. The LPSTF director is a member of the LERN committee and the LERN Injury Prevention subcommittee. This relationship will connect the LPSTF to LERN and encourage Regional Coordinator involvement at the local level. The LHSC will request that nighttime survey data be presented to these partners.

#### *Schools*

The LHSC participates in all behavioral Emphasis Area Team of the State's SHSP. In this capacity, the LHSC will disseminate and promote awareness and outreach for young driver programs about the increased risk associated with pickup trucks.

The LHSC will also disseminate the problem identification information associated with pickup trucks to the Louisiana OMV, which is the State agency responsible for overseeing and managing young driver education.

The Louisiana State Police PIO receives LHSC grant funds to conduct outreach and education activities. A significant amount of their activities are conducted in high schools throughout the State. The LHSC will include a requirement in their subgrant for inclusion of *Buckle Up In Your Truck* awareness presentations, highlighting the increased risk for pickup truck occupants.

The LHSC will ensure that the pickup data are disseminated to the project directors of the following non-enforcement funded programs: *Why Try? Outreach & Engagement Program*, *Le Sanctuary Traffic Safety Community Engagement Program*, *ThinkFirst Traffic Safety Initiative: Empowering Young Drivers*, *Sudden Impact*, and *Ready, Set, Drive*. These partners will share information with program participants.

#### *Employers*

The LHSC will utilize earned media, the LSP PIOs, and the nine (9) LELs to promote safety belt and child passenger safety in pickup trucks to private employers.

All LHSC subgrantees will be required to institute a written policy requiring safety belt use for their employees. Outreach to private employers to promote safety belt and child passenger safety usage is included in the SHSP as an action step in the Occupant Protection team's action plan.

#### *Data and Program Evaluation*

The LHSC will conduct a comprehensive review and analysis of the efforts outlined in this application. Data will be collected and analyzed for both effectiveness and efficiency and operational strategies

adjusted as indicated for FFY 2026. *Buckle Up In Your Truck* and other pickup truck occupant protection activities will be data driven and performance oriented.

Key data elements to be collected and analyzed will include, but not be limited to, unrestrained fatalities and injuries and the times they occurred, regular daytime observational survey and additional surveys utilizing the same methodology as those conducted in 2022.

Using the same problem identification process moving forward will allow a complete assessment of the strategies and activities outlined in this application and utilized through 2026.

### **5.3 Occupant Protection Program Assessment**

Louisiana's NHTSA-facilitated occupant protection program assessment was conducted virtually the week of March 1, 2021 with the assessors' report presented to the state on April 6, 2021. Louisiana has been approved for a virtual occupant protection program assessment to be facilitated by NHTSA in February 2026.

Attachment 2  
Section 405c Support Document  
for Louisiana

## Part 2 – State Traffic Safety Information Systems Improvement

The State of Louisiana is applying for a state traffic safety information systems improvements grant as contained in the Code of Federal Regulations Title 23 Part 1300.22.

### 1.0 Traffic Records Coordinating Committee Certification

To qualify for a grant under this section in fiscal year 2025, Louisiana certifies that it has:

1. A functioning traffic records coordinating committee (TRCC) that meets at least three times each year;
2. Designated a traffic records coordinating committee coordinator; and
3. Established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

#### 1.1 TRCC Meetings

The Louisiana TRCC has a fully functioning TRCC that meets more than three (3) times per year. The TRCC met on the following dates during FFY 2024:

- September 28, 2023, LA Traffic Records Data Inventory Meeting
- October 11, 2023, TRCC Executive Committee Meeting
- October 25-26, 2023, TRCC Performance Measure GO Team Meeting
- January 31, 2024, TRCC Executive Committee Meeting
- May 7, 2024, TRCC Executive Committee Meeting

#### 1.2 Designated TRCC Coordinator

The name of the Louisiana TRCC Coordinator is Karla L. Houston. She serves in the position in a full-time capacity and is funded through the subgrant between the LHSC and the Board of Regents of Louisiana State University (LSU). At LSU, the TRCC's position resides within the Center for Analytics & Research in Transportation Safety (CARTS) which is housed in the E. J. Ourso College of Business.

#### 1.3 Louisiana TRCC Strategic Plan

Louisiana has a traffic records Strategic Plan that is updated annually and signed and approved by the State's TRCC Executive Committee. The Strategic Plan can be found online at <http://latrcc.lsu.edu/>.

### 2.0 Quantitative Improvement

Louisiana is prepared to demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing—

1. A written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated; and
2. Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

## 2.1 & 2.2 Written Description of Performance Measures and All Supporting Data

### Crash System Targets

For the 2023 crash year, 144,428 crashes were map spotted. Since transitioning to the eCrash and MapClick application, CARTS has seen significant improvements in officer-recorded crash location and the overall completeness and accuracy percentages. The eCrash application does not allow an officer to submit incomplete coordinates or coordinates outside of the state boundaries. The MapClick application used to locate crashes on a map auto populates coordinates and will snap a crash to a roadway if the point is placed within 150 feet.

To increase the **completeness** of latitude and longitude fields on crash reports submitted electronically from 89.1% on April 1, 2023, to 95% by March 31, 2024.

- *During this time period, CARTS saw 99.9% completeness where crashes fell within the boundaries of the state. (Target Met).*

To increase the **accuracy** of latitude and longitude measured as the number of crashes located within 150 feet of a road from 84.4% on April 1, 2023, to 90% by March 31, 2024.

- *During this time period, CARTS saw 98.7% accuracy of crashes that were located within 150 feet of the roadway (Target Met).*

### Driver System Targets

The correction of the missing or broken pointers will result in a decrease in the percentage of driver records with a missing or broken pointer by .25%. (The number of total driver records without a broken or missing SPEX pointer will increase by .25% or more.)

*Baseline from April 15, 2023:*

- *Out of 4,301,260 records, there are 4,282,772, or 99.57% of records with no broken pointers. The percentage of records with broken pointers was .43%.*
- *Out of 4,309,419 records, there are 4,282,772, or 99.38% of records with no missing pointers. The percentage of records with broken pointers was .62%.*
- *Please note that the OMV can run their reports only on Sundays. This run date in the future will be as close as possible to the end of March/beginning of April.*

*Baseline from May 4, 2024:*

- *Out of 4,383,392 records, there are 4,374,942, or 99.81% of records with no broken pointers. The percentage of records with broken pointers was .19%.*
- *Out of 4,384,162 records, there are 4,374,942, or 99.79% of records with no missing pointers. The percentage of records with missing pointers was .21%.*
- *2,216 records (or .05%) contained data content errors.*
- *Please note that the OMV can run their reports only on Sundays. This run date in the future will be as close as possible to the end of March/beginning of April.*

Compared to the 2023 baseline, the number of records with broker pointers decreased by .24; and the number of records with missing pointers decreased by .41. (Target Met).

### Injury Surveillance System Targets

Increase the **uniformity** of EMS reports submitted to the State Registry that are NEMSIS 3.5 compliant from 2.7% on April 1, 2023, to 10% on March 31, 2024.

- During this time period LERN noted that 43 of 50 or 86% of the EMS agencies are submitting version 3.5 NEMSIS data. **(Target Met).**

In addition, LERN's accuracy and number of EMS agencies reporting electronic data increased from 97.8% (Accuracy) and 46 EMS agencies reporting for the year ending in March, 31, 2023, to 98.4% (Accuracy) and 50 EMS agencies reporting for the year ending in March 31, 2024 as detailed in the chart below.

Month	Total Traffic Record	Records missing elements	Percent missing element	Percent complete
April 23	1,690	39	2%	98%
May 23	1,701	39	2%	98%
June 23	1,669	32	2%	98%
July 23	1,507	29	1.9%	98.1%
Aug 23	1,528	25	1.6%	98.4%
Sept 23	1,545	30	1.9%	98.1%
Oct 23	2,263	42	1.9%	98.1%
Nov 23	2,173	22	1.0%	99.0%
Dec 23	2,030	33	1.6%	98.4%
Jan 24	1,807	25	1.4%	98.6%
Feb 24	1,952	11	0.6%	99.4%
March 24	1,095	17	1.6%	98.4%

<b>Year to date</b>	20,960	344	1.6%	98.4%
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<b>Agencies Reporting</b>	<b>50</b>
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Attachment 3  
Section 405e Support Document  
for Louisiana

## Part 6 – Distracted Driving

The State of Louisiana is applying for a distracted driving awareness grant as contained in the Code of Federal Regulations Title 23 Part 1300.24.

### 1.0 MMUCC Conformed Distracted Data Certification

Louisiana certifies its distracted driving data has conformed to the most recent Model Minimum Uniform Crash Criteria (MMUCC) – currently version 5.0 - and will provide supporting data within 30 days after notification of award.

Below are the distracted driving MMUCC elements from the crash report. The specific elements are Distraction Action and Distraction Source.

Revision		Printed		<b>LOUISIANA UNIFORM CRASH REPORT</b>				
Motor Vehicle #		<b>DRIVER INFORMATION</b>				Case #	Page	of
<b>MEDICAL INFORMATION</b>								
<b>Injury Status</b>		<b>Type of Medical Transportation</b>		<b>EMS Response Agency</b>				
100 (K) Fatal Injury		000 Not transported		980 Other				
101 (A) Suspected Serious Injury		100 EMS air		999 Unknown				
102 (B) Suspected Minor Injury		101 EMS ground		<b>EMS Response Run #</b> <input type="checkbox"/> Unknown				
103 (C) Possible Injury		200 Law enforcement						
104 (O) No Apparent Injury								
<b>Medical Unique Identifier</b>		<input type="checkbox"/> Not applicable <input type="checkbox"/> Unknown		<b>Facility Receiving Patient</b>				
<b>DRIVER CONDITION AND CIRCUMSTANCES</b>								
<b>Conditions at Time of Crash</b>		<b>Distraction Action</b>		<b>Distraction Source</b>			<b>Speeding Relation</b>	
000 Apparently normal		000 Not distracted		100 Hands-free mobile phone			200 Passenger or other non-motorist	
100 Asleep/blacked out		100 Talking / listening		101 Hand-held mobile phone			201 External to vehicle/non-motorist area	
101 Fatigued		101 Manually operating a device (e.g., texting, dialing, playing game, etc.)		102 Vehicle-integrated device			298 Other	
102 Emotional (depressed, angry, disturbed, etc.)		200 Inattentive		198 Other electronic device			970 Not applicable	
103 Ill (sick), fainted		980 Other distraction or distraction details unknown		999 Unknown			999 Unknown	
104 Physically impaired		999 Unknown if distracted		<b>Vision Obscurement</b>				
105 Under the influence of medications/drugs/alcohol				000 None			105 Embankment	
106 Inattentive/distracted				100 Rain, snow, etc. on windshield			106 Sign boards	
				101 Windshield otherwise obscured			107 Hillcrest	
				102 Vision obscured by load			108 Parked vehicles	
				103 Trees, bushes, etc.			109 Moving vehicles	
				104 Building			110 Blinded by headlights	
							111 Blinded by sun glare	
							112 Distracted by neon lights in field of view	
							980 Other	
							999 Unknown	

### 2.0 Distracted Driving Questions from Driver’s License Exam

The Louisiana Office of Motor Vehicles (OMV) confirmed on July 10, 2025 that the following questions about distracted driving questions are currently included on the State’s driver’s license examination. Louisiana recently began administering its driver’s license exam through an online portal. The online portal includes a large bank of questions which are randomly selected by the software so a different sub-set of questions are offered to each test taker. However, OMV committed that more than one of these questions is included in the random sampling for each driver's license examination.

**Louisiana OMV Driver's License Testing  
Test Question**

**Active**

<b>Question ID:</b>	1358
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	A driver distraction is:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	anything that causes evasive action while driving
<b>Answer (b):</b>	anything that takes your attention away from driving
<b>Answer (c):</b>	anything that causes you to pay more attention to driving
<b>Answer (d):</b>	
<b>Correct Answer:</b>	b
<b>Driver's Guide Reference:</b>	Pg. 113

**Louisiana OMV Driver's License Testing  
Test Question**

**Active**

<b>Question ID:</b>	1359
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	It is _____ for drivers under 17 to use a wireless communication device while driving.
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Illegal
<b>Answer (b):</b>	legal
<b>Answer (c):</b>	common
<b>Answer (d):</b>	
<b>Correct Answer:</b>	a
<b>Driver's Guide Reference:</b>	Pg. 77

**Louisiana OMV Driver's License Testing  
Test Question**  
**Active**

<b>Question ID:</b>	1360
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	It is legal for _____ to text while driving.
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	everyone
<b>Answer (b):</b>	driver's over 18
<b>Answer (c):</b>	no one
<b>Answer (d):</b>	
<b>Correct Answer:</b>	c
<b>Driver's Guide Reference:</b>	Pg. 77

**Louisiana OMV Driver's License Testing  
Test Question**  
**Active**

<b>Question ID:</b>	1362
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	What is the number one distraction involved in the most crashes?
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Drinking coffee
<b>Answer (b):</b>	cell phone
<b>Answer (c):</b>	putting on make-up
<b>Answer (d):</b>	
<b>Correct Answer:</b>	b
<b>Driver's Guide Reference:</b>	Pg. 113

**Louisiana OMV Driver's License Testing  
Test Question**

**Active**

<b>Question ID:</b>	1363
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	What should you do if you must use your cell phone to make a call:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Speed up to get off the road
<b>Answer (b):</b>	Pull safely off the road and stop
<b>Answer (c):</b>	Keep driving and make the call
<b>Answer (d):</b>	All of the above
<b>Correct Answer:</b>	b
<b>Driver's Guide Reference:</b>	Pg. 77

**Louisiana OMV Driver's License Testing  
Test Question**

**Active**

<b>Question ID:</b>	1364
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	Which of the following is not a distraction to a driver?
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Eating and Drinking
<b>Answer (b):</b>	Changing the radio station
<b>Answer (c):</b>	Shifting gears in the transmission
<b>Answer (d):</b>	
<b>Correct Answer:</b>	c
<b>Driver's Guide Reference:</b>	Pg. 113

**Louisiana OMV Driver's License Testing  
Test Question**

**Active**

<b>Question ID:</b>	1365
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	Which of the following should you do while driving?
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Use a voice activated cell phone
<b>Answer (b):</b>	Let your voice mail answer incoming calls on your cell phone.
<b>Answer (c):</b>	Look up telephone numbers in your cell phone while driving
<b>Answer (d):</b>	Use your cell phone to text message someone
<b>Correct Answer:</b>	b
<b>Driver's Guide Reference:</b>	Pg. 77

**Louisiana OMV Driver's License Testing  
Test Question**

**Active**

<b>Question ID:</b>	1366
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	While driving you should only use your cell phone:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	In an emergency
<b>Answer (b):</b>	When you are in a residential area
<b>Answer (c):</b>	When you are in a school zone
<b>Answer (d):</b>	While driving on the interstate.
<b>Correct Answer:</b>	a
<b>Driver's Guide Reference:</b>	Pg. 77

Attachment 4  
Section 405f Support Document  
for Louisiana

## Part 7 – Motorcycle Safety

The State of Louisiana is applying for a motorcyclist safety grant as contained in the Code of Federal Regulations Title 23 Part 1300.25. The National Highway Traffic Safety Administration (NHTSA) has determined Louisiana’s eligibility for Fiscal Year 2026 as defined in 23 CFR 1300.25.

Sections 1.0-6.0 below define the motorcycle safety problem identification process, performance measures, performance targets, and countermeasure strategies to address fatalities and injuries among all motorcycle crashes and among motorcycle crashes involving a rider with a BAC = .08+.

### 1.0 Designated State Authority Over Motorcyclist Safety

The Louisiana Highway Safety Commission (LHSC) acts with authority under Louisiana Revised Statute 48:1351 and 48:1357. In Louisiana, the Executive Director of the highway safety authority agency and Governor’s Highway Safety Representative is the same position and serves at the discretion of the Governor to address all highway safety issues, including motorcyclist safety. See page 16 containing a letter from Lisa Freeman, current Executive Director of the Louisiana Highway Safety Commission and Governor’s Highway Safety Representative certifying said authority.

### 2.0 Problem Identification and Performance Management

#### 2.1 Problem Identification

A variety of data sources are used to identify and prioritize Louisiana’s motorcycle safety problem areas. NHTSA provided data from the Federal Highway Administration (FHWA) and Fatality Analysis Reporting System (FARS) to assist Louisiana with determining eligibility for funding to address motorcycle fatalities in motor vehicles crashes as well as fatal alcohol-impaired motorcycle crashes. Data from 2021 and 2022 are the most recent data available from FHWA and FARS. See images 2.1 and 2.2 below.

**Image 2.1**

#### FY 2026 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES  
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021 & 2022 FINAL  
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year			
	2021		2022	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Louisiana	91	100,058	92	109,369

**Image 2.2**

**FY 2026 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)**

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+\*

AND REGISTERED MOTORCYCLES, BY STATE AND YEAR  
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021-2022 FINAL  
 REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2021			2022		
	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes Involving a Motorcycle	Fatalities Involving a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Louisiana	96	29	100,058	98	25	109,369

In addition, the LHSC utilizes motor vehicle crash data from the Center for Analytics and Research in Transportation Safety (CARTS) to assess motorcycle crash data during problem identification. According to CARTS, in 2023, Louisiana had 1,654 total motorcycle crashes that resulted in fatalities, serious injuries, or property damage. The data in Table 2.1 ranks Louisiana parishes in descending order for total number of motorcycle crashes in 2023. The blue shading represents the top 16 of Louisiana’s 64 parishes (top 25%) for motorcycle crashes. Parishes not listed had zero motorcycle crashes.

**Table 2.1 2023 All Motorcycle Crashes by Parish**

Parish	All MC Crashes	MC Crashes Involving Another Vehicle	Pop. (2024)	Troop	Parish	All MC Crashes	MC Crashes Involving Another Vehicle	Pop. (2024)	Troop
Orleans	219	189	352,574	B	St. Mary	8	4	45,527	I
E. Baton Rouge	147	115	445,219	A	Pointe Coupee	8	6	19,576	A
Lafayette	136	97	253,822	I	Plaquemines	8	1	21,922	B
Jefferson	123	100	413,271	B	Beauregard	8	5	37,233	D
Caddo	98	65	221,290	G	Assumption	8	5	19,554	C
Livingston	83	42	154,323	A	Sabine	7	3	21,770	E
Calcasieu	80	49	206,707	D	De Soto	7	3	27630	G
St. Tammany	67	43	280,275	L	Caldwell	7	3	9,181	F
Rapides	67	37	124,724	E	Morehouse	5	3	23,037	F
Ouachita	63	38	157,296	F	Grant	5	4	21,653	E
Tangipahoa	52	33	140,594	L	Evangeline	5	3	31,196	I
Ascension	50	32	133,926	A	East Feliciana	5	4	19,271	A
Bossier	42	27	131,079	G	Concordia	4	3	17,012	E
Terrebonne	27	18	101,584	C	West Feliciana	3	2	15,321	A
Lafourche	25	16	93,666	C	West Carroll	3	2	9,007	F
Iberia	23	15	66,337	I	Union	3	0	20,492	F
W. Baton Rouge	21	13	28,730	A	St. James	3	3	18,797	C
Vermilion	21	11	57,070	I	Franklin	3	0	19,139	F
St. Martin	20	9	50,673	I	Winn	2	1	13,146	E

St. John	19	14	38,866	B/C	Richland	2	2	19,568	F
Acadia	19	7	56,017	I	Red River	2	1	7,138	G
St. Landry	17	8	81,034	E	Madison	2	0	8,778	F
Natchitoches	16	7	35,577	E	St. Helena	1	0	10,744	L
Webster	14	7	34,660	B	LaSalle	1	1	14,758	E
Vernon	14	9	45,010	E	Jackson	1	0	14,606	F
St. Bernard	14	11	44,551	B	Catahoula	1	1	8,034	E
Jefferson Davis	12	6	30,801	D	Cameron	1	0	4,512	D
Avoyelles	12	9	37,794	E	Allen	1	0	21,762	D
St. Charles	11	3	49,744	B					
Iberville	10	8	29,625	A					
Washington	9	6	44,613	L					
Lincoln	9	2	47,926	F					

Sources: Center for Analytics and Research in Transportation Safety (H6A); 2024 US Census Bureau Population Estimates.

Table 2.2 below displays similar data as Table 2.1, but groups and aggregates the data by regions of the state, referencing to the nine LA State Police regional troop areas. Troop B includes Orleans and Jefferson parish, two of the top four parishes with the most total motorcycle crashes as well as motorcycle crashes involving another vehicle.

**Table 2.2 2023 All Motorcycle Crashes by Troop**

State Region/ LSP Troop	Population (2024)	All MC Crashes	MC Crashes Involving Another Vehicle
B	882,062	389	311
A	845,991	327	222
I	641,676	232	146
G	446,983	149	96
E	339,478	146	83
L	476,226	129	82
D	301,015	102	60
F	339,303	98	50
C	272,467	82	56
<b>Total</b>	<b>4,545,201</b>	<b>1,654</b>	<b>1,106</b>

Sources: Center for Research and Analytics in Transportation Safety; 2024 US Census Bureau Population Estimates.

## 2.2 Performance Management

Performance management is a strategic and outcome-based approach that uses system information to inform investment and policy decisions. Core outcome measures are used to set state targets, allocate resources, and measure overall progress. Behavioral measures provide a link between specific activities and outcomes by assessing whether the activities have influenced behavior. Activity measures document program implementation and measure specific actions taken to reduce crashes, injuries and fatalities. For motorcycle safety, Louisiana tracks two core outcome measures.

**Performance Measures:**

- Core Outcome: Number of motorcyclist fatalities (C-7), and
- Core Outcome: Number of unhelmeted motorcyclist fatalities (C-8).

The performance targets for FFY 2026 are as follows:

Measure	FFY 2026
C-7	Reduce motorcyclist fatalities from 84 (2017-2021 average) to: 2026: 81
C-8	Reduce or maintain unhelmeted motorcyclist fatalities from 11 (2017-2021 average) to: 2026: 9

### 3.0 Motorcyclist Rider Training and Motorcyclist Awareness Program

With Louisiana’s longer than usual riding season, many residents have become motorcycle enthusiasts. This growth in the popularity of motorcycles has created some new partners that are interested and concerned about motorcycle safety issues.

#### 3.1 Motorcyclist Rider Training

Motorcycle operator training courses are offered through the program as well as projects aimed at addressing motorcycle awareness. Eight motorcycle operator training sites are currently in operation throughout the state. Nearly a thousand students receive training annually through these locations. By state law, training is available to anyone who qualifies for a Louisiana driver’s license. In addition to basic training, the scope of the program includes educational activities that continue to grow with the recent addition of new curricula for both intermediate and advanced motorcycle operators as well as instructor preparation courses.

The motorcycle safety awareness program was developed initially through collaboration between the Department of Education (DOE), the Louisiana Highway Safety Commission (LHSC), Motorcycle Awareness Campaign (MAC), American Bikers Active Toward Education (ABATE), safety professionals and motorcycle enthusiasts. Louisiana, through legislative action, transferred the management of the motorcycle safety training program to the Louisiana State Police (LSP).

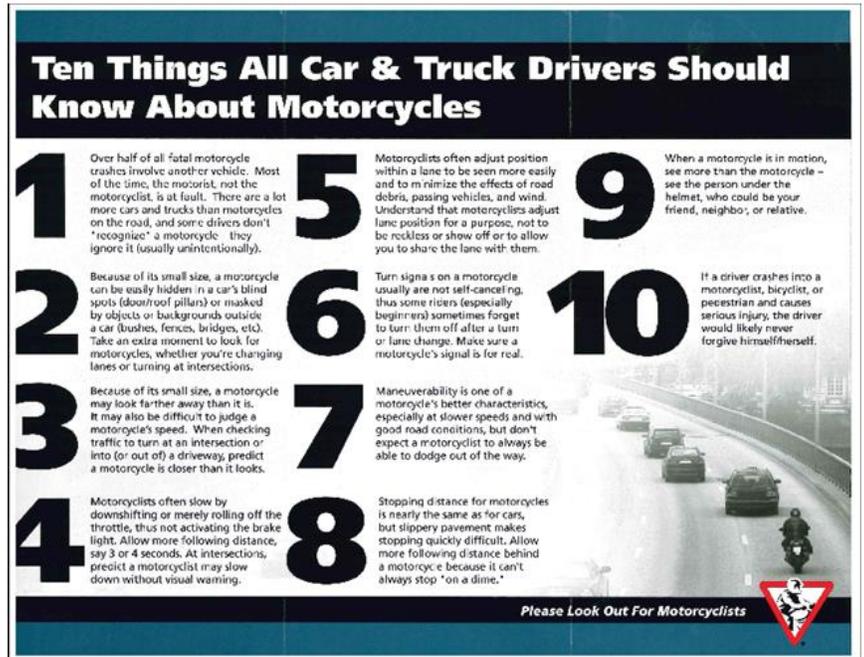
Both the Louisiana State Police and the LHSC play an active role in training and education programs conducted in Louisiana. The mission of the Louisiana Department of Public Safety Motorcycle Safety, Awareness, and Operator Training Program is to reduce the number of motorcycle related traffic accident injuries and fatalities in Louisiana through quality training and comprehensive motorcycle awareness projects.

The motorcycle safety awareness program has been very fortunate to have the following partners to assist in the implementation of statewide motorcycle operator training and education by providing, as a professional courtesy, training site facilities:

- Nicholls State University, Thibodaux, LA
- Southeastern Louisiana University, Hammond, LA
- Louisiana National Guard’s Camp Minden Training Site, Minden, LA
- Northwest Louisiana Technical College, West Monroe Campus, Monroe, LA

- Site Location TBD, Westwego, LA
- Ascension Parish President’s Office/Lamar-Dixon Expo Center, Gonzales, LA
- Office of State Police/Joint Emergency Services Training Center, Zachary, LA
- Lafayette City Council/Lafayette Fire Department, Lafayette, LA

In addition to oversight of the motorcycle safety training program, the LSP provides and distributes motorcyclist awareness information and materials statewide through events and activities conducted by the Troop commands and public information officers. The Louisiana State Police’s Public Information Officers distribute messages about (motorists) sharing the roads with motorcyclists via the media advisories describing crashes involving motorcycles and other vehicles. LSP also participates in safety fairs, parades, rallies, festivals, safety trainings, and other events as requested in each of the high incident parishes at which they disseminate "Share the Road" pamphlets and bumper stickers to encourage motorists in these high crash areas to be extra vigilant in these areas. The image to the right is the back panel of the brochure distributed by LSP.



### 3.2 Motorcyclist Awareness Program

In addition to statewide coverage provided by the LSP training program, motorist awareness of the “Share the Road” message at the local level will be accomplished through the dissemination of behavior change messages placed in traditional and new media outlets through strategic paid media buys conducted by the LHSC’s paid media vendor as well as earned media outreach.

Louisiana has seven distinct media markets (as illustrated in Image 3.1). Media buys will be prioritized in those media markets that align with the top parishes with the most motorcycle crashes, but will be placed in all markets. See Table 3.1 which identifies the media market that corresponds to the top 16 Parishes for all fatal and serious injury motorcycle crashes and all fatal and serious injury motorcycle crashes involving another vehicle.

In addition, the LHSC will continue its collaboration with the Louisiana State Police to conduct earned media outreach during May Motorcycle Awareness month. In addition, the LHSC and LSP will collaborate to disseminate messages and brochures at statewide rallies for motorcycle enthusiasts. Finally, the LHSC will issue news editorials to educate the motoring population to be aware of motorcyclists.

Image 3.1 Louisiana’s Media Markets

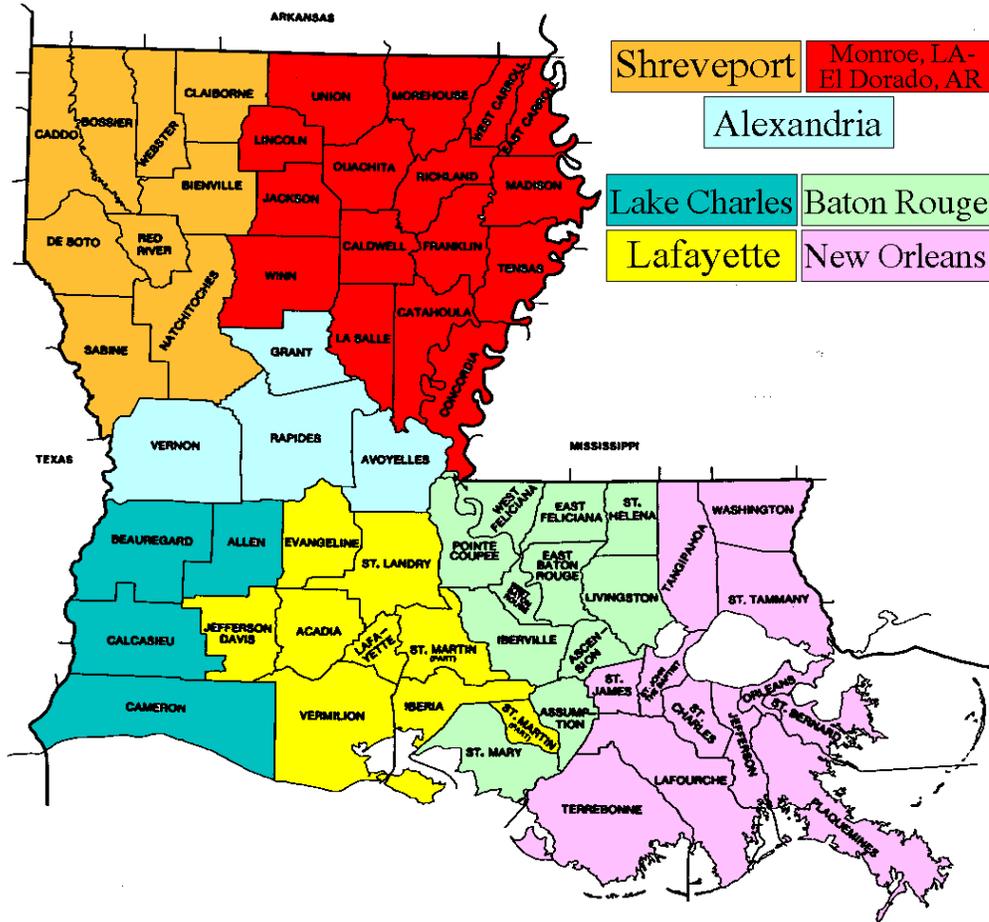


Table 3.1 Awareness Activities in Top Parishes for Fatal and Serious Injury Motorcycle Crashes

Parish	All MC Crashes	MC Crashes Involving Another Vehicle	Pop. (2024)	Media Market
Orleans	219	189	352,574	New Orleans
E. Baton Rouge	147	115	445,219	Baton Rouge
Lafayette	136	97	253,822	Lafayette
Jefferson	123	100	413,271	New Orleans
Caddo	98	65	221,290	Shreveport
Livingston	83	42	154,323	Baton Rouge
Calcasieu	80	49	206,707	Lake Charles
St. Tammany	67	43	280,275	New Orleans
Rapides	67	37	124,724	Alexandria
Ouachita	63	38	157,296	Monroe, LA – El Dorado, AR
Tangipahoa	52	33	140,594	New Orleans
Ascension	50	32	133,926	Baton Rouge
Bossier	42	27	131,079	Shreveport
Terrebonne	27	18	101,584	New Orleans
Lafourche	25	16	93,666	New Orleans
Iberia	23	15	66,337	Lafayette

## 4.0 Helmet Law

Louisiana currently has a universal motorcycle helmet law, requiring the use of a helmet for each motorcycle rider that will be enforced during FFY 2026. The universal motorcycle helmet law may be found at Louisiana Revised Statute 32:190. Text of the law is included below.

### SUBPART G. OPERATION OF MOTORCYCLES, MOTOR-DRIVEN CYCLES AND BICYCLES

#### §190. Safety helmets

A. No person shall operate or ride upon any motorcycle, motor-driven cycle, or motorized bicycle unless the person is equipped with and is wearing on the head a safety helmet of the type and design manufactured for use by operators of such vehicles, which shall be secured properly with a chin strap while the vehicle is in motion. All such safety helmets shall consist of lining, padding, visor, and chin strap and shall meet such other specifications as shall be established by the commissioner.

B. It shall be unlawful to manufacture, sell, or distribute any protective helmet for use by the operator of a motorcycle, motor driven cycle, or motorized bicycle, or for use by the passenger thereon, unless such protective helmet is of a type and specification approved by the commissioner who shall publish a notice of such approval.

C. Notwithstanding the provisions of this Section, the police authorities of a village, town, city, or parish may issue a permit exempting members of organizations sponsoring, conducting, or participating in parades or other public exhibitions from the provisions of this Section while such members are actually participating in a parade or other public exhibition.

D. This Section does not apply to a person operating or riding in an autocycle if the vehicle is equipped with supports that meet or exceed the standards for a safety helmet or a rollbar or roll cage. As used in this Subsection, "rollbar" or "roll cage" shall mean supports that will bear the vehicle's weight and are so designed as to protect the occupants when the vehicle is resting on the supports.

E. It shall be unlawful to manufacture, sell, or distribute any protective helmet for use by the operator of a motorcycle, motor driven cycle, or motorized bicycle, or for use by the passenger thereon, unless the manufacturer of the protective helmet obtains and maintains liability insurance of not less than one hundred thousand dollars for each occurrence of liability of the manufacturer for fault in the design, materials, or workmanship of the protective helmet. In addition to any other penalty provided in this Section, the commissioner may prohibit the movement, sale, or distribution of any protective helmet if the manufacturer is not covered by insurance as required by this Subsection.

F. Any person who violates any provision of this Section shall upon conviction be fined fifty dollars which shall include all costs of court. Notwithstanding any contrary provision of law, no other cost or fee shall be assessed against any person for a violation of this Section.

Added by Acts 1968, No. 273, §1. Amended by Acts 1976, No. 671, §1; Acts 1977, No. 113, §1, eff. June 22, 1977; Acts 1981, No. 517, §1, eff. Jan. 1, 1982; Acts 1986, No. 53, §1; Acts 1986, No. 531, §1; Acts 1989, No. 278, §1; Acts 1989, No. 520, §1; Acts 1999, No. 404, §1; Acts 2004, No. 742, §1; Acts 2013, No. 81, §1, eff. Jan. 1, 2014; Acts 2016, No. 326, §1.

## 5.0 Reduction of Fatalities and Crashes Involving Motorcycles

Data from the FARS indicate that the total number of motorcyclist fatalities in motor vehicle crashes increased from 91 in 2021 to 92 in 2022. Data from the CARTS indicate that all crashes involving motorcycles increased from 1,501 in 2021 to 1,566 in 2022. When this data is utilized to calculate the State crash rate expressed as a function of 10,000 motorcycle registrations, the result does not meet the required reduction to qualify for this criterion.

Data from the FARS indicate that fatalities involving a motorcycle rider with a blood alcohol concentration equal to or greater than 0.08 decreased from 29 in 2021 to 25 in 2022. Data from the CARTS indicate that all crashes involving a motorcycle rider with a BAC= $\leq$  than 0.08 increased from 39 in 2021 to 63 in 2022. When this data is utilized to calculate the State crash rate expressed as a function of 10,000 motorcycle registrations, the result exceeds the required reduction to qualify for this criterion.

The LHSC analyzed motorcycle data comparing both 2020 to 2021 and 2021 to 2022. Each data comparison is presented below in chart format. Additionally, the LHSC has obtained motorcycle registration data from the Louisiana Office of Motor Vehicles as the FHWA website cited that the motorcycle registration data on their website is poor quality and had been estimated based on data from secondary sources. The LHSC utilized both FHWA and Louisiana OMV motorcycle data in the charts below.

**Louisiana**

<b>MVC Involving MCs</b>	78	91	+13				
	<b>2020 State MC Crash Data</b>	<b>2020 Registered MC</b>	<b>2020 Rate Per 10,000 registered MC</b>	<b>2021 State MC Crash Data</b>	<b>2021 Registered MC</b>	<b>2021 Rate per 10,000 registered MC</b>	<b>2020-2021 Difference in Rate</b>

<b>Impaired MC Fatalities</b>	22	30	+8				
	<b>2020 State All Impaired MC Crashes</b>	<b>2020 Registered MC</b>	<b>2020 Rate Per 10,000 registered MC</b>	<b>2021 State All Impaired MC Crashes</b>	<b>2021 Registered MC</b>	<b>2021 Rate Per 10,000 registered MC</b>	<b>2020-2021 Difference in Rate</b>
						9.89	+0.53

\*\*The FHWA website cited their MC registration data was poor quality and estimated based on data from secondary sources. The LHSC requested current MC registration numbers from LA Office of Motor Vehicles to determine rate of all motorcycle fatalities per 10,000 registered motorcycles and rate of impaired motorcycle crashes per 10,000 registered motorcycles.

**Louisiana**

<b>MVC Involving MC</b>	91	92	+1				
	<b>'21 State Crash Data</b>	<b>'21 Registered MC</b>	<b>'21 Rate per 10,000 MCs registered</b>	<b>'22 State</b>	<b>'22 Registered MC</b>	<b>'22 Rate per 10,000</b>	<b>'21-'22 Difference in Rate</b>

				<b>Crash Data</b>		<b>MCs registered</b>	

<b>Impaired MC Fatalities</b>	29	25	4				
	<b>'21 State All Impaired MC Crashes</b>	<b>'21 Registered MC</b>	<b>'21 Rate Per 10,000 MCs registered</b>	<b>'22 State All Impaired MC Crashes</b>	<b>'22 Registered MC</b>	<b>'22 Rate Per 10,000 MCs registered</b>	<b>'21-'22 Difference in Rate</b>
<b>All Impaired MC Crashes</b>	99	100,058 (FHWA)	9.89	63	109,369 (FHWA)	5.76	+4.13
<b>All Impaired MC Crashes</b>	99	108,847** (LA OMV)	9.10	63	105,263** (LA OMV)	5.99	+3.11

\*\*Registered MC data is from Louisiana Office of Motor Vehicles. On the FHWA website, the MC registration data was cited as having poor data quality and being estimated based on data from secondary sources. The LHSC requested the current MC registration numbers from Louisiana Office of Motor Vehicles for use in determining the rate of all motorcycle fatalities per 10,000 registered motorcycles and the rate of impaired motorcycle crashes per 10,000 registered motorcycles.

## 6.0 Impaired Riding Program

### 6.1 Problem Identification

Louisiana conducts a statewide program to reduce impaired riding by motorcyclists. The Louisiana data used to identify and prioritize the State’s impaired driving and impaired riding motorcycle operation problem areas are listed below. Table 6.1 shows a ranking of alcohol-related fatal and serious injury motorcycle crashes in 2023 by Parish. Parishes not listed had no alcohol-related fatal motorcycle crashes in 2023.

**Table 6.1 2023 Fatal Alcohol-Related Motorcycle Crashes by Parish**

Parish	Crashes	Population (2024)	Troop
Orleans	18	352,574	B
Lafayette	9	253,822	I
Livingston	8	154,323	A
Caddo	7	221,290	G
East Baton Rouge	7	445,219	A
Calcasieu	6	206,707	D
Ouachita	4	157,296	F
St. Tammany	4	280,275	L
Jefferson	3	413,271	B
Natchitoches	2	35,577	E
Rapides	2	124,724	E
St. John the Baptist	2	38,866	B/C
St. Martin	2	50,673	I
Tangipahoa	2	140,594	L
Acadia	1	56,017	I
Allen	1	21,762	D
Ascension	1	133,926	A
Bossier	1	131,079	G
Morehouse	1	23,037	F
Richland	1	19,568	F
St. Charles	1	49,744	B
St. Landry	1	81,034	E
Vermilion	1	57,070	I
West Baton Rouge	1	28,730	A
TOTAL	86	3,477,178	

Sources: Center for Analytics and Research in Transportation Safety, 2023; US Census Bureau, 2024.

Table 6.2 shows the distribution of alcohol-related fatal and serious injury crashes for all vehicles types and only motorcycles by LSP Troop.

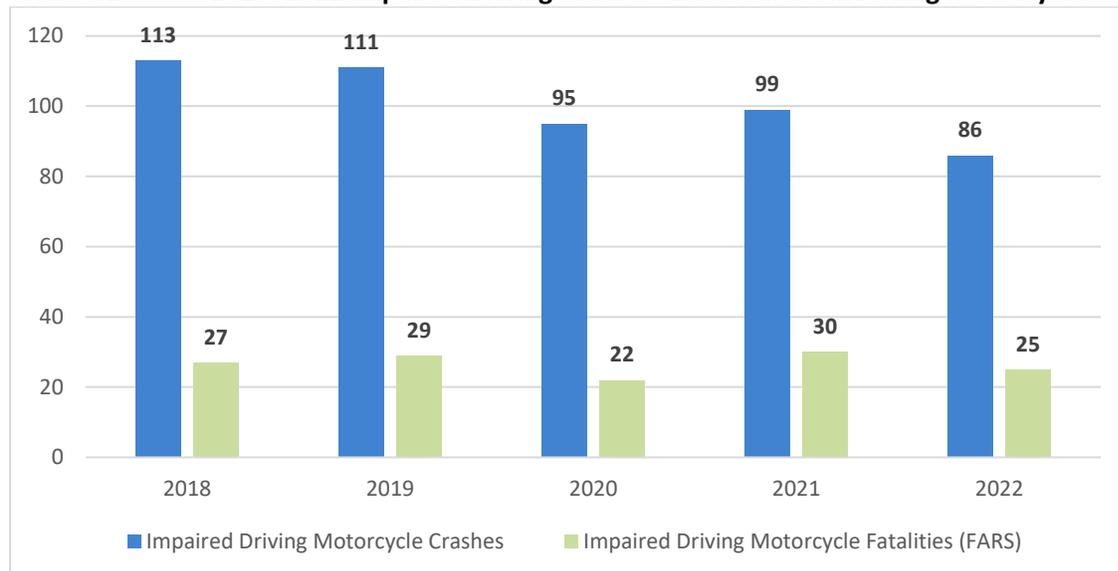
**Table 6.2 2023 Alcohol-Related Crashes by Vehicle Type and Troop**

Troop	Population (2024)	Alcohol-Related Fatal Crashes - All Vehicle Types	Alcohol-Related Fatal Crashes - Motorcycle
B	882,062	102	1
A	845,991	155	0
L	476,226	92	4
D	301,015	61	3
F	339,303	72	1
I	641,676	112	2
G	446,983	73	1
E	339,478	87	0
C	272,467	57	0
<b>Total</b>	<b>4,545,201</b>	<b>811</b>	<b>12</b>

Sources: Center for Analytics and Research in Transportation Safety, 2023; US Census Bureau, 2024.

Louisiana crash data from the CARTS from 2018-2022 show that impaired driving crashes involving motorcycle operators have fluctuated from 118 in 2018 to a reduction of 86 in 2022. Data from FARS indicate that impaired driving fatalities involving motorcycle operators have fluctuated from 27 in 2018 to a low of 25 in 2022.

**Chart 6.1 2018–2022 Impaired Driving Crashes and Fatalities Involving Motorcycles**



Source: Center for Analytics and Research in Transportation Safety (CARTS) and FARS

The top 24 parishes for impaired driving motorcycle crashes in 2023 are highlighted in Table 6.1. These Parishes represent 86 (or 100 percent) of the impaired driving motorcycle crashes in 2023 and 3,477,178 or 77 percent of the State’s population. LHSC’s paid media vendor will conduct media buys for advertisements including information regarding the dangers of riding impaired, in Parishes indicated. In addition, the Louisiana State Police’s Public Information Officers distribute messages locally about the dangers of riding impaired with motorcyclists and the motoring public in all Louisiana Parishes.

Data continue to show that motorcycle fatalities are higher than for other modes of transportation, reflect higher crash rates in the larger urban areas, and have a disproportionately high rate of alcohol-involved crashes. The LHSC continues to analyze motorcycle crash data and existing programs to determine the most effective outreach plan for future programming.

The LHSC approaches the impaired driving motorcycle safety program through a data-driven assessment of motorcycle crashes, alcohol involvement, geographic involvement, and crash causation. Finally, specific countermeasures to reduce impaired motorcycle operation are identified. These countermeasures include areas of impaired riding education, law enforcement, personal protective equipment, rider education, awareness programs, marketing outreach, legislation, operator licensing, and evaluation.

## 6.2 Performance Management

### Performance Targets

Measure	FFY 2026
C-5	Reduce alcohol-impaired (BAC of 0.08 or above for drivers and motorcyclists) driving fatalities from 235 (2017-2021 average) to: <b>2026: 226</b>

### Performance Measures

- Number of fatalities involving a motorcycle operator with BAC of 0.08 or greater

## 6.3 Impaired Riding Education and Outreach Strategies

- Continue to issue a press release and press event during Motorcycle Awareness and Safety Month in May. Conducted since 2004, Louisiana kicks off the awareness activities for the month with an agenda that includes impaired riding issues. The Governor issues a proclamation declaring May as Motorcycle Safety Month. The LHSC also issues press releases focused on impaired riding issues. Press clippings are monitored throughout the year, and the number of stories focused on motorcycle issues peaks during May.
- Expand the use of social media to promote awareness of the dangers of impaired riding issues during May and throughout the year.
- Expand involvement of law enforcement in education outreach. The Louisiana State Police and grant-funded law enforcement agencies promote motorcycle safety with an emphasis on impaired riding, obtaining endorsements, and utilizing proper protective gear.

*Cost: No motorcycle safety funds will be used for these strategies.*

## 6.4 Impaired Riding Law Enforcement Strategies

- Continue to enforce laws and regulations related to motorcycles. The LHSC encourages all funded law enforcement agencies to check for motorcycle endorsements and to enforce laws and regulations including impaired riding.
- Assess the need for law enforcement training pertaining to motorcycle crash situations, investigations, and communication and education support especially related to impaired riding.

*Cost: No motorcycle safety funds will be used for these strategies. Funding will derive from impaired driving enforcement overtime grants which address all vehicles, including motorcycles.*

### 6.5 Personal Protective Equipment Strategies

- Monitor the existing mandatory helmet law in Louisiana by observing activity at the Louisiana legislature and providing statistics and data related to motorcycle safety issues, when requested.
- Work with safety groups and the Louisiana State Police to ensure the training programs include the use of required and appropriate equipment. The Louisiana State Police – Motorcycle Safety and Operator Training program promotes the usage of proper personal protective equipment and the prevention of impaired riding in their activities and trainings.

*Cost: No motorcycle safety funds will be used for the LSP Motorcycle Safety & Operator Training Program.*

### 6.6 Impaired Rider Education Strategies

- Maintain the required operator training program. The program currently resides within Louisiana State Police. LSP maintains the program and continues to utilize the Motorcycle Safety Foundation approved program which includes an impaired riding component and offers Basic and Advanced Rider Courses. Prior to the LSP fully maintaining the course, the LHSC funded the Louisiana State Police – Motorcycle Safety and Operator Training program back to February of 2010. Prior to 2010, the program resided with the Department of Education. The training program is established in ten parishes across Louisiana.
- Work with safety groups and the Louisiana State Police to ensure the availability of training programs is sufficient, curriculums are consistent, and trainers are certified. Legislatively, the Louisiana State Police is responsible for the Motorcycle Safety and Operator Training program. The LHSC assists the Louisiana State Police and other safety groups to ensure the Basic and Advance Rider courses are available to all interested riders. The course includes a component on the prevention of impaired driving. The Louisiana State Police works with the Motorcycle Safety Foundation to ensure that curriculums are consistent across all training locations and that trainers are certified.

*Cost: No motorcycle safety funds will be used for the LSP Motorcycle Safety & Operator Training Program.*

### 6.7 Marketing Strategies

- Conduct paid media buys in the identified high crash parishes. Encourage growth of the existing partnership with LAMAR advertising to increase the number of donated billboards to paid billboards for concentrated messaging on the awareness of motorcyclists.
- Continue earned and donated media in the identified high crash parishes. This strategy provides messaging to the motorcycling population on the dangers of impaired riding.
- Continue earned media outreach during May Motorcycle Awareness month, statewide rallies, and other editorials to educate the motoring population to be aware of motorcyclists. The LHSC and the Louisiana State Police conduct numerous earned media activities during Motorcycle Safety Month.

*Cost: The LHSC will utilize motorcycle safety funds for paid media, but will not use these funds for earned media efforts.*

### 6.8 Legislative Strategies

- Continue to provide statistics and data related to motorcycle safety issues including impaired riding, when requested by the legislature. The LHSC issues press releases during Motorcycle Safety Month to encourage safe riding practices including the use of helmets and other protective gear and the prevention of impaired riding.

*Cost: No cost for these strategies.*

### 6.9 Operator Licensing Strategies

- Continue to monitor existing operator laws and research potential legislation by monitoring activity at the Louisiana legislature and model legislation from other states.
- Promote legislation to encourage training and operator licensing. During the 2012 Legislation Session, Act 348 was passed to allow a person completing Motorcycle Safety Awareness and Operator Training Program to obtain a motorcycle endorsement without taking the written test. The training program contains a training component on preventing impaired riding. After successfully completing the training course, the person presents their certificate of completion, pays their fee, and receives their endorsement. The purpose of this law was to encourage motorcyclists to obtain proper training as well as their endorsement. No new legislation pertinent to motorcycle safety has passed since 2012.

*Cost: No cost for these strategies.*

### 6.10 Evaluation

- Continue to monitor motorcycle crashes and fatalities throughout the state through FARS and the Center for Analytics and Research in Transportation Safety at LSU data.
- Analyze crash rates, fatality and injury data, and involvement of alcohol as new statistics become available. The LHSC will also utilize FARS data and Center for Research for Analytics and Research in Transportation Safety at LSU data to accomplish this task. The LHSC continues to evaluate the current statewide impaired riding efforts to determine if current needs are met.

*Cost: No cost for these strategies.*

### 6.11 Louisiana Impaired Driving Law

Louisiana Revised Statute 14:98 defines the state impaired driving law. The full law may be read at <http://www.legis.la.gov/lss/lss.asp?doc=78751&showback=Y>

#### A. Operating a vehicle while intoxicated

- (1) The crime of operating a vehicle while intoxicated is the operating of any motor vehicle, aircraft, watercraft, vessel, or other means of conveyance when:
  - (a) The operator is under the influence of alcoholic beverages; or
  - (b) The operator's blood alcohol concentration is 0.08 percent or more by weight based on grams of alcohol per one hundred cubic centimeters of blood; or
  - (c) The operator is under the influence of any controlled dangerous substance listed in Schedule I, II, III, IV, or V as set forth in R.S. 40:964; or
  - (d)(i) The operator is under the influence of a combination of alcohol and one or more drugs which are not controlled dangerous substances and which are legally obtainable with or without a prescription.
  - (ii) It shall be an affirmative defense to any charge under this Subparagraph pursuant to this Section that the label on the container of the prescription drug or the manufacturer's package of the drug does not contain a warning against combining the medication with alcohol.
  - (e)(i) The operator is under the influence of one or more drugs which are not controlled dangerous substances and which are legally obtainable with or without a prescription.
  - (ii) It shall be an affirmative defense to any charge under this Subparagraph pursuant to this Section that the operator did not knowingly consume quantities of the drug or drugs which substantially exceed the dosage prescribed by the physician or the dosage recommended by the manufacturer of the drug.
- (2) A valid driver's license shall not be an element of the offense, and the lack thereof shall not be a defense to a prosecution for operating a vehicle while intoxicated.



*JEFF LANDRY*  
GOVERNOR

*LISA FREEMAN*  
EXECUTIVE DIRECTOR

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

August 5, 2025

Susan DeCourcy  
Acting Regional Administrator  
National Highway Traffic Safety Administration  
Region 6  
819 Taylor Street  
Fort Worth, Texas 76102-6177

Dear Ms. DeCourcy:

Louisiana is applying for a motorcyclist safety grant as contained in the Code of Federal Regulations Title 23 Part 1300.25. Criterion 2, Motorcyclist Awareness Program, requires specific designation that the Louisiana motorcyclist awareness program is developed with the designated authority having jurisdiction over motorcyclist safety issues.

Per L.R.S. 48:1351, the Louisiana Highway Safety Commission (LHSC) is the designated authority over highway safety programs in Louisiana. I serve at the discretion of Governor Jeff Landry and act as the Governor's Highway Safety Representative and the LHSC Executive Director. L.R.S. 48:1357 further identifies the various tasks that the LHSC is responsible for and designates the LHSC to "do and perform all other things necessary or incidental to the purposes for which it is created, all subject to the ultimate authority and responsibility of the governor for the administration of highway safety programs within Louisiana."

The LHSC has and will continue to act under the Governor's discretion in terms of Louisiana's highway safety programs, including the motorcyclist safety program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lisa Freeman".

Lisa Freeman  
Executive Director and  
Governor's Representative for Highway Safety

*"BUCKLE UP LOUISIANA - WE CARE"*  
P.O. BOX 66336, BATON ROUGE, LOUISIANA 70896  
[WWW.LAHIGHWAYSAFETY.ORG](http://WWW.LAHIGHWAYSAFETY.ORG) 225-925-6991

Attachment 5  
Section 405g Support Document  
for Louisiana

## Part 8 – Non-Motorized Safety

The State of Louisiana is applying for a non-motorized safety grant as contained in the Code of Federal Regulations Title 23 Part 1300.26.

### 1.0 Non-Motorized Safety Grant Eligibility

#### FY 2026 Nonmotorized Safety Grants Eligibility (23 CFR 1300.26)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND PERCENT OF TOTAL, BY STATE  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2022 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Louisiana	906	241	26.60%	Eligible

NHTSA has identified the State of Louisiana as eligible to apply for Section 405g funding because the State annual combined non-motorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data. Louisiana's combined total non-motorized road user fatality rate is 26.60%.

### 2.0 Countermeasures and Projects

#### 2.1 Countermeasure Strategies

Louisiana's non-motorized safety program is strategic in its geographic coverage, mainly targeting East Baton Rouge, Orleans, and Jefferson parishes where fatalities are highest. The LHSC uses input collected throughout the year from planning partners identified in Section 1.2 and the Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 2020 in the selection of effective, evidence-based countermeasure strategies for the FFY 2024 – 2026 pedestrian and bicyclist safety program area. Whenever possible the most effective proven strategies, such as those with three stars or greater, are selected and implemented. By using these evidence-based countermeasure strategies for pedestrian and bicyclist safety projects and programs, the likelihood of reaching our performance targets increases. This 3HSP contains elements in compliance with NHTSA Uniform Guidelines for State Highway Safety Programs No. 14 – Pedestrian and Bicycle Safety and No. 17 – Pupil Transportation Safety.

#### Program Management Strategy Countermeasures:

- Assess and fund other eligible coalition-based projects that support the 3HSP performance targets and strategies to improve bicycle and pedestrian safety. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Program Management and Outreach)
- Develop new, and strengthen existing, non-motorized safety networks and associations. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Program Management and Outreach Program)
- Monitor current statutes regarding non-motorized safety and monitor legislative instruments introduced to change or enhance current statutes. (CTW: Chapter 9, Sections 1.1, 2.1, 3.4; Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Legislation, Regulation and Policy)

**Education, Prevention and Outreach Strategy Countermeasures:**

- Support educational and outreach activities that promote safer bicycle and pedestrian communities. (CTW, Chapter 8, Sections 2.1, 3.1, 4.7 and Chapter 9, Sections 1.2, 1.3, 1.4, 2.2, 3.2, 4.2; Uniform Guidelines, No. 14 – Pedestrian and Bicycle Safety: Communication Program and Outreach)
- Expand use of social and earned media to provide educational outreach to improve bicycle and pedestrian safety. (CTW, Chapter 8, Section 3.1; Uniform Guidelines, No.14 - Pedestrian and Bicycle Safety: Communication Program)
- Fund a paid media campaign focused on non-motorized safety related education of state laws. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Communication Program)
- Conduct an education program for students regarding safety around school zones including entering and exiting vehicles while being dropped off and picked up. (CTW, Chapter 8, Section 2.1; Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Communication Program and Outreach Program; and Uniform Guidelines, No. 17 – Pupil Transportation Safety: Other Elements of Pupil Transportation Safety)
- Develop and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Communication Program and Outreach Program)

**Training Strategy Countermeasure:**

- Assess and fund law enforcement officer training on the state laws and local ordinances related to non-motorized safety. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Law Enforcement)

**2.2 FFY 2026 Projects**

<b>Project name</b>	<b>Biking, Walking, and Driving on Streets Built to Share</b>
Subgrantee(s)	Metro Bicycle Coalition of New Orleans dba Bike Easy
Subgrantee org. type	Non-profit organization
Project agreement number	2026-65-12
Location(s) where project will be performed	Orleans Parish and Jefferson Parish
Project description	Deliver adult bike education classes. Deliver child bike education classes. Deliver Walk/Bike Friendly Driver education classes. Deliver pedestrian and bicycle law enforcement training. Deliver community bike rides. Create bike safety videos. Hold Bike Easy Outreach Ambassador Trainings. Hold Bicycle & Pedestrian Legal Clinics. Hold Transportation Lessons for Middle Schools. Hold Physical Education Train the Teacher trainings. <i>Target Audiences/Affected Communities:</i> people who walk, bike, and/or want to bike; people driving around those walking and biking
Amount of Federal funds	\$60,000
Funding source(s) for eligible work in this section	Section 405g
Eligible use of funds	Public education and awareness programs designed to inform motorists and non-motorized road users
Countermeasure strategy(ies) to justify programming funds	Authorized program under 23 CFR 1300.26(e)(3)*; Encourage the promotion of safe pedestrian and bicyclist practices (including practices near school buses) through classroom and extracurricular activities (UG 14)**

<b>Project name</b>	<b>YMCA Bike Safety Initiative</b>
Subgrantee(s)	YMCA of Greater New Orleans
Subgrantee org. type	Non-profit organization
Project agreement number	2026-65-13
Location(s) where project will be performed	Jefferson Parish
Project description	Empower children to properly use helmets, hand signals, gears and maintenance tools, in order to keep themselves and others safe while riding on Jefferson Parish roads by providing classes on bike safety and proper helmet use. Distribute bike safety helmets to underserved children. Attend community outreach events to educate the community on bike safety. <i>Target Audiences/Affected Communities:</i> youth between 5 and 12 years of age who primarily come from underserved, low-income backgrounds
Amount of Federal funds	\$9,137
Funding source(s) for eligible work in this section	Section 405g
Eligible use of funds	Public education designed to inform motorists & non-motorized road users
Countermeasure strategy(ies) to justify programming funds	Authorized program under 23 CFR 1300.26(e)(3)*; Encourage the promotion of safe pedestrian and bicyclist practices through classroom and extracurricular activities (UG 14)**

<b>Project name</b>	<b>High Visibility Traffic Safety/Non-Motorized Safety – Local law Enforcement</b>
Subgrantee(s)	East Baton Rouge Sheriff's Office (EBRSO) Kenner Police Department, City of Kenner (KPD) Southeastern LA Univ. Police Department, Southeastern LA Univ (SLUPD) St. Tammany Parish Sheriff's Office (STPSO)
Subgrantee org. type	Local government agencies
Project agreement number	2026-30-18; 2026 30-42; 2026-30-47; 2026-30-52
Location(s) where project will be performed	4 jurisdictions across the state
Project description	Provide enforcement in support of applicable laws governing pedestrian and bicycle safety and sharing the road with non-motorized entities. All law enforcement agencies participating in this targeted overtime enforcement program utilize data to identify areas of critical need. The local agencies conduct patrols based on their evidence-based enforcement plan, deploy resources based on crash analysis, and adjust as needed. <i>Target Audiences/Affected Communities:</i> drivers, bicyclists, and pedestrians
Amount of Federal funds	\$51,750 (EBRSO) + \$19,985 (NOPD) + \$3,552 (SLUPD) + \$11,000 (STPSO) = \$86,287
Funding source(s) for eligible work in this section	Section 405g
Eligible use of funds	Enforcement mobilizations designed to enforce State traffic laws applicable to pedestrian and bicycle safety.
Countermeasure strategy(ies) to justify programming funds	Enforce pedestrian and bicycle laws, and all laws that affect the safety of pedestrians and bicyclists (UG 14)**

<b>Project name</b>	<b>LHSC Paid Media for Traffic Safety</b>
Subgrantee(s)	TBD (LHSC completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	Develop advertising materials providing information to educate the public on state laws regarding non-motorized safety. Paid media outreach is based on demographic and geographic locations and an analysis of Louisiana traffic crash data. Media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences. Research and develop a year-long media buy plan, implement media purchases, and provide reporting/affidavits of performance on purchases. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mkt]) + \$200,000 (405g) + \$100,000 (405h [2023 BIL Funds]) + \$500,000 (154AL [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 405g
Eligible use of funds	Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety
Countermeasure strategy(ies) to justify programming funds	Authorized use of funds under 23 CFR 1300.26(e)(3)*

<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on Impaired Driving, Occupant Protection, and other emphasis areas of the National Priority Safety Programs. Message recognition will be measured through attitudinal surveys. <i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Expand use of social and earned media to provide educational outreach

Attachment 6  
Section 405h Support Document  
for Louisiana

## Part 9 – Preventing Roadside Deaths

The State of Louisiana is applying for a preventing roadside deaths grant as contained in the Code of Federal Regulations Title 23 Part 1300.27.

### 1.0 Problem Identification

In 2024, there were 612 fatal and suspected injury traffic crashes in Louisiana construction zones on state routes resulting in 13 fatalities and 969 suspected injuries. As roadway maintenance and construction efforts continue around Louisiana, drivers should expect to encounter work zones frequently. The safety of vehicles and individuals stopped at the roadside remains a significant issue in Louisiana, particularly in construction zones and with highway workers, emergency responders, law enforcement officers, tow truck drivers and for drivers and passengers that become pedestrians when they exit their vehicles stopped on the roadside.

The following data-driven quantifiable and measurable triennial performance targets demonstrate improved or maintained performance over the three-year period of the Louisiana FYY 2024-2026 3HSP:

#### 1.1 Performance Measures and Targets

##### Performance Measure 1: Number of Fatalities in Construction Zone Crashes – State Routes

Actual					5-year Avg	Actual Targets		Target Projection
2020	2021	2022	2023	2024	2020-24	2025	2026	2027
14	20	10	14	13	14	13	12	11

Source: Center for Analytics and Research in Transportation Safety (CARTS) at LSU

##### Performance Measure 2: Number of Injuries in Construction Zone Crashes – State Routes

Actual					5-year Avg	Actual Targets		Target Projection
2020	2021	2022	2023	2024	2020-24	2025	2026	2027
547	937	761	829	969	809	801	793	785

Source: Center for Analytics and Research in Transportation Safety (CARTS) at LSU

The LHSC calculated the most recent 5-year moving average as a baseline and then projected targets for 2024, 2025 and 2026. Projected targets were calculated starting from the baseline figure and applying a 5% reduction in the number from the prior year for performance measure 1 and a 1% reduction for performance measure 2.

## 2.0 Countermeasure Strategy and Projects

### 2.1 Strategy

- Develop and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. (Uniform Guidelines, No. 14 - Pedestrian and Bicycle Safety: Communication Program and Outreach Program)

## 2.2 Projects

The Louisiana State University Center for Analytics & Research in Transportation Safety (CARTS) will conduct additional problem identification for crashes involving vehicles and individuals stopped at the roadside.

The paid media vendor will engage in a creative design process to produce, develop, and place media buys to support a public education campaign focused on preventing deaths of individuals working in construction zones as well as first responders, drivers, and non-motorized road users stopped at the roadside.

Project name	LHSC Paid Media for Traffic Safety
Subgrantee(s)	TBD (LHSC completing RFP process)
Subgrantee org. type	For-profit corporation
Project agreement number	2026-80-01
Location(s) where project will be performed	Statewide
Project description	<p>Develop and implement paid media campaigns that directly support enforcement activities and public information about occupant protection and impaired driving high visibility enforcement campaigns and laws. Develop advertising materials and campaigns to educate the public on drug use and impairment, to educate the public on state laws regarding non-motorized safety, and to prevent roadside deaths. Research and develop a year-long media buy plan, implement approved media purchases, and provide all post reporting and affidavits of performance on media purchases. Paid media outreach (television, radio, print, and billboards) is based on data-driven demographic and geographic locations and an analysis of Louisiana traffic crash data. The media outlets utilized may vary slightly by demographic area and campaign in order to reach the targeted audiences.</p> <p><i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana</p>
Amount of Federal funds	\$579,950 (402 [OPHVE]) + \$24,750 (402 [PVH]) + \$1,000,000 (405d [HVE]) + \$1,019,950 (405d [Spt Mkt]) + \$200,000 (405g) + \$100,000 (405h [2023 BIL Funds]) + \$500,000 (405d [Rx impaired]) + \$150,000 (405f) = \$3,574,650
Funding source(s) for eligible work in this section	Section 402, Section 405d, Section 405g, Section 405h (2023 BIL funds), Section 405h (2024 BIL funds), Section 154AL, Section 164AL
Eligible use of funds	402 Paid Advertising; 405d Paid and earned media in support of HVE of impaired driving laws; 405h (2023 BIL funds) Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; 405h (2024 BIL funds) Educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns
Countermeasure strategy(ies) to justify programming funds	Support National “Drive Sober or Get Pulled Over” campaign with overtime enforcement and paid media based on data-driven demographic and geographic locations.; Support the National seat belt mobilization, “Click It or Ticket,” with specific overtime enforcement, and paid and earned media

	<p>outreach based on data-driven demographic and geographic locations. Conduct a “Buckle Up In Your Truck” campaign with specific overtime enforcement and paid and earned media outreach based on data-driven demographic and geographic locations.; Fund a paid media campaign focused on non-motorized safety-related education of state laws.; Develop and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. Developing and implementing public outreach to reduce the racial profiling impact of traffic stops. (CTW 10)****</p>
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<b>Project name</b>	<b>LHSC Earned Media for Traffic Safety</b>
Subgrantee(s)	Lambert Media LLC
Subgrantee org. type	Individual contractor
Project agreement number	2026-80-03
Location(s) where project will be performed	Statewide
Project description	<p>Provide press releases, opinion editorials, press event coordination, and overall support of the earned and paid media and the national mobilizations on impaired driving and occupant protection. Gain earned media to promote messages addressing other priority emphasis areas of the National Priority Safety Programs such as roadway safety. Message recognition will be measured through attitudinal surveys.</p> <p><i>Target Audiences/Affected Communities:</i> Consumers of TV, radio, and print media; Louisiana drivers; Drivers who are passing through Louisiana</p>
Amount of Federal funds	\$49,900 (402) + \$5,000 (405d) = \$54,900
Funding source(s) for eligible work in this section	Section 402
Eligible use of funds	402 Paid Advertising
Countermeasure strategy(ies) to justify programming funds	Provide a public information and education program to raise awareness of motorcycle riders by the motoring public and prevent impaired riding by motorcyclists; Expand use of social and earned media to provide educational outreach