



2018 GEORGIA HIGHWAY SAFETY PLAN



6/30/2017

Georgia Governor's Office of Highway Safety

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Suite 643
Atlanta, GA 30334



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NHTSA Equipment Letter



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Nathan Deal
 GOVERNOR

Harris Blackwood
 DIRECTOR

June 29, 2017

Ms. Carmen Hayes, Regional Administrator
 Atlanta Federal Center
 61 Forsyth Street, SW
 Suite 17T30
 Atlanta, GA 30303

Dear Ms. Hayes:

The Governor's Office of Highway Safety (GOHS) is submitting our FFY2017 Highway Safety Plan. We requesting your approval to purchase the equipment listed below. Upon your approval, the equipment will be purchased and used to provide educational and traffic enforcement initiatives in an effort to increase the public's awareness on safe driving and the need to reduce the number of crashes, injuries and fatalities occurring on Georgia's roadways.

PROJECT #	FUNDING	AGENCY	DESCRIPTION	QTY	UNIT VALUE	TOTAL
GA-2018-Cherokee C-00129	402PT	Cherokee County Sheriff's Office	Fully Equipped Vehicle	3	\$41,134.00	\$123,402.00
GA-2018-Cherokee C-00129	402PT	Cherokee County Sheriff's Office	In-car Camera System	3	\$12,000.00	\$36,000.00
GA-2018-Forsyth Co-00161	402PT	Forsyth County Sheriff's Office	2018 Dodge Charger (complete package with all necessary enforcement equipment)	3	\$40,292.66	\$120,877.98
GA-2018-GA-GOHS-G-00032-C	402PT	GA Governor's Office of Highway Safety	Seatbelt Convincers	2	\$18,500.00	\$37,000.00
TEN-2018-DeltonPol-00013-C	402PT	Delton Police Dept	TouCam DBC Lidar	1	\$6,200.00	\$6,200.00
GA-2018-Peechree-0070	402TSP	Peechree City Police Department	SIDNE® Version 7.0 Basic Package with Single Trailer	1	\$19,352.50	\$19,352.50
GA-2018-Dodge Coun-00181	402PT	Dodge County SO	Speed trailer	1	\$10,020	\$10,020

As always, thank you for the assistance you and your staff continue to provide this office. Should you have any questions regarding the equipment approval request, please contact me at 404.656.6996 or at hblackwood@gohs.ga.gov.

Sincerely,

Harris Blackwood
 Director

cc: Mr. Terrance Parker, NHTSA
 Ms. Vita Jordan, GOHS Finance
 Ms. Scarlett Woods, GOHS Planning and Programs



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EXECUTIVE SUMMARY



2018 Georgia Highway Safety Plan

GEORGIA GOVERNOR'S OFFICE OF HIGHWAY SAFETY

Georgia's Annual Highway Safety Plan

Under the authority and approval of Governor Nathan Deal, the Governor's Office of Highway Safety (GOHS) produces the annual Highway Safety Plan (HSP) which serves as Georgia's programmatic guide for the implementation of highway safety initiatives and an application for federal grant funding from the National Highway Traffic Safety Administration (NHTSA).

Georgia's Highway Safety Plan is directly aligned with the priorities and strategies in the Georgia Strategic Highway Safety Plan and includes a wide variety of proven strategies as well as new and innovative countermeasures. The Highway Safety Plan is used to justify, develop, implement, monitor, and evaluate traffic safety activities for improvements throughout the federal fiscal year. National, state and county level crash data along with other information, such as safety belt use rates, are used to ensure that the planned projects are data driven with focus on areas of greatest need. All targets and objectives of the Governor's Office of Highway Safety are driven by the agency's mission statement.

Mission Statement

The Mission of the Governor's Office of Highway Safety is to educate the public on traffic safety and facilitate the implementation of programs that reduce motor vehicle related crashes, injuries and fatalities on Georgia roadways.

In FFY 2017, the Governor's Office of Highway Safety (GOHS) made tremendous gains in state collaborations to reach its mission with unprecedented partnerships with the Georgia Department of Driver Services (DDS), Georgia Department of Public Safety (DPS), Georgia State Patrol (GSP), Georgia Department of Public Health (DPH), Georgia Department of Transportation (GDOT), Georgia Sheriffs Association, Administrative Office of the Courts (AOC), Prosecuting Attorney's Council (PAC), and the University of Georgia (UGA). With these committed partnerships, the Governor's Office of Highway Safety (GOHS) embraced the Strategic Highway Safety Planning by facilitating the 5-E's Model Approach - Education, Enforcement, Engineering, Emergency Medical Services, and Evaluation.

Some of the major performance targets that will be addressed in FFY 2018 include:

- To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018
- To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

These two targets will be accomplished through major enforcement and public awareness campaigns in conjunction with the national high-visibility mobilizations including the Governor's Office of Highway Safety Highway Enforcement of Aggressive Traffic (H.E.A.T.) program and the Governor's Office of Highway Safety Thunder Task Force.

- To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

This target will be accomplished through continuing partnerships with the Georgia Department of Public Health, Camden County Sheriff's Office, Georgia State Patrol, and the Atlanta Fire Department. The Governor's Office of Highway Safety collaborates with these agencies in implementing national high-visibility enforcement campaigns, public awareness campaigns as well as child passenger safety fitting stations and trainings.

Unique Traffic Safety Issues

The Governor's Office of Highway Safety continues to address the issue of non-use (or gross misuse) of child passenger restraints in rural areas of Georgia.. To address non-use and misuse, the Governor's Office of Highway Safety is continuing the emphasis on collaborations with rural law enforcement agencies through the expansion of the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program, providing public awareness through the annual Child Passenger Safety Caravan, and encouraging increased rural participation in events including National Child Passenger Safety Week.

Legislative Updates

The Georgia General Assembly passed legislation regarding autonomous vehicles. The legislation, which was signed by Governor Deal, requires operators of autonomous vehicles to registered them with the state and adhere to certain insurance requirements. The bill is effective July 1, 2017.

A law passed in 2016 allowing ignition interlocks for first offenders above .15 takes effect July 1, 2017. The bill provides a four-month interlock period between the time of arrest and adjudication of the DUI charge.

Legislation on hands-free phone use did not pass the legislature, however, a resolution establishing a study committee on the issue was passed and the committee will meet in the second half of 2017. The report is due in December.

Purpose of the Plan

Georgia Governor's Office of Highway Safety's (GOHS) Highway Safety Plan is designed to serve as a guideline for staff members to implement, monitor, and evaluate activities throughout the federal fiscal year. Each section of the Highway Safety Plan (HSP) begins with a program target statement which explains the broad purpose, ultimate aim and ideal destination of the program. It provides a general umbrella under which other identified programs with the same focus are grouped together. Included are the most recently available data that substantiate the depth of the problem and verify the need for it to be addressed. The target population section specifies the group that is expected to benefit from the activities and the performance objective section indicates the expected results and measurable outcomes of the plan. Performance measures indicate the values to be used in determining if progress was made beyond baselines. It gives a gauge of where the project is prior to implementation compared to after implementation. Strategies are the activities that are required to implement the objectives.

Strategic Highway Safety Plan (SHSP)

Coordination with the Strategic Highway Safety Plan

The SHSP is Georgia's comprehensive transportation plan. The performance measures and targets listed in the 2018 Highway Safety Plan (HSP) have been coordinated with the data, targets and activities identified in the State Strategic Highway Safety Plan (SHSP).

Housed within the Governor's Office of Highway Safety (GOHS), the Operations Manager for the SHSP works closely with a variety of internal and external partners at the federal, state and local levels as well as the private sector. The SHSP was updated in 2015 and in place during FY 2017 with Task Teams developing plans for the various Emphasis Areas. The task teams are comprised of a combination of engineering, emergency services, enforcement and education professionals who come from community organizations, private businesses, schools, and public institutions. The teams work together to establish measureable target(s) that are designed to improve one or more of the established emphasis areas. Throughout the year, the teams track their progress against their target(s). The teams report their progress to the participating groups and to GOHS. GOHS also holds biannual Safety Program Leadership Meetings for the Executive Board and quarterly meetings for task team leaders.

The SHSP emphasis areas that were identified in 2015 by the task teams included:

- Aggressive Driving
- Impaired Driving
- Occupant Protection
- Serious Crash Type

- Intersection Safety
- Roadway Departure Safety
- Age-Related Issues
 - Young Adult Drivers
 - Older Drivers
- Non-Motorized Users
 - Pedestrian
 - Bicyclists
- Vehicle Type
 - Heavy Trucks
 - Motorcycles
- Trauma Systems/Increasing EMS Capabilities
- Traffic/Crash Records Data Analysis
- Traffic Incident Management Enhancement Task Team

Distracted Driving was also identified as an emphasis area during 2016 and will be included in the 2018 SHSP update.

Epidemiologist Partnership

Georgia GOHS has contracted with an epidemiologist to help compile and analyze traffic fatalities, crashes and injuries. This information is used in the compilation of the Highway Safety Plan. The contracted epidemiologist has over nine years of experience dealing with Georgia crash data and records. From 2009-2011, the now contracted epidemiologist was a hired employee at GOHS.

Evidence Based Traffic Enforcement Plan

Approach

Georgia utilizes a comprehensive array of activities combining statewide coordination of enforcement and complementary local level projects with the target to reduce the number of overall traffic related fatalities on Georgia roadways resulting from impaired driving, speeding, occupant protection violations, and other high-risk behaviors. Programs include Highway Enforcement of Aggressive Traffic (HEAT), Thunder Task Force, Traffic Enforcement Networks, and High Visibility Enforcement surrounding NHTSA campaigns including Click it or Ticket and Drive Sober or Get Pulled Over.

Problem Identification and Program Description

In 2015, the State of Georgia suffered 1,430 fatalities in motor vehicle crashes. Impaired driving killed 366 persons in those crashes, and unrestrained fatalities numbered 410. Two hundred and sixty-eight (268) of the total 1,430 fatalities were related to speeding – an 26% increase over 2014. While this data is showing an increase from 2014, the total number of traffic fatalities has steadily declined since 2006, when Georgia experienced 1,693 traffic fatalities. This is due in part to the evidence-based traffic safety enforcement plan of the Georgia Governor's Office of Highway Safety.

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include High Visibility Enforcement, Thunder Task Force, Traffic Enforcement Networks, and H.E.A.T., (CTW, Chapter 1: pages 21-28)

Georgia has 42,955 law enforcement officers employed by a total of 1,038 law enforcement agencies, covering 159 counties and countless municipalities and college campuses, many of which partner with the Governor's Office of Highway Safety on a regular basis. The summary of each program below will provide the details of GOHS enforcement activities including the 5 W's - who, what, when, where, and why.

H.E.A.T. (Highway Enforcement of Aggressive Traffic)

Aggressive driving has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Driving under the influence of alcohol and speed are among the worst behaviors identified with aggressive drivers.

Since 2001, the Georgia Governor's Office of Highway Safety has maintained a multi-jurisdictional task force to address aggressive and impaired driving in Georgia. Originally, three officers from six counties, the City of College Park, and the City of Atlanta came together to form a team of twenty-four officers to form Highway Enforcement of Aggressive Traffic (H.E.A.T.). Since this formation, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) team has maintained consistency across the state. In FFY 2017, the Governor's Office of Highway Safety (GOHS) funded eighteen (18) Highway Enforcement of Aggressive Traffic (H.E.A.T.) units across the state where speed and impaired driving crashes and fatalities are consistently high. Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FFY 2018. The overall targets of the Highway Enforcement of Aggressive Traffic (H.E.A.T.) programs are to reduce the number of impaired driving crashes in jurisdictions identified by 10%, and enforce laws targeting aggressive driving around Georgia.

Thunder Task Force

The Governor's Office of Highway Safety Thunder Task Force is a Traffic Enforcement Special Response Team coordinated by the Law Enforcement Services Team. This is an evidence-based traffic safety enforcement program to prevent traffic fatalities, crashes, and injuries in locations most at risk for such incidents. The Thunder Task Force is a data driven, high visibility, sustained, traffic enforcement response team, designed to impact a jurisdiction with a Thunder Task Force mobilization. The concept is to identify a county or area of the state to deploy the Task Force based on the data, partner with the local law enforcement jurisdictions and courts, develop an enforcement strategy based on current crash reports and data, and infiltrate the regions with two to three months of high visibility enforcement and earned media. The Task Force identifies the areas, conducts the mobilizations, turns the numbers around in that region, then moves to another region of the state and repeats the process.

A significant part of Thunder Task Force is educating local citizens regarding necessary changes in their driving behavior to further reduce traffic fatalities and injuries. The enforcement efforts are directed by traffic crash fatality data analysis updated within the Fatality Analysis Surveillance Tool (FAST) developed by Governor's Office of Highway Safety (GOHS), and Georgia Electronic Accident Reporting System (GEARS). The Thunder Task Force is coordinated by the Governor's Office of Highway Safety Law Enforcement Services Division and includes the Georgia State Patrol, Governor's Office of Highway Safety H.E.A.T. Units (Highway Enforcement of Aggressive Traffic), Department of Public Safety Motor Carrier Compliance Division (MCCD) and local law enforcement. We also use as much local crash data as available, looking at time of day, location and causation (DUI, Seatbelt, Speed, Motorcycles).

The Thunder Task Force is deployed to areas of the state that data indicates unusually high incidences of traffic fatalities and serious injuries. The Task Force identifies the problem areas, and conducts mobilizations using the resources that are needed for these problem areas, such as the Motor Carrier Compliance Division (MCCD), Child Passenger Safety Technicians (CPST), and trained DUI officers.

With this continued effort of putting resources where the problems are, the Governor's Office of Highway Safety (GOHS) is able to stabilize the problem with a proven effective and cost efficient method of saving lives, therefore reducing the projected numbers of annual traffic fatalities in the State of Georgia. While conducting a Thunder Task Force Mobilization, the enforcement plan is adjusted on a continuous basis, using current local data provided by the local jurisdiction. 60 to 90 days after the mobilizations end, the Task Force often returns to the jurisdiction for a follow up visit and evaluation.

Traffic Enforcement Networks

The Governor's Office of Highway Safety has law enforcement partnerships across the state through sixteen regional traffic enforcement networks that encompass all 159 Georgia counties. The networks are made up of local and state traffic enforcement officers and prosecutors from each region of the state. The networks are coordinated by a coordinator and an assistant coordinator, both which are full time law enforcement officers volunteering their time and efforts to highway safety. The dedicated support GOHS receives from these officers, their law enforcement

agency and department heads are unsurpassed. The networks meet monthly to provide information, training and networking opportunities to the attending officers. Prosecutors, Judges and non-traditional traffic enforcement agencies such as the Georgia Department of Natural Resources, Department of Corrections and Military Police often attend the meetings and offer assistance for traffic enforcement training and initiatives. The networks are utilized to efficiently mobilize law enforcement statewide for traffic enforcement initiatives. The traffic enforcement networks have become an outstanding networking, training and communication tool for Georgia's traffic enforcement community.

In an effort to communicate legislative updates, court decisions and other pertinent information to traffic enforcement officers across the state, the Governor's Office of Highway Safety in partnership with Emory University has established an email list serve that all participating law enforcement officers can receive up to date traffic enforcement related information. Information is about traffic enforcement policies, legal updates, training opportunities, and other traffic enforcement related information. There are over 800 traffic enforcement officers and prosecutors subscribed to the Georgia Traffic Enforcement Network (GATEN) list serv.

High Visibility Enforcement (HVE)

Effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs (Solomon et al., 2003). Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition (Milano et al., 2004). In recent years, NHTSA has supported a number of efforts to reduce alcohol-impaired driving using publicized sobriety checkpoints. Evaluations of statewide campaigns in Connecticut and West Virginia involving sobriety checkpoints and extensive paid media found decreases in alcohol-related fatalities following the program, as well as fewer drivers with positive BACs at roadside surveys (Zwicker, Chaudhary, Maloney, & Squeglia, 2007; Zwicker, Chaudhary, Solomon, Siegler, & Meadows, 2007).

The Governor's Office of Highway Safety recognizes that law enforcement plays an important role in overall highway safety in the state of Georgia. Campaigns such as "Drive Sober or Get Pulled Over," "100 Days of Summer HEAT" and "Click it or Ticket" have proven that high visibility enforcement is the key to saving lives on Georgia's roadways as well as interdicting the criminal element through traffic enforcement.

The "Drive Sober or Get Pulled Over" campaign: GOHS' statewide DUI enforcement initiatives play an integral part in Georgia's impaired driving campaigns and messaging. All GOHS impaired driving related brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and TV Public Service Ads use this campaign message.

The "Click It or Ticket" campaign: Failure to use safety belts and child safety seats is one of the leading causes of motor vehicle injuries and deaths in this country. This persists despite NHTSA data showing that proper use of lap/shoulder seat belts reduce the risk of fatal injury to front seat passenger car occupants by forty-five percent (45%). In pick-up trucks, SUVs', and mini-vans, properly worn seatbelts reduce fatal injury by sixty percent (60%). NHTSA research data show more than seventy percent (70%) of nationwide passenger vehicle occupants involved in serious crashes survive when wearing safety belts correctly. Although Georgia has one of the highest recorded safety belt usage rates in the southeast at 97.2%, sustaining this number necessitates a rigorous, ongoing High Visibility Enforcement campaign that combines attention-getting Paid Media in conjunction with concentrated earned media efforts and high profile enforcement measures.

100 Days of Summer H.E.A.T. (Highway Enforcement of Aggressive Traffic) campaign: Nearly 19% of crash deaths in Georgia involve unsafe or illegal speed. For every 10mph increase in speed, there's a doubling of energy release when a crash occurs. The faster we drive, the more our reaction time is reduced. The chances of being involved in a fatal crash increase three-fold in crashes related to speed. The majority of drivers in those speed-related crashes fall within the demographics of Georgia's primary audience for Paid Media. The 100 Days of Summer H.E.A.T. campaign is a multi-jurisdictional highway safety enforcement strategy designed to reduce high-fatality crash-counts due to speed and aggressive driving during the potentially deadly summer holiday driving period from Memorial Day through Labor Day. GOHS Public Affairs promotes this initiative with summer-long earned media via news conferences and cross-promotion paid media Public Service Announcements (PSAs) run in rotation with occupant safety and alcohol counter measure campaign ads as well as increased enforcement from statewide partners.

Continuous Follow up and Adjustment

GOHS will review on an annual basis the evidence based traffic safety performance plan and coordinate with stateside partners for input and updates. Motor vehicle crash data, occupant protection survey results, roadway fatality data, and other data on traffic safety problems are analyzed statewide and on county levels. Program level evaluation findings for major issues (impaired driving, safety belts, and pedestrian/bicycle safety) will also be included. Surveillance data along with evaluation findings will be used directly to link the identified crash issues, statewide performance targets, strategic partners, the State Strategic Highway Safety Plan, funding opportunities, and capacity to implement sound programs to address the problem. Process evaluation of the plan will be continual throughout the year and outreach efforts will be revised as needed.

Risk Assessment

Risk Assessment is incorporated into three major areas: Grant Selection and Execution, Grant Administration and Management, and Grant Monitoring. One of the Governor's Office of Highway Safety's greatest assets is that each component of risk assessment, as well as the full grant lifecycle, is managed through an online grant management system (<https://egohsplus.intelligrants.com>). Applications are submitted, reviewed, scored, awarded, monitored, reimbursed, evaluated and closed out in their entirety online via eGOHS Plus.

Grant Selection and Execution

New Projects - Each year the Governor's Office of Highway Safety provides funding opportunities to police departments, governmental entities, and highway safety advocacy organizations for the purpose of addressing motor vehicle crash problems in local jurisdictions. Applications are received through responses to a Request for Proposals (RFP) and through unsolicited submissions where documented highway safety problems exist. Georgia also has the option to invite prospective grantees by using a ranking system. A preliminary workshop is held and facilitated for potential agencies seeking funding from the Governor's Office of Highway Safety (GOHS). Request for proposals (RFP) are only extended in program areas based on the availability of federal funds. If sufficient funding is not available to consider the addition of new grants, a preliminary workshop is not necessary. The workshop is used to train potential grantees on grant terms and conditions, online grant application submission procedures, define due dates, program guidelines and expectations, and answer questions.

Renewal Projects - Projects that have been deemed vital to the Governor's Office of Highway Safety (GOHS) mission by the Director may receive funding for multiple years based on the availability of funds. All renewal applications are reviewed along with other potential funding requests.

Application Requirements - All GOHS Grant applicants are required to submit specific administrative information about their agency to assist in the GOHS Risk Assessment including:

1. *Non-Profits*: Applicants must indicate if they are a non-profit organization. If yes, they are required to review and agree to the Non-Profit Disclosure information located in eGOHS Plus. All non-profits must also attach letters of support/reference in support of the project.
2. *Federal Funds/Audit Period*: Applicants must indicate their audit period and whether or not their jurisdiction receives Federal funds from other sources, and include the dollar amount. Non-Federal entities that expend \$750,000 or more in a year in Federal awards shall have a single or program specific audit conducted for that year in accordance with the provisions of OMB Circular A-133. The grantee's response to all findings and questioned costs, including corrective action taken or planned and the disposition of questioned costs, must accompany the audit report. This information must be sent to GOHS within 30 days of receipt of the audit report. Failure to furnish an acceptable audit, as determined by the state and/or federal cognizant audit agency, may be a basis for denial and/or refund of federal funds. Federal funds determined to have been misspent are subject to refund or other resolution.
3. *DUNS number*: All agencies must provide their DUNS number in compliance with the grant terms and conditions regarding the Federal Funding Accountability and Transparency Act.

Scoring Process - A review team (consisting of a planner, finance representative, and for new applications, an external reviewer) is assigned and the team begins the review process in eGOHS Plus. Application reviews include not only the application itself and the local crash data provided by the applicant but FARS and GEARS crash data is reviewed as well. This ensures applications funded are data driven. All applications are scored out of a possible 100 points and given a ranking of high, medium or low risk. Each application must receive an average overall score of 70 or above to be considered for funding. Once the review team, along with the Division Director of Planning and Programs, Deputy Director and the Director complete their review, funding is assigned and approved grant applications receive a grant number and based on the availability of federal funds, become awarded. Grantees will be notified of their Risk Assessment results and risk level with the grant award letter.

Grant Administration and Management

Agency Administrator Training - Following award notification, grantees are invited to a training workshop to learn about Governor's Office of Highway Safety (GOHS) procedures. This workshop is intended to inform grantees, especially new grantees of GOHS's expectations for the grant year. This activity may be conducted via webinar, in a group setting, or individually, based on need. At this time, grantees are trained on the use of the Electronic Grants of Highway Safety (eGOHS Plus) system for the submission of claims, progress reports, and amendments. The GOHS Grant Terms and Conditions are highlighted, along with any special conditions related to the specific project

Monthly Progress Reports and Claims for Reimbursement - Monthly progress reports and claims are due to GOHS by the 20th of the following month in which services are provided. When using eGOHS Plus, grantees cannot submit a claim for reimbursement until they have submitted a corresponding progress report and their prior claim has been approved. A claim must be submitted by grantees and approved by GOHS before another claim can be submitted. GOHS makes payment to grantees based on monthly reimbursement of approved project expenditures, activities and supporting documentation. If there are no expenses to be claimed for reimbursement, grantees must submit a "zero" claim for that month.

Grant Monitoring

Monitoring levels and monitoring needs are established by the Pre-Award Risk Assessment, which is completed by the planner and a member of the GOHS fiscal staff prior to the grant being executed. Grantees will fall into one of the following risk areas: Low Risk, Medium Risk, and High Risk.

Low Risk will consist of GOHS standard monitoring and include:

- On-going desktop monitoring - Governor's Office of Highway Safety (GOHS) Planners conduct process evaluation, via email and telephone, continually throughout the grant year. Planners provide grantees with on-going training as needed for new personnel, or as any issues are identified. Training may include, but is not limited to: use of the online grant management system (eGOHS Plus) and review of grant terms and conditions. Planners are expected to make all reasonable efforts in training grantees on program requirements.
- Grant Status Report - Planners complete a documented grant status report in eGOHS Plus for all grantees. These reports will generally be completed during the first half of the grant year to document the progress of the grant. The Grant Status Report will be used to verify the first quarter requirements had been met, and assist planners in making recommendations for continued and future funding based on the overall performance and reach of the grant.
- On-site visits, forms and follow up - GOHS planners must also conduct a minimum of one on-site visit per year with each grantee receiving \$25,000 or more in grant funds. Additionally, 50% of grants up to \$24,999.99 must have an onsite visit. During the onsite visit, planners complete an on-site report within eGOHS Plus. Planners discuss problems, progress of the project, record keeping and support documents, accountability of equipment, budget, as well as verifying that funds obligated were spent in accordance with the grant agreement. Planners submit the on-site reports within eGOHS Plus and follow up with the grantee highlighting the recommendations along with agreed upon due dates for corrective action, if necessary. The GOHS Planner and Agency Administrator must continue to work together until all concerns are corrected as agreed upon during the initial onsite. The report is completed in eGOHS Plus and then reviewed by the Planning and Programs Division Director and Deputy Director.

- Final Report and Evaluation - Grantees are required to submit a final report as a recap of the project targets and objectives for the grant period. At a minimum, the report must recap program accomplishments, challenges, and budget amounts expended during the grant year. Unless otherwise noted, final reports must be submitted within 45 days after the grant period ends. GOHS will work with an evaluation team, either through grant or contract, to evaluate the outcome of each project.

The evaluation team will utilize the final report as well as progress reports and claims throughout the grant year to complete an evaluation of each application as they are submitted as well as throughout the course of the grant. The evaluation team reviews applications to make certain that stated objectives and activities are reasonable and measurable. Grants can then be revised if updates are necessary. The evaluation team continues to work with all grantees throughout the grant year to ensure accurate evaluation is ongoing within each grant. At the completion of the grant year, the team reviews the accomplishments of each grant to determine the overall outcome obtained from GOHS grantees.

Medium Risk will receive the standard monitoring as well as the following:

- Financial Review - The GOHS planner assigned to the grant will schedule a financial review with the applicant. This should be finalized during the first quarter of the grant. The planner will work with the financial contact of the grant to explain the policy and procedures in detail as well as answer any questions that the grantee may have.
- Withhold full or partial payments pending the single audit results- GOHS fiscal staff will work with the planner to determine if this step is necessary, depending on the results of the single audit.
- Provide training and technical assistance on program related matters- The GOHS planner assigned to the grant will work closely with the grantee to guarantee they understand the policies and procedures in place to execute a successful project.

High Risk will receive the monitoring for low risk and medium risk, as well as the following:

- Schedule a meeting within the first month of the grant award- The GOHS planner will work with the Agency Administrator to schedule a meeting within the first month of the grant. The risk assessment will be discussed as well as ways to minimize the risk for the future. A detailed explanation of the grant terms and conditions and the procedures for the submission of timely reports and claims will be discussed.
- Require mandatory training attendance by two (2) of the following: Authorized Official, Agency Staff (financial official), or Agency Administrator. Attendance at these trainings will ensure they receive the same training as other grantees as well as allow them to ask questions in a group setting.

Non-Compliant Grantee

In the event that any grant is found to be out of compliance with the grant agreement, a non-compliance letter may be sent to grantees. Non-compliance may result in the immediate discontinuation of the project by GOHS where it finds a substantial failure to comply with the provisions governing the grant funds or other obligations established by GOHS. GOHS planners, fiscal staff, division directors and The Deputy Director will meet and discuss the Non-compliant grantee. A determination will be made and notification of the outcome will be made to the Agency Authorized Official, Agency Staff (financial officer) and the Agency Administrator.

Future Funding

Future Funding Recommendation Meetings - Planners meet annually with the agency Director, Deputy Director, Planning Division Director and the Director of Finance to discuss future funding of all current grants. Planners present specific information for each grant with details including awarded amount and percentage of funds spent in current and prior years, program impact and effectiveness, opportunities for improvements, and ultimately their recommendations for renewal/non-renewal of the project.

SECTION 1: HIGHWAY SAFETY PLANNING PROCESS



Highway Safety Planning Process Flow



FFY 2018 Planning Calendar

December 2016	Define the highway safety problem through data analysis, outcomes, and results for prior year planning and implementation.
December - June 2017	Identify and involve partners in each planning process.
January - March 2017	Coordinate HSP and data collection for the state with SHSP.
January – May 2017	Data analysis to define highway safety problem and to develop program area performance targets and measures.
January 2017	Produce an annual ranking report, identifying available funds, and develop program’s Request for Proposals (RFPs).
February - March 2017	Based on availability of federal funds, contact prospective grantees to determine interest, post Request for Proposals (RFPs), host grant application workshops, and open the Governors’ Office of Highway Safety electronic grant system.
April 2017	Submission of grant applications.
April – June 2017	Identify, review, prioritize, select strategies, and finalize projects and grant applications.
July 1, 2017	Submit Highway Safety Plan for NHTSA review and approval. Notify grant awarded applicants.
July - August 2017	Respond to NHTSA comments/recommendations.
October 2017	Beginning of the FFY2018 grant year.
December 2017	Evaluate outcomes and results for use in next planning cycle.

Highway Safety Plan Data Sources

The Highway Safety Plan is based on the latest statistics available from the National Highway Traffic Safety Administration (NHTSA) for highway safety problem solving. All data stated within this document will correlate and reference back to the summary of performance measures as agreed upon by National Highway Traffic Safety Administration (NHTSA) and The Governor's Highway Safety Association (GHSA). The data has been obtained through the National Fatality Analysis Reporting System (FARS) database with the exception of the number of crashes and serious injuries in traffic crashes which has been documented with state crash data files.

Data Sources Description

Data Type	Description	Citation
Roadway Fatalities	Fatality Analysis Reporting System (FARS) is a nationwide census providing National Highway Traffic Safety Administration (NHTSA), Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. Governor's Office of Highway Safety (GOHS) uses the raw data set (individual records for the state of Georgia) to design specific queries that are used to identify geographic regions where crashes occur, specific population groups that are disproportionately affected, and identify risk factors associated with specific crashes (i.e. alcohol impaired driving, distracted driving, speeding, unrestrained/un-helmeted, etc.).	Fatality Analysis Reporting System (FARS) Encyclopedia State Traffic Safety Information. Web. 19 Jun. 2017. < http://www-nrd.nhtsa.dot.gov >.
Roadway Crashes and Injuries	The GEARS online services provided by Apriss, Inc. are for the exclusive use of law enforcement, approved agencies, and other authorized users in the state of Georgia. Governor's Office of Highway Safety (GOHS) uses pre-designed queries in GEARS and raw data (individual records for the state of Georgia) to design specific queries that are used to identify geographic regions where crashes occur, specific population groups that are disproportionately affected, and identify risk factors associated with specific crashes (i.e. alcohol impaired driving, distracted driving, speeding, unrestrained/un-helmeted, etc.).	Georgia Crash Reporting System (GEARS). Web. 19 Jun. 2017. < http://www-nrd.nhtsa.dot.gov >.
Occupant Protection	Dr. James Bason, on behalf of the Governor's Office of Highway Safety (GOHS) and the University of Georgia Department of Health Promotion and Behavior, conducted an observational survey of safety belt use and child safety seat use between March and September 2016. Governor's Office of Highway Safety (GOHS) uses the survey findings to identify usage rates (includes motorcycle helmets) by geographic region, gender, race/ethnicity, age group (children under 5 years) and overall statewide population.	Bason, James. J. "Statewide Use of Occupants Restraints: Observational Survey of Safety Restraint Use in Georgia" 2016. Survey Research Center, University of Georgia: Athens, Georgia

Other datasets used by Governor's Office of Highway Safety (GOHS) and strategic partners includes:

- Crash Outcomes Data Evaluation System (CODES)
- Georgia Emergency Medical Service data
- National EMS Information Systems Citation Data from the Department of Driver Services
- Georgia Emergency Department Data Vital Records
- Georgia Hospital Discharge Data

As more current data becomes available, Governor's Office of Highway Safety (GOHS) will use such in refining its Highway Safety Plan (HSP).

Problem Identification Process

Problem analysis is completed by Governor's Office of Highway Safety (GOHS), law enforcement, Department of Transportation, Georgia Data Driven Approaches to Crime and Traffic Safety (DDACTS), contracted epidemiologist with the Governor's Office of Highway Safety, Department of Public Health, and other involved agencies and groups. The Performance Identification process for performance measures and targets are evidence-based and consistent with the "Traffic Safety Performance Measures for States and Federal Agencies" (DOT HS 811 025). Governor's Office of Highway Safety (GOHS) will regularly review the performance measures and coordinate with other above mentioned agencies for input and update on our performance measures. A state-level analysis was completed, using the most recent data available (currently 2015 FARS data). Motor vehicle crash data, occupant protection survey results, roadway fatality data, and other data on traffic safety problems are analyzed statewide and on county levels. Program level evaluation findings for major issues (impaired driving, safety belts, and pedestrian/bicycle safety) were also included in the problem identification process. Surveillance data along with evaluation findings were used directly to link the identified crash issues, statewide performance targets, strategic partners, the State Strategic Highway Safety Plan, funding opportunities, and capacity to implement sound programs to address the problem.

State Demographics

In 2015, there were 1,430 motor vehicle fatalities in the State of Georgia. This is a 22.8% increase in roadway fatalities in comparison to the previous year but remains a reduction of 12.3% from 2005 roadway fatalities. Eight (8) counties in Georgia had no roadway fatalities in 2015. This same year (2015), there were 19,405 serious injures and 385,221 motor vehicle crashes in Georgia. The number of roadway fatalities varied from 1994 to 2014, peaking in 2005 with 1,729 fatalities, and a rate of 1.52 fatalities per 100 vehicle miles traveled (VMT). However, in 2015 Georgia experienced a rate comparable to the 2008 rate, with 1.21 fatalities per every 100 million vehicle miles traveled (VMT). The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities.

Although these statistics paint a tragic picture, there are ways to reduce the risk of crashes, injuries and fatalities. Strong law enforcement, effective highway safety legislation, improved road designs, public education and information, and community support, are among the proven means of reducing crashes, injuries and fatalities. The Governor's Office of Highway Safety (GOHS) will continue to leverage the benefits initiated during the last planning cycle. The agency's Highway Safety Plan provides the direction and guidance for the organization. The Highway Safety Plan (HSP) contains Education and Enforcement countermeasures for reducing motor vehicle related crashes, injuries and fatalities on Georgia roads. It also documents strategic, comprehensive, and collaborative efforts with the Enforcement, Education, Engineering Evaluation and Emergency Medical Services components to roadway safety in the State. This "5-E" approach will result in a balanced and effective strategy to saving lives on Georgia's roadways. Governor's Office of Highway Safety (GOHS) plans to develop, promote, implement and evaluate projects designed to address those identified major contributing injury and fatal highway safety factors with the latest data available.

Highway Safety Planning Process Participants

In developing the Highway Safety Plan, The Governor's Office of Highway Safety collaborates and receives input from the following agencies: Strategic Highway Safety Plan Task Teams (Aggressive Driving, Impaired Driving, Occupant Protection, Serious Crash Type, Age-related Issues, Non-motorized Users, Vehicle Types, Trauma Systems, Traffic/Crash Records Data Analysis, Traffic Incident Management Enhancement), Georgia Department of Drivers Services, Georgia Department of Public Safety, Georgia State Patrol, Georgia Department of Public Health, Georgia Department of Transportation, Georgia Public Safety Training Center, Prosecuting Attorneys Council, and the University of Georgia.

Strategies for Project Selection

The Governor's Office of Highway Safety provides funding opportunities to police departments, governmental entities, and highway safety advocacy organizations for the purpose of addressing motor vehicle crash problems in local jurisdictions. Grant proposals are received through responses to request for proposals (RFP), and through unsolicited submissions where documented highway safety problems exist.

Request for Proposals (RFP)

As innovative programs are developed, specific requests for proposals are distributed to communities, special interest groups, governmental agencies and other stakeholders through electronic mediums (i.e. the Governor's Office of Highway Safety (GOHS) Website, GATEN, Georgia Association of Chiefs of Police, Sheriff's Association, Atlanta Regional Commission, Georgia Municipal Association, ACCG, GAMPO and GPSTC). The request for proposals (RFP) provides an introduction to the specific problem(s), eligibility criteria, program targets and objectives, suggested activities, and methods of evaluation. Upon receipt of all applicants responding to the request for proposals (RFP), a review team of planning and finance representatives is assigned the task of assessing applications to determine if the proposed projects are viable via the Governor's Office of Highway Safety (GOHS) online reporting system, Electronic Grants of Highway Safety (eGOHS) Plus.

Discretionary Grants

Funds are also used to support governmental entities furthering Governor's Office of Highway Safety's mission. In these instances, the purpose, scope, and funding requirements are subjected to Governor's Office of Highway Safety (GOHS) staff review and scoring prior to Governor's Office of Highway Safety (GOHS) Director Approval. Milestones and performance objectives are tailored to the specific project/purpose and established prior to any commitment of funds. All prospective applicants must follow Governor's Office of Highway Safety (GOHS) procedures in applying for highway safety funds.

Renewal Process

Projects that have been deemed vital to the Governor's Office of Highway Safety (GOHS) mission by the Director may receive funding for multiple years based on the availability of funds. All renewal applications are reviewed along with other potential funding requests.

Grant Application Process

Who Can Apply

For the FFY2018 grant year, The Governor's Office of Highway Safety created and advertised a Request for Proposal (RFP). The RFP was advertised through many resources including, but not limited to, the Georgia Municipal Association, Georgia Chief's Association, Georgia Sheriff's Association, and Georgia Regional Commissions. Applications were reviewed and selected based upon the responses to the RFP.

When to Apply

Applications for federal funds are generally accepted six months prior to the beginning of each federal fiscal year, which begins October 1. Dependent upon the time frame of the identified problem, subsequent applications for funding may also be submitted anytime during the fiscal year.

How to Apply

Prospective grantees must submit an application using Electronic Grants of Highway Safety (eGOHS) Plus using quantitative data pertinent to their jurisdiction's identified traffic safety problem(s). The Governor's Office of Highway Safety (GOHS) Grant Application consists of three (3) major parts Programmatic, Budget, and Certifications. The need to complete all major parts varies according to Program emphasis areas.

Part I – Programmatic Section

Problem Identification

The problem statement must clearly define the problem(s) planned to be addressed. The statement must provide a concise description of the problem(s), where it is occurring; the population affected, how and when the problem is occurring, etc. It must include consecutive years of the most recent data to establish the conditions and the extent of the problem(s). Charts, graphs and percentages are effective ways of displaying the required data.

Program Assessment

The applicant must identify the resources that the community/jurisdictions are currently using to address the problem(s) identified under the problem identification section mentioned above. This section will (1) review and note activities and results of past and current efforts, indicating what did or did not work (2) assess resources to determine what is needed to more effectively address the problem(s) and (3) identify local laws, policies, safety advocate groups and organizations that may supports/inhibit the success of the project.

Project Objectives, Activities and Evaluation

The objectives must clearly relate to the target problem(s) identified in the Problem Identification section mentioned above. The activities identify the steps needed to accomplish each objective. Finally, a comprehensive evaluation plan must be developed to explain how to measure the outcome of each proposed activity listed.

Milestone Chart- Part of the Activities and Evaluation Section

This chart must provide a summary of the projected activities to be accomplished on a monthly basis. This section reflects the activities described in the Project Objectives, Activities and Evaluation Section mentioned above.

Media Plan

The applicant must describe a plan for announcing the award of the grant to the local community. Media outlets available to the project must be stated. A discussion of how the public will be informed of grant activities throughout the entire project period is also included.

Resource Requirements

This section must list the resources needed in order to accomplish the objectives. Requirements may include but not be limited to personnel, equipment, supplies, training needs and public information/educational materials. A brief description of how and by whom the resources will be used is also required.

Self Sufficiency

This statement must reflect a plan of action that explains how the activities of the project will be continued after federal funds are no longer available to implement the project. The self-sufficiency plan must identify potential sources of non-federal funds.

Part II – Budget Section

Each budget item(s) must be allowable, reflect a reasonable cost and be necessary to carry out the objectives and activities of the project. Potential budget categories include:

- Personnel Services (Salaries, Pay Schedule and Benefits)
- Regular Operating Expenses
- Travel
- Equipment Purchases
- Contractual Services
- Per Diem and Fees
- Computer Charges and Equipment
- Telecommunications
- Motor Vehicle Purchases
- Rent/Real Estate

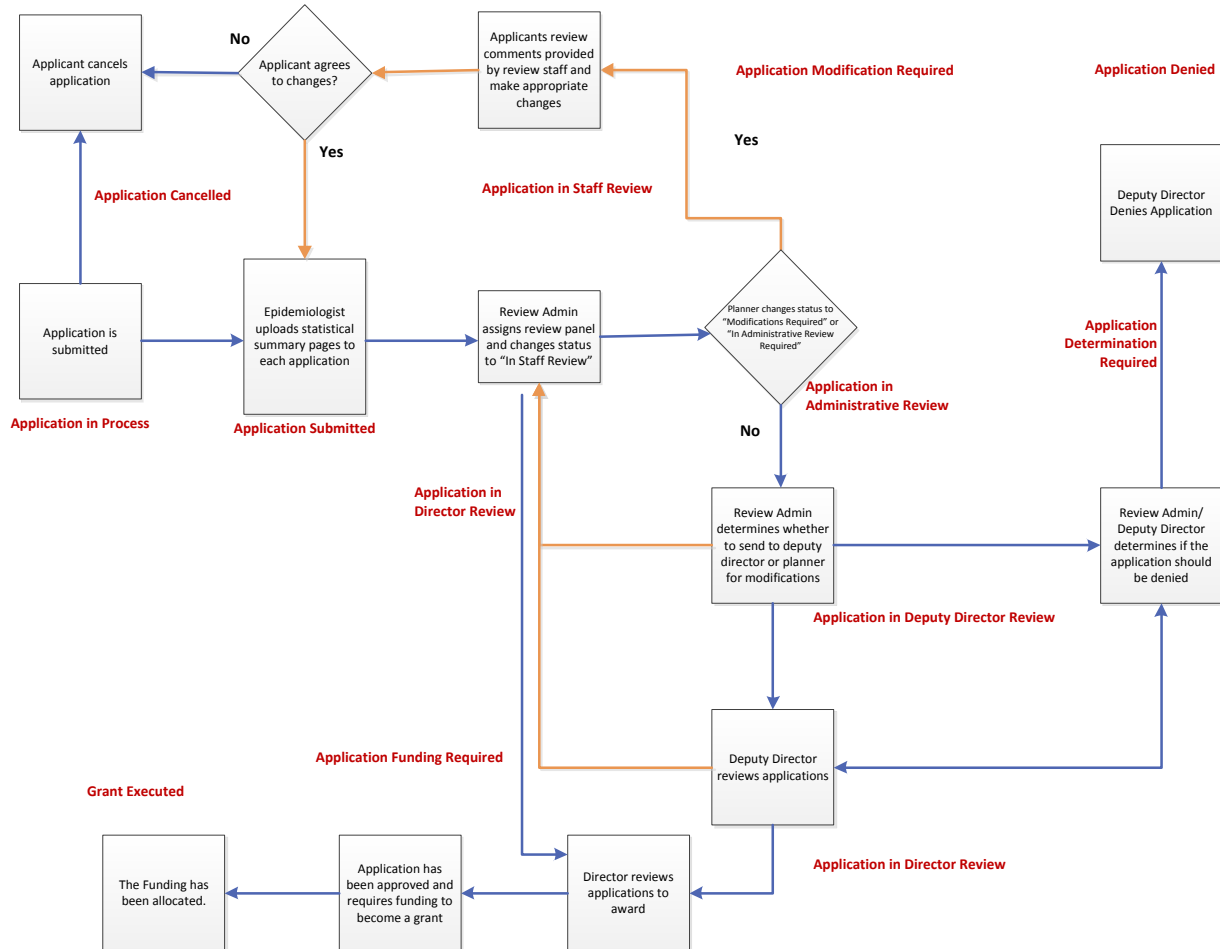
Part III: Grant Terms, Conditions and Certification

This section contains certain legal and regulatory requirements pertaining to the receipt of federal grant funds with which the grantee must agree to comply. Additionally, individuals responsible for the financial aspects of the grant are identified. The application for funding must be submitted by the appropriate Authorizing Official who may be either an elected official and/or agency head or Agency Administrator. Upon approval, the application is made part of the executed grant agreement between the Governor's Office of Highway Safety (GOHS) and the applicant.

Application Review Process

All grant applications are submitted via the Electronic Grants for the Office of Highway Safety (eGOHS) Plus System.

eGOHS Plus Application Review Process Flow



Applications are assigned to a review panel which includes one planner and a staff member from the finance division. For new applications there is also an external reviewer assigned to review and score the application. During the review phase local, county, and state data is included in the review of applications. The Electronic Grants of Highway Safety (eGOHS) Plus system maintains the information and issues the notifications regarding each step. Each member of the review panel completes scoring based on established guidelines and eGOHS Plus calculates each score. Once the review panel, along with the Division Director of Planning and Programs, Deputy Director and the Agency Director complete their review, accepted applications receive a grant number and the grant is executed.

As new applications are reviewed, they are placed in “Application Funding Required” or “Application Determination Required” status until the availability of federal funding is verified, as well as the need for special programs, based on ‘data’ for new projects. Once amounts are verified, the applications are executed and become a grant.

Preliminary Application Training

After extending request for proposals (RFPs), a grant funding procedures application training is arranged during which the Governor’s Office of Highway Safety (GOHS) grant application and reporting documents are explained and the grant application submission date is established.

The Preliminary application training is required and facilitated for potential agencies that have never received Governor's Office of Highway Safety (GOHS) grant funding, does not have a grant with GOHS for the previous fiscal year, or does have a current grant with GOHS but is seeking funds for a new project. Requests for proposals (RFP) are only extended to new agencies based on the availability of federal funds. If sufficient funding is not available to consider the addition of new grants, the Preliminary training will not be held. If a potential grant project is established after the preliminary conference is held, GOHS can set up an individual meeting with the potential grantee.

Grant Selection Notification

The Authorizing Official and the Agency Administrator of the awarded grants receives written notification of grant award which includes the Governor's Office of Highway Safety (GOHS) Grant Terms, Conditions and Certifications. The applicant is notified electronically via eGOHS Plus and hard copy via U.S. Mail of the approval or denial of the Highway Safety Grant Application. Upon receiving notification of the grant award, the grantee is authorized to implement the grant activities during the current FFY effective October 1st through September 30th.

Agency Training

Following grant award notification, grantees are invited to attend training to learn about GOHS procedures. This training is intended to inform grantees, especially new grantees of GOHS' expectations for the grant year. This activity may be conducted via webinar, in a group setting or individually, based on the number registered for training. At this time, grantees are trained on the use of eGOHS Plus for the submission of claims, progress reports, travel requests, amendments, and final reports. GOHS' Grant Terms and Conditions are also highlighted.

Funding Formula

The Section 402 formula is:

- 75% based on the ratio of the State's population in the latest Federal census to the total population in all States.
- 25 % based on the ratio of the public road miles in the State to the total public road miles in all States.

In addition, it requires that at least 40% of the total federal annual obligation limitation must be used by or for the benefit of political subdivision of the State.

Project Funding Period

The federal government operates on a fiscal year that commences on October 1 and ends on September 30. Generally, projects will only be funded during this time span. Occasionally, prior year funds are rolled over into the current fiscal year to continue a project, but this practice is neither encouraged nor frequent.

Governor's Office of Highway Safety (GOHS) generally funds innovative traffic safety projects at the rate of 100% the first year, with the second and third year level of funding discussed and approved during the review team scoring process with final approval from the GOHS Director. The diminishing levels of funding are designed to encourage the grantee to become self-sufficient, allowing the project to develop into an ongoing part of the agency. At the discretion of the Governor's Office of Highway Safety (GOHS) Director and a Governor's Office of Highway Safety (GOHS) application review committee, a project may be funded beyond 3 years and at different rates. The local agency is expected to establish precedents and develop procedures that support continued operation of the traffic safety program using local funding.

Equipment Purchases

Under the provisions of Section 402, the purchase of equipment cannot be approved unless it is an actual component of a highway safety program. Cost of purchase for new or replacement equipment with a useful life of one year or more and an acquisition cost of \$5,000 or more, must be pre-approved by the grant approving officials. Equipment must go through the bid process and have prior approval from both The Governor's Office of Highway Safety (GOHS) and National Highway Traffic Safety Administration (NHTSA).

DOT LEP Guidance

The Georgia Governor's Office of Highway Safety (GOHS) will comply and inform its sub-recipient to comply with the "Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons" (DOT LEP Guidance).

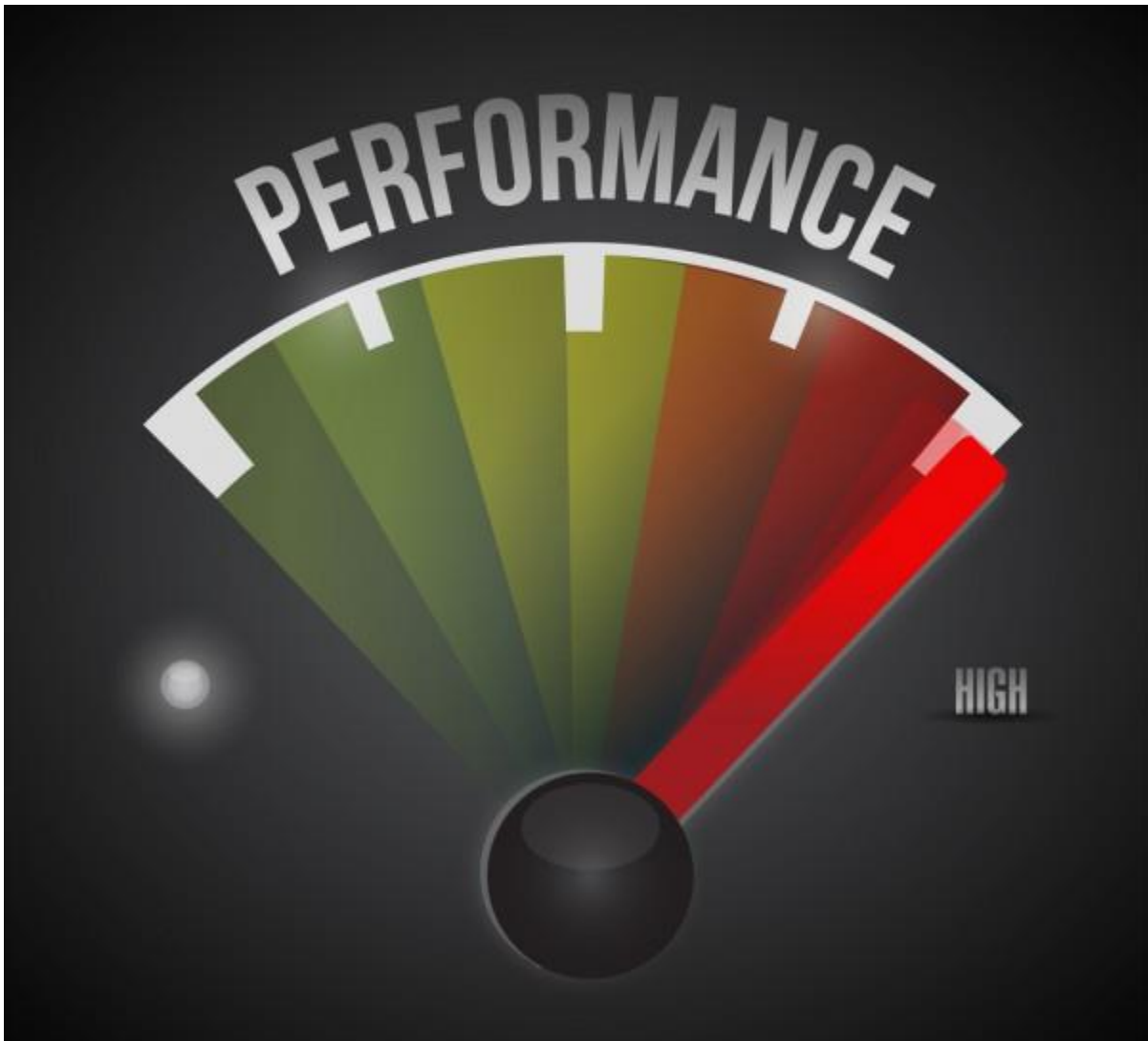
Grant Monitoring/Evaluations

Process evaluation is continual throughout the grant year. The Governor's Office of Highway Safety (GOHS) utilizes an evaluation team to complete data sheets for each application as they are submitted as well as throughout the course of the grant. The evaluation team reviews applications to make certain that stated objectives and activities are reasonable and attainable. Grants can then be revised if updates are necessary. The evaluation team continues to work with grantees throughout the grant year to ensure an accurate evaluation is ongoing within each grant. At the completion of the grant year, the evaluation team reviews the accomplishments of each grant to determine the overall outcome obtained from Governor's Office of Highway Safety (GOHS) grantees.

The Governor's Office of Highway Safety (GOHS) conducts desktop reviews of all grantees as a means of ensuring compliance with state and federal regulations. By the 20th of each month during the grant cycle, grantees are required to submit a monthly progress report and financial claim documenting the previous month's activities. Beginning in Federal Fiscal Year (FFY) 2008, Governor's Office of Highway Safety (GOHS) accepted electronic signatures to expedite the claim process. Currently, reimbursement for claims is delivered within 45 days from receipt of the claim and programmatic reports. Effective January 1, 2012, grantees are encouraged to receive their claim for reimbursement payment electronically via Automatic Clearing House (ACH).

Governor's Office of Highway Safety (GOHS) planners complete a Grant Status Report on all awarded grants to document the progress of the project. Planners then make a recommendation for continued and future funding based on the overall performance and reach of the grant. Governor's Office of Highway Safety (GOHS) Planners must also conduct a minimum of one onsite visit per year with each grantee receiving more than \$25,000 in grant funds. Additionally, 50% of grants up to \$24,999.99 must have one onsite visit. During the onsite visit, planners discuss problems identified, progress of the project, record keeping and support documents, accountability of equipment, budget, as well as verifying that funds obligated were spent in accordance with the grant agreement.

SECTION 2: PERFORMANCE PLAN



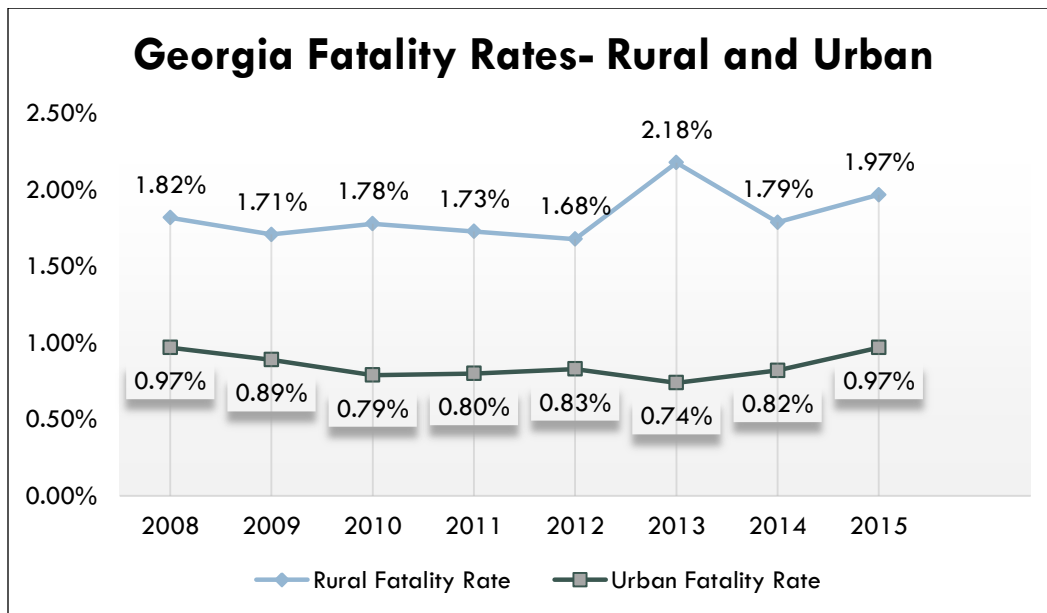
Georgia Motor Vehicle Fatalities

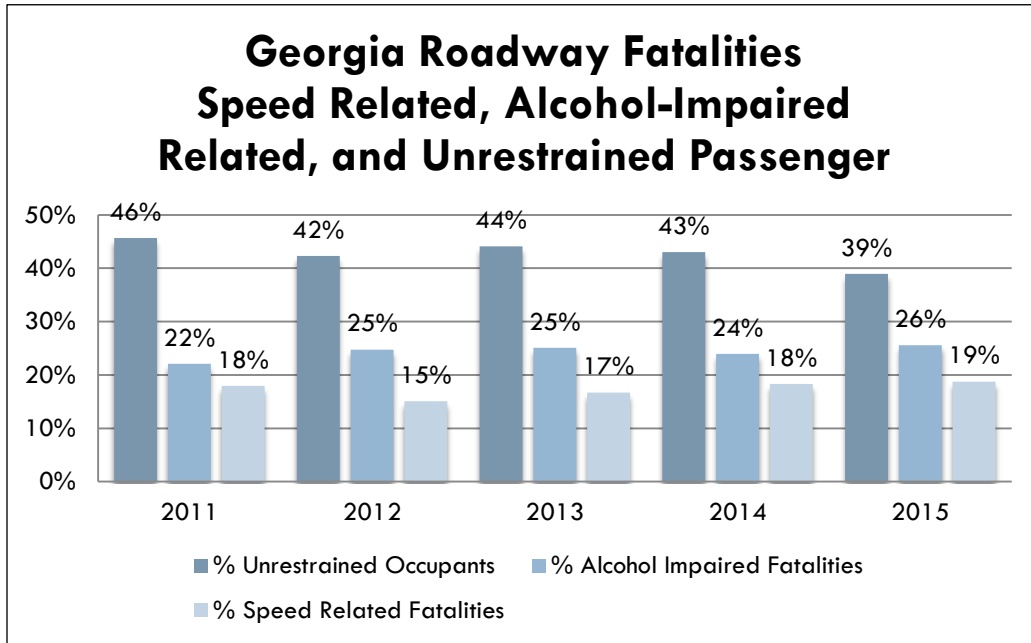
In 2015, there were 1,430 motor vehicle fatalities in the State of Georgia. This is a 22.8% increase in roadway fatalities in comparison to the previous year and a 17% decline from 2005 when there were 1,729 roadway fatalities. Eight (8) counties in Georgia had no roadway fatalities in 2015.

This same year (2015), there were 19,405 serious injuries and 385,221 motor vehicle crashes in Georgia. The table to the right shows the top 10 counties of 2015 that had the highest motor vehicle fatalities in Georgia. Fulton, DeKalb, Gwinnett, Cobb, and Chatham counties continue to have the highest number of roadway fatalities. In 2015, 25% of all Georgia motor vehicle fatalities occurred in these five counties. Eight counties in the top ten, experienced an increase in roadway fatalities in comparison to the previous year.

Georgia Counties by 2015 Ranking		Total Fatalities		% of Total Fatalities	
		2014	2015	2014	2015
1	Fulton	77	104	7%	7%
2	DeKalb	55	83	5%	6%
3	Gwinnett	55	67	5%	5%
4	Chatham	26	54	2%	4%
5	Cobb	49	49	4%	3%
6	Hall	21	33	2%	2%
7	Bartow	21	29	2%	2%
8	Henry	26	29	2%	2%
9	Carroll	21	27	2%	2%
10	Richmond	27	27	2%	2%
Sub Total 1	Top Ten Counties	380	502	33%	35%
Sub Total 2	All Other Counties	784	928	67%	65%
Total	All Counties	1,164	1,430	100%	100%

Although urban areas, such as Atlanta Metropolitan Counties (Clayton, Cobb, DeKalb, Fulton, and Gwinnett) have a higher number of crashes, rural areas have significantly higher fatality rates than urban areas. In 2014 Georgia experienced the lowest fatality rate in fifteen years, with 1.04 fatalities per every 100 million vehicle miles traveled (VMT) – a 3.7 percent decrease since 2013. The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities. From 2014 to 2015 the fatality rates in rural areas increased by 10% and urban fatality rates increase by 18%.





NOTE- Alcohol Related Fatalities are those that have a BAC greater than or equal to .08

Driving under the influence of drugs and/or alcohol is a problem in Georgia. Over the past five years (from 2011 to 2015), on average 301 impaired driving fatalities occur per year, representing on average 24% of all roadway fatalities a year. In 2015, Georgia experienced 366 (26%) impaired related fatalities the highest percentage since 2009. The lowest percentage of alcohol related fatalities occurred in 2011 with 271 deaths representing 22% of all fatalities in that year.

In 2015, the number of unrestrained fatalities for persons age 5 and over riding in passenger vehicles increased by 13% from 361 unrestrained fatalities in 2014 to 408 unrestrained fatalities in 2015. However, the percentage of unrestrained fatalities among passengers age 5 and over has continued to decrease from 53% in 2008 to 39% in 2015.

The chance of a crash being fatal is over three times higher in crashes related to speed than crashes not related to speed. More young male drivers are involved in fatal crashes as a result of speeding. Georgia had 268 speed-related crash deaths (19% of all roadway fatalities) in 2015 – This is a forty-nine percent (49%) increase since 2012 when there were 180 fatalities related to speeding (15% of all roadway fatalities).

Core Performance Measures and Targets

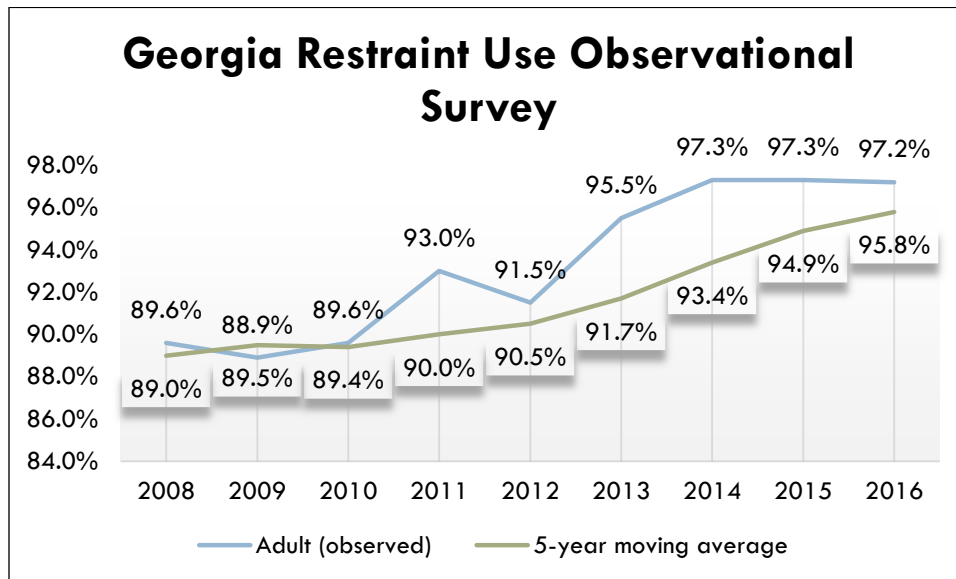
- C-1:** To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2:** To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
 - C-2a:** To maintain the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled under the projected 16.32 (2014-2018) 5-year average by December 2018.
- C-3:** To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018.
- C-4:** To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.
- C-5:** To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- C-6:** To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.
- C-7:** To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.
- C-8:** To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.
- C-9:** To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.
- C-10:** To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.
- C-11:** To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.
- B-1:** Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

Priority Targets

- To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.
- Continue implementation of the Strategic Highway Safety Plan with all roadway safety stakeholders in Georgia.

Core Behavior

Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.



Activities Tracked (No Targets Set)

- A-1:** In FFY 2016, 141,453 seat belt citations were issued during grant-funded enforcement activities. This is a decrease of 36% in comparison to the previous fiscal year (FFY2015).
- A-2:** In FFY 2016, 40,449 impaired driving arrests were made during grant-funded enforcement activities. This is a 16% decrease in comparison to the previous fiscal year (FFY2015).
- A-3:** In FFY 2016, 586,719 speeding citations were issued during grant-funded enforcement activities. This is a 11% decrease in comparison to the previous fiscal year (FFY2015).

Core Activity Measures FFY2010-FFY2016							
	FFY2010	FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	FFY2016
Safety Belt Citations	199,347	193,727	190,042	189,535	189,032	221,429	141,453
Impaired Driving Arrests	52,775	51,165	48,270	51,022	53,246	48,098	40,449
Speeding Citations	631,643	595,387	641,849	669,845	760,180	658,973	586,719

Citation data aggregated from GOHS grantee self-reported data and jurisdictions voluntarily reporting monthly data on the GOHS online reporting system. Safety belt citations include child restraint citations

Traffic Safety Performance Measures*

Core Outcome Measures	Year							Target
	2009	2010	2011	2012	2013	2014	2015	2018
Traffic Fatalities	1,292	1,247	1,226	1,192	1,180	1,164	1,430	2,266
<i>5-year moving average</i>	1,570	1,474	1,380	1,290	1,227	1,202	1,238	1,593
Fatalities Per VMT	1.18	1.12	1.13	1.11	1.08	1.04	1.21+	1.60
<i>5-year moving average</i>	1.40	1.32	1.25	1.18	1.12	1.10	1.11	1.32
Serious Injuries	12,482	12,483	14,756	15,510	17,040	16,168	19,405	22,564
<i>5-year moving average**</i>			12,814	13,392	14,454	15,192	16,576	19,643
Aged Under 21	148	175	165	158	156	149	168	434
<i>5-year moving average</i>	255	225	199	173	160	161	159	225
Alcohol-Impaired Driving Fatalities	333	299	271	295	296	279	366	415
<i>5-year moving average</i>	414	387	351	321	299	288	301	407
Speeding-Related Fatalities	239	217	220	180	197	213	268	458
<i>5-year moving average</i>	336	311	274	233	211	205	216	292
Motorcyclist Fatalities	140	128	150	134	116	137	152	264
<i>5-year moving average</i>	156	153	152	146	134	133	138	177
Un-helmeted Motorcyclist Fatalities	11	14	15	8	5	8	10	3
<i>5-year moving average</i>	17	16	15	13	11	10	9	8
Pedestrian Fatalities	152	168	130	167	176	163	193	344
<i>5-year moving average</i>	150	154	150	153	159	161	166	228
Bicyclist Fatalities	21	18	14	17	28	19	23	47
<i>5-year moving average</i>	20	19	18	18	20	19	20	29
Daytime Front Seat Passenger Vehicle Occupants Observed	88.9%	89.6%	93.0%	91.5%	95.5%	97.3%	97.3%	94.0%
<i>5-year moving average</i>	89.5%	89.4%	90.0%	90.5%	91.7%	93.4%	94.9%	96.6%

- * These Performance Measures Were Developed by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA).
- * Based on the BAC of all involved drivers and motorcycle operators only.
- * Brief Methodology to determine 5-year trends: Targets were determined by 1) reviewing historical data obtained from the NHTSA's Fatality Analytical Reporting System (FARS) and Georgia's Department of Transportation Motor Vehicle Traffic Records; 2) Calculation of projection using linear trend analysis; and 3) Making a judgment call of achievable targets with knowledge of ongoing and new programmatic efforts. The calculation of projections was determined using 5-year trends. The highest coefficient of determination determined the number of historical years to use in the linear analysis.
- * **For FFY2018 Georgia redefined Serious Injuries. Serious traffic-related injuries are defined as the sum of: 1) all pedestrian and bicycle crashes that were coded as serious; 2) all pedestrian and bicycle crashes that were coded as visible and there was transport by EMS; 3) All other occupants that were coded as serious and transport by EMS; and 4) 50% of all other occupants that were coded visible, transport by EMS, and damage to vehicle (extensive or fire present).
- * Do to this change, 2009 and 2010 5-year moving average was not available.
- + In 2015, the 5-year average Fatalities per 100 million VMT is calculated to be 1.08, using the values reported in FARS as of June 2017. The values reported are: 1.13 in 2011, 1.11 in 2012, 1.08 in 2013, 1.04 in 2014, and 1.21 in 2015.

SECTION 3: STRATEGIES, PROJECTS AND BUDGET SUMMARIES



Planning and Administration

PROGRAM TARGETS: To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities according to the FFY 2018 Highway Safety Plan Targets.

Problem Identification and Program Justification

As directed by the Highway Safety Act of 1966, 23 USC Chapter 4, the Governor is responsible for the administration of a program through a State highway safety agency which has adequate powers and is properly equipped and organized to carry out the mission of traffic safety programs. In Georgia, Governor Deal has authorized the Governor's Office of Highway Safety (GOHS) to assemble staff and resources for planning and administering effective programs and projects to save lives, reduce injuries and reduce crashes. This responsibility is guided by written policies and procedures for the efficient operation of personnel, budgetary and programmatic functions. The major Governor's Office of Highway Safety (GOHS) document produced annually is the Highway Safety Plan (HSP). The Highway Safety Plan (HSP) is prepared by highway safety professionals who are driven by leadership principles for finding solutions to State and local highway safety problems. The Governor's Office of Highway Safety (GOHS) manages these efforts to mitigate the major problems in a cost-effective and lifesaving manner. The State's Strategic Highway Safety Plan is used to document the problems and to propose countermeasures. The Governor's Office of Highway Safety (GOHS) Planning and Administration (P&A) staff responsibilities include a continuous process of fact-finding and providing guidance and direction for achieving the greatest impact possible. The target of the Planning and Administration staff is to make highway use less dangerous and to contribute to the quality of life in Georgia and the nation.

In 2015, there were 1,430 motor vehicle fatalities in the State of Georgia. This is a 22.8% increase in roadway fatalities in comparison to the previous year and a 17% decline from 2005 roadway fatalities. Eight (8) counties in Georgia had no roadway fatalities in 2015. This same year (2015), there were 19,405 serious injuries and 385,221 motor vehicle crashes in Georgia. The total number of motor vehicle crashes has increased by thirty-three percent (33%) since 2011. The number of roadway fatalities varied from 1994 to 2015, peaking in 2005 with 1,729 fatalities, and a rate of 1.52 fatalities per 100 vehicle miles traveled (VMT). However, in 2015 Georgia experienced a fatality rate comparable to the 2008 rate, with 1.21 fatalities per every 100 million vehicle miles traveled (VMT). The highest fatality rate occurred in 1996 with 1.76 fatalities per 100 million vehicle miles traveled (VMT) and 1,573 roadway fatalities.

Although these statistics paint a tragic picture, there are ways to reduce the risk of crashes, injuries and fatalities. Strong law enforcement, effective highway safety legislation, improved road designs, public education and information, and community support, are among the proven means of reducing crashes, injuries and fatalities. The Governor's Office of Highway Safety (GOHS) will continue to leverage the benefits initiated during the last planning cycle. The agency's Highway Safety Plan provides the direction and guidance for the organization.

Strategic Highway Safety Planning

The majority of activities undertaken by the Governor's Office of Highway Safety (GOHS) are oriented towards encouraging the use of passenger restraint systems, minimizing dangers associated with individuals driving under the influence of drugs and alcohol, reducing unlawful speeds and encouraging safe behavior while driving in general. While these activities are associated with behavioral aspects of transportation system usage, it is clear that the substantive safety issues these programs are seeking to address require further transportation planning efforts aimed at increasing transportation system safety. The relationship between the highway safety agency and the planning efforts of various transportation agencies is one that needs to be strengthened and strategies found to better integrate these processes.

The effective integration of safety considerations into transportation planning requires the collaborative interaction of numerous groups. In most cases, parties involved will depend on what issue is being addressed. Governor's Office of Highway Safety (GOHS) has collaborated with the Georgia Department of Transportation (GDOT), the Georgia

Department of Public Safety (DPS), the Department of Driver Services (DDS), the Georgia Department of Public Health (DPH), the Office of State Administrative Hearings, the Georgia Association of Chief of Police, the Georgia Sheriff's Association, the Atlanta Regional Commission (ARC), other Metropolitan Planning Organizations (MPOs), local law enforcement, health departments, fire departments and other stakeholder groups to produce Georgia's Strategic Highway Safety Plan (SHSP). Collectively we will develop and implement on a continual basis a highway safety improvement program that has the overall objective of reducing the number and severity of crashes and decreasing the potential for crashes on all highways. The comprehensive SHSP is data driven and aligns safety plans to address safety education, enforcement, engineering, and emergency medical services. The requirements for our highway safety improvement program include:

Planning

A process of collecting and maintaining a record of crashes, traffic and highway data, analyzing available data to identify hazardous highway locations; conducting engineering study of those locations; prioritizing implementation; conducting benefit-cost analysis and paying special attention to railway/highway grade crossings.

Implementation

A process for scheduling and implementing safety improvement projects and allocating funds according to the priorities developed in the planning phase.

Evaluation

A process for evaluating the effects of transportation improvements on safety including the cost of the safety benefits derived from the improvements, the crash experience before and after implementation, and a comparison of the pre- and post-project crash numbers, rates and severity.

Target Population

Planning, implementing, and evaluating highway safety programs and efforts that will benefit of all Georgia's citizens and visitors.

FFY2018 Performance Objectives

- Objective 1: To maintain an effective staff to deliver public information and educational programs that help reduce crashes, injuries and fatalities in Georgia.
- Objective 2: To administer operating funds to targeted communities to support the implementation of programs contained in the Governor's Office of Highway Safety's Highway Safety Plan.
- Objective 3: To collect and analyze traffic crash data to ensure resources are directed to the identified problem areas.
- Objective 4: To evaluate the effectiveness of programs and their impact upon Governor's Office of Highway Safety (GOHS) mission and performance targets.
- Objective 5: To continue to work with highway safety partners and advocates implementing a Strategic Highway Safety Plan through the Integrated Safety Management Process.

FFY2018 Key Performance Measures

- C-1:** To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2:** To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.

Strategies

- Assess and identify the training needs of staff.
- Foster a work environment that encourages productivity and effectiveness.
- Identify and partner with key agencies, organizations and individuals in bringing about needed changes that will result in fewer deaths and injuries on Georgia roadways.
- If applicable, prepare applications in response to National Highway Traffic Safety Administration's (NHTSA) Request for Proposals (RFP) for demonstration projects.
- Provide monitoring and evaluation of Governor's Office of Highway Safety (GOHS) programs.
- Develop a regular operating budget to support the implementation of the Governor's Office of Highway Safety's Highway Safety Plan.
- Collect and analyze current information about motor vehicle crashes and make it available to the general public.
- Conduct annual/quarterly programmatic and fiscal audits that meet Governor's Office of Highway Safety (GOHS), federal and state requirements.

Planning and Administration (P & A) – Section 402 PA Projects and Budget Summary											
The following projects will be funded in an effort to deliver program countermeasures.											
Agency Name:	Georgia Governor's Office of Highway Safety										
Project Title:	402 P&A										
Project Number:	GA-2018-GAGOHS - G-00001										
Project Description:	<p>Provide for the direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan. To include half (1/2) salaries for ten (10) people and related personnel benefits for the Governor's Representatives for Highway Safety and for other technical, administrative, and clerical staff for the State's Highway Safety Office. Other costs include travel, equipment, supplies, rent and utility expenses necessary to carry out the functions of the State's Highway Safety Office.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>Director</td> <td>Deputy Director</td> </tr> <tr> <td>Division Director of Fiscal Services</td> <td>Division Director of Planning</td> </tr> <tr> <td>Systems Administrator</td> <td>Grants/Contract Manager</td> </tr> <tr> <td>Procurement Services Specialist</td> <td>Assistant Director of Fiscal Services</td> </tr> <tr> <td>Administrative Assistant Planning</td> <td>Receptionist</td> </tr> </table>	Director	Deputy Director	Division Director of Fiscal Services	Division Director of Planning	Systems Administrator	Grants/Contract Manager	Procurement Services Specialist	Assistant Director of Fiscal Services	Administrative Assistant Planning	Receptionist
Director	Deputy Director										
Division Director of Fiscal Services	Division Director of Planning										
Systems Administrator	Grants/Contract Manager										
Procurement Services Specialist	Assistant Director of Fiscal Services										
Administrative Assistant Planning	Receptionist										
Budget:	\$610,726.00										

Budget Summary

Planning and Administration (P & A) – Section 402PA Budget Summary		
Description	Federal	State/Match
402PA	\$610,726.00	
State Appropriation		\$610,726.00
Total All 402PA Funds	\$610,726.00	\$610,726.00

Alcohol and Other Drug

PROGRAM TARGETS: To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures. The overall target is to maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.

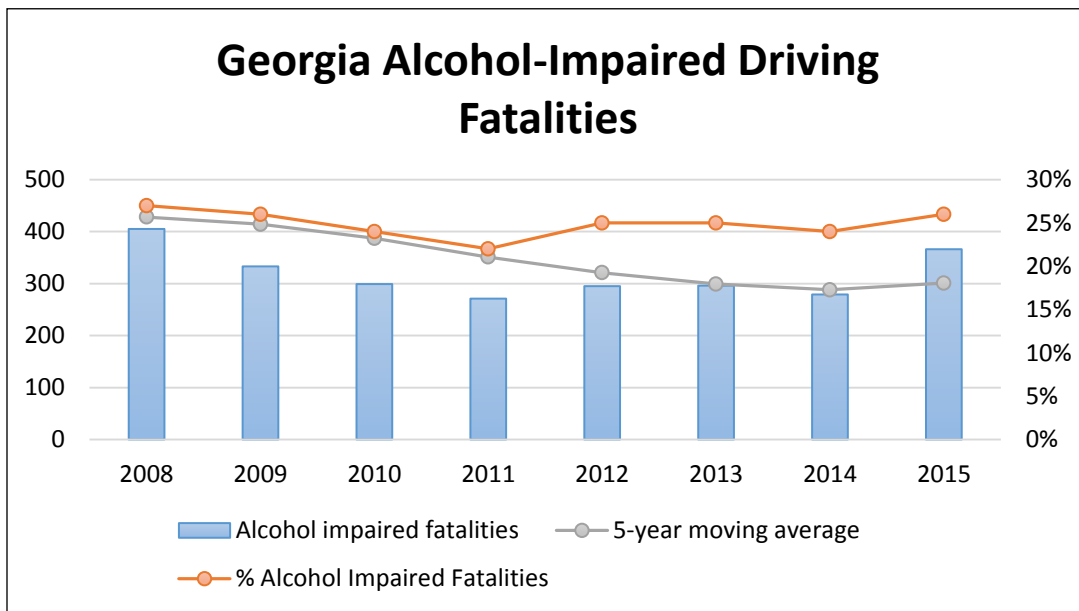
Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Young Adult Program, Students Against Destructive Decisions (CTW, Chapter 1: pages 56-66)
- Prosecuting Attorney’s Council: Traffic Safety Resource Prosecutors (CTW, Chapter 1: page 30)
- High Visibility Enforcement: H.E.A.T. (CTW, Chapter 1: pages 21-24)
- Young Drivers (under age 21) (CTW, Chapter 6: Pages 1-28)

Problem Identification and Program Justification

The National Highway Traffic Safety Administration (NHTSA) reports that in 2015, 35,092 people were killed in motor vehicle traffic crashes in the United States, of which 10,265 (29%) were alcohol-related. Every fifty-one (51) minutes in America, someone is killed in an alcohol-related crash. Nationally, these crashes result in more than \$44 billion in economic costs on an annual basis.



As indicated in the graph above, impairment was associated with 366 highway fatalities in Georgia during 2015. This equates to twenty-six percent (26%) of Georgia’s overall fatalities. The number of alcohol-related fatalities increased by 87 (31%) from 2014 to 2015.

Alcohol-impaired driving death rates are very high in urban areas where alcohol establishments are most prevalent. These areas include: Metropolitan Atlanta, Augusta, Savannah, Macon, and Columbus. College towns such as Athens and Valdosta, though not heavily populated, tend to show trends of impaired driving problems as well. Overwhelmingly, impaired driving crashes tend to take place between the hours of 10:00PM and 4:00AM; these hours are consistent with bars, and restaurants closings.

The chance of a crash being fatal is six times higher if exposed to an impaired driver when compared to those not related to alcohol or drugs. These numbers indicate that Georgia should continue to emphasize preventative measures for countering the problems of driving under the influence of alcohol. Even with stricter laws, high visibility law enforcement, and increased public information and education (PI&E) programs, the number of impaired driving crashes, injuries and fatalities remains unacceptable.

Georgia's impaired driving statistics have been impacted by the drug culture as reflected in an increase in drug related crashes. The number of law enforcement officers properly trained to identify drug impairment has been limited because of manpower shortages and lack of understanding for the need of this training by the law enforcement community. A companion program to Drug Recognition Experts (DRE), Standardized Field Sobriety Testing (SFST), is experiencing some success although the defense bar has vigorously attacked the Standardized Field Sobriety Test (SFST) process, particularly the portion which deals with Horizontal Gaze Nystagmus (HGN). The primary problem is that many non-traffic enforcement officers are not properly trained in this procedure and their ability to detect, evaluate and help through prosecution efforts is limited.

Georgia's Administrative License Suspension (ALS) law continues to be misused by the defense bar. In assessing the effectiveness of Georgia's Administrative License Suspension procedures for impaired drivers, the initial analysis of Administrative License Suspension (ALS) hearings and data revealed that a large percentage of Administrative License Suspension (ALS) hearings were lost by the state because of the officer's failure to attend hearings. Training proves to be an effective tool to combat Administrative License Suspension (ALS) issues and Georgia will increase its efforts to train law enforcement and Administrative License Suspension (ALS) judges.

Impaired Driving Enforcement – Highway Enforcement of Aggressive Traffic (H.E.A.T)

Aggressive driving has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Driving under the influence of alcohol and speed are among the worst behaviors identified with aggressive drivers.

Since 2001, the Georgia Governor's Office of Highway Safety has maintained a multi-jurisdictional task force to address aggressive and impaired driving in Georgia. Originally, three officers from six counties, the City of College Park, and the City of Atlanta came together to form a team of twenty-four officers to form Highway Enforcement of Aggressive Traffic (H.E.A.T.). Since this formation, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) team has maintained consistency across the state. In FFY 2017, the Governor's Office of Highway Safety (GOHS) funded eighteen (18) Highway Enforcement of Aggressive Traffic (H.E.A.T.) units across the state where speed and impaired driving crashes and fatalities are consistently high. Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FFY 2018.

The Highway Enforcement of Aggressive Traffic (H.E.A.T) Units were established for the purpose of reducing the number of driving incidents. This project will continue to focus on impaired driving and speeding, two of the main aggressive driving related violations. This will be accomplished through enforcement and education.

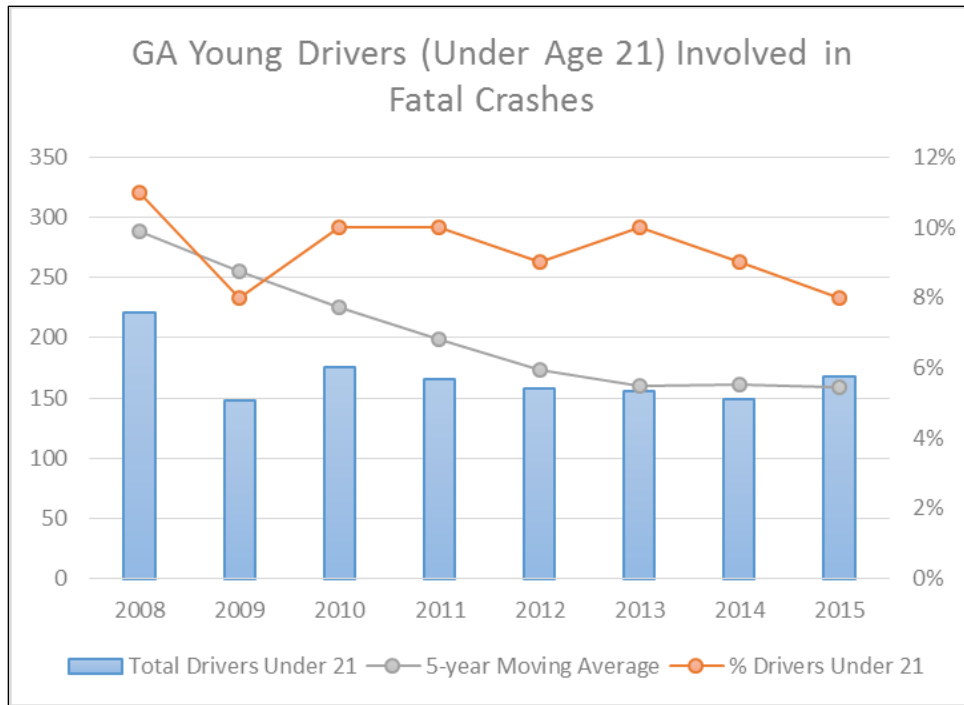
The overall targets of the Highway Enforcement of Aggressive Traffic (H.E.A.T) programs are to:

- Reduce the number of impaired driving crashes in jurisdictions identified by 10%
- Enforce laws targeting aggressive driving around Georgia

Teenage and Young Adult Drivers (Under age 21)

In 2015, there were a total of 180 motor vehicle fatalities among young people under age 21. Of those, 77 were driving and lost their lives, 89 were passengers, and 14 were non-occupants (pedestrians or bicyclists). The number of young drivers under the age 21 involved in fatal crashes has unsteadily decreased since 2008. In 2008, young drivers represented 11% of all drivers involved in fatal crashes (221 young drivers). However, in 2015, young drivers represented 8% of all drivers involved in fatal crashes (168 young drivers). In 2015, the number of young

drivers involved in fatal crashes decreased by 24% (53 less drivers) in comparison to 2008. GOHS has the goal to maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018..



Teenage and Adult Driver Responsibility Act (TADRA)

TADRA directly addresses the leading killer of our young people – traffic crashes. TADRA is an intense, three-step educational process that allows the young driver to gain more experience behind the wheel: Step 1 is an instructional permit granted to 15-year-olds upon successfully passing a written examination. The driver with this permit must be accompanied by a passenger who is at least 21 years old and possesses a valid Class C driver's license at all times while driving. Step 2 is an intermediate license granted to drivers between 16 and 18 years of age who have held an Instructional Permit for 12 months and passed a driving test. The Intermediate License has several restrictions. Step 3 is a full driver's license granted to drivers ages 18 years of age and older who hold the class D license and have incurred no major traffic convictions during the previous 12 months. The law significantly changes the way young motorists earn and maintain the privilege of driving by providing a controlled means for new drivers to gain experience and by reducing high-risk driving situations. While the law does focus on young drivers, it also contains important provisions that affect drivers over 21, particularly in the area of DUI prevention and enforcement.

High-risk behavior, texting while driving, peer pressure, inexperience, limited use or no use of occupant safety devices, lack of proper driving information and education are a few of the problems that our youth face while driving on Georgia's roadways. In an effort to address these issues, the Teenage and Adult Driver Responsibility Act (TADRA) was enacted on July 1, 1997 to reduce the number of lives lost in crashes involving young drivers. Since the enactment of the Teenage and Adult Driver Responsibility Act (TADRA), there have been a number of legislative changes that have strengthened the law and consequently reduced teen driver deaths.

Graduated driver licensing policies serve to delay full licensure and then limit exposure to the highest risk conditions after licensure, allowing young drivers to gain experience under less risky driving conditions. A similar strategy may be needed to guide parents. Researchers from the National Institute of Child Health and Human Development reports that parents do not appear to appreciate just how risky driving is for novice drivers and tend to exert less control over their teenage children driving than might be expected. Recent research has demonstrated that simple

motivational strategies can persuade parents to adopt driving agreements and impose greater restrictions on teen driving. Several studies have shown that greater parent involvement is associated with less teen risky driving behavior.

The Teenage and Adult Driver Responsibility Act (TADRA) is helping tremendously to reduce the carnage, but still too many young drivers are dying. Because of this, the Governor's Office of Highway Safety (GOHS) is promoting proven countermeasures (both legal requirements and recommended best practices) for this specific audience. In our research of effective methods for addressing the safety of young drivers, we have discovered that several states are recommending parents establish short-term "rules of the road" contracts with their new teen driver. Research conducted by Dr. Bruce Simons-Morton and others at the National Institute of Child Health and Human Development demonstrated that such parental intervention positively impacts youth by influencing them to choose less risky behaviors.

Georgia's Alcohol and Drug Awareness Program

In accordance with O.C.G.A. Code Section 40-5-22, all Georgia teens under the age of 18 years are statutorily required to successfully complete an Alcohol and Drug Awareness Program (ADAP) as prescribed by O.C.G.A. Code Section 20-2-142(b) if they wish to obtain a Class D Georgia driver's license. Georgia ADAP is jointly administered by the Department of Driver Services (DDS) and Department of Education (DOE) and consists of a standardized curriculum designed to not only educate Georgia teens about the effects of alcohol and drugs, but also highlight their effects on a person's ability to safely operate a motor vehicle.

Georgia Public Safety Training Center Programs

The Drug Recognition Expert (DRE) Program delivered by the Georgia Public Safety Training Center Police Academy continues to offer DUI enforcement training programs to all law enforcement agencies within the State of Georgia.

The current curriculum includes the following courses; Drug Recognition Expert (DRE), DRE Final Knowledge Exam, DRE Instructor, DRE Recertification, DUI Detection and Standardized Field Sobriety Testing (SFST), DUI/SFST Update, DUI/SFST Instructor, DUI/SFST Instructor Update, Advanced Roadside Impaired Driving Enforcement (ARIDE), DUI Case Preparation and Courtroom Presentation, DUI Case Report Writing (developing online format) and Advanced Traffic Law. Based on current trends in DUI enforcement, courses are updated and developed to reflect the training needs of proactive law enforcement agencies.

Governor's Commission on Teen Driving

In an effort to reduce crashes among Georgia's youngest drivers, Governor's Office of Highway Safety (GOHS) Director Harris Blackwood developed the idea of forming a teen driving commission that, for the first time in the nation, would be composed solely of teens. In August 2012, Georgia Governor Nathan Deal announced the formation of the Governor's Commission on Teen Driving. Composed solely of teens between 15 and 18 years of age, the 22-member Commission (selected via an application process administered by the Governor's Office of Highway Safety) was tasked with identifying strategies to educate their peers about the dangers of impaired driving, texting and driving, and driving distracted. The Commission held its introductory meeting October 24 and 25, 2012 at the State Capitol in Atlanta. During those two days, the Commission members heard from law enforcement, safety and licensing officials, as well as met with Governor Deal. They formed their subcommittees and began the work of determining how best to reach their peers with critical safety messages. The subcommittees worked over the next five months, via conference call and online, to formulate their recommendations. The Commission members reconvened at Lake Lanier in Buford, Georgia to finalize and announce their recommendations. Their suggestions included a call to reform the state's Alcohol and Drug Awareness Program in high schools.

Other recommendations included marking teen driving restrictions on licenses, imposing community service punishments to replace fines, encouraging high schools to use No Texting pledges in order for students to receive parking privileges, placing signage on Georgia roadways reminding motorists of Caleb's Law, and strengthening texting penalties.

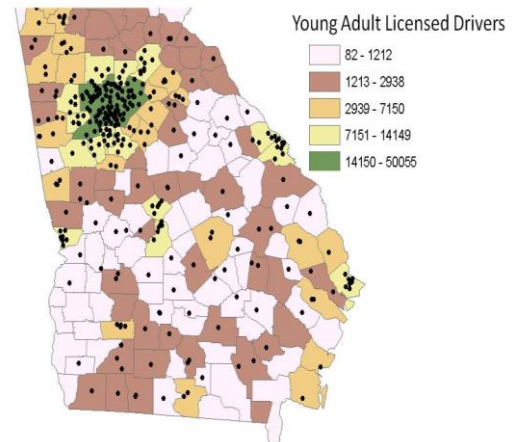
Throughout FFY 2014, several Commission Members participated in a statewide teen driver safety media tour with Director Blackwood during Teen Driver Safety Week, assisted in the SHSP Young Adult Driver Task Team, and served as teen ambassadors during the GOHS Youth and Young Adult Highway Safety Leadership Conference.

In FFY 2018, the Governor's Office of Highway Safety will continue working to identify opportunities to implement the recommendations set forth by the Governor's Commission on Teen Driving. The Governor's Office of Highway

Safety will continue to leverage partnerships with the Departments of Driver Services, Transportation and Education, law enforcement agencies, the Georgia Legislature, and statewide media outlets to promote and advance the Commission's work.

Student's Against Destructive Decisions (SADD)

In this era of science-based prevention and increased accountability, Students Against Destructive Decisions (SADD) is strengthening and documenting the effectiveness of its activities and programming. The strong name recognition and expansive chapter base put Students Against Destructive Decisions (SADD) at an advantage to take a leadership role in implementing model prevention practices within local communities across the country. One of the foremost principles of prevention consistently cited is positive youth development, the very essence of Students Against Destructive Decisions (SADD). Through Students Against Destructive Decisions (SADD) chapters, young people of all ages and backgrounds become skilled, educated advocates for youth initiatives developed by local, state and national organizations working to promote youth safety and health. Students Against Destructive Decisions (SADD) students are valued as contributing members of their communities.



Students Against Destructive Decisions (SADD) contains elements of scientifically grounded prevention principles recognized and endorsed by National Institute for Drug Abuse (NIDA), Center for Substance Abuse Prevention (CSAP), Center for the Application of Prevention Technologies (CAPT), and National Institute of Mental Health (NIMH).

In FFy2017, The Governor's Office of Highway Safety (GOHS) targeted 15-18 year olds by supporting 36 high school Students Against Destructive Decisions (SADD) chapters throughout the state of Georgia. Students Against Destructive Decisions (SADD) comprises so many different aspects – an idea, a family, a youth movement, and a national nonprofit organization. When considered at its most grassroots level, Students Against Destructive Decisions (SADD) is a network of 10,000 student-run chapters all over the country.

Each of those chapters' function differently, moving at its own pace and with its unique assets to address the issues that are critical to its school and community. But all Students Against Destructive Decisions (SADD) chapters have a common target: to empower young people to help their peers live safer, healthier, more positive lives.

For more than a quarter-century, Students Against Destructive Decisions (SADD) has been recognized as a national leader in alcohol and drug education and prevention. What began as a small-town, grass-root response to the tragedy of two impaired driving crashes and the resulting deaths of two teenage students, became a nationwide organization fueled by millions of young people across the country.

Georgia Young Adult Program (GYAP)

The Governor's Office of Highway Safety (GOHS) recognizes the highway safety issues involving young adult drivers and partners with colleges and universities throughout the state to implement the Georgia Young Adult Program (GYAP). The mission of the Georgia Young Adult Program (GYAP) is to promote education and awareness to young adults about highway safety issues, such as but not limited to; underage drinking, impaired driving, destructive decisions, and other high-risk behaviors, in order to decrease crashes, injuries, and fatalities. This program is achieved by training peer-educators, providing educational programs to the schools, and training to campus students, faculty and staff.

In FFY2017, GOHS funded 14 college peer-education programs through the Georgia Young Adult Program. Grantees at Georgia's colleges and universities conducted school year activities focused on educating students and faculty about alcohol and highway safety. Activities include collection of highway safety statistics on campus, reviewing and updating campus alcohol policies, distributing GOHS brochures and social media messaging in conjunction with statewide/nationwide campaigns, and conducting alcohol-specific peer health education training. The program focuses primarily on reducing impaired driving among young adult drivers. Schools coordinated prevention programs including DUI simulators, highway safety speakers, peer-education trainings, and pledging events

surrounding events such as National Collegiate Alcohol Awareness Week, Safe Spring Break, graduation, summer orientation, football tailgates, Halloween, and St. Patrick's Day.

Target Population

Because the problems of alcohol impaired driving have the potential to affect all motorists, the target population is the motoring public to include young, inexperienced drivers ages 16 - 24.

FFY 2018 Performance Objectives

- Objective 1: To provide DUI countermeasure funding incentives to counties that make up 55% of impaired driving fatalities.
- Objective 2: To implement three (3) impaired driving enforcement mobilizations in which 75% of the law enforcement agencies participate.
- Objective 3: To maintain Highway Enforcement of Aggressive Traffic (H.E.A.T) programs in areas across the state which demonstrate high risk for aggressive and impaired driving.
- Objective 4: To provide funding to thirty-three (33) Georgia public high schools.
- Objective 5: To provide public information and education to 100% of Georgia high schools to implement programs to make constructive decisions.
- Objective 6: To provide funding to at least fourteen (14) accredited colleges and universities within Georgia based on data where crashes, injuries and fatalities rates are the highest.
- Objective 7: To provide highway safety public information and education to 100% of the accredited colleges and universities within Georgia.
- Objective 8: To provide statewide training opportunities for prosecutors to increase effective prosecution of highway safety offenses.

FFY2018 Key Performance Measures

- **C-1:** To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- **C-2:** To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- C-9: To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.

Strategies

1. Offer jurisdictions that make up 55% of impaired driving fatalities to implement impaired driving countermeasures.
2. Conduct three (3) waves of statewide enforcement with the "Drive Sober or Get Pulled Over." campaign.
3. Conduct concentrated patrols in areas identified for high impaired driving violations.
4. To promote attendance of all task forces in Traffic Enforcement Network meetings and activities.
5. Maintain and/or establish new task forces in local communities where impaired driving problems are identified.

6. Continue to increase statewide training to law enforcement officers in Standardized Field Sobriety Testing and Drug Recognition through the Georgia Public Safety Training Center.
7. Assist with the funding of Young Adult programs at colleges and universities for the training peer educators and educating the students on highway safety issues.
8. Strengthen partnerships with Students Against Destructive Decisions (SADD), local organizations, high school groups and faith-based organizations to create community-based coalitions, and to address teen driving issues.
9. Partner with high school resource officers to strengthen their connections to the state Traffic Enforcement Networks.
10. Provide training courses for prosecutors and police officers to aid in the detection, apprehension and prosecution of impaired drivers.
11. Continue “100 Days of Summer H.E.A.T (Highway Enforcement of Aggressive Traffic),” a sustained impaired driving enforcement campaign.
12. Maintain the Traffic Enforcement Network system where monthly meetings are held throughout the state to distribute traffic related materials and information and to hold monthly road checks.
13. Maintain an impaired driving coordinator to assist with communications, coordination and the implementation of National Highway Traffic Safety Administration (NHTSA) assessment recommendations relating to all elements of impaired driving.
14. Grantees will participate in Click-It or Ticket, Operation Zero Tolerance, and other National Highway Safety campaigns and report numbers for each campaign to the Governor’s Office of Highway Safety online reporting site.
15. Each participating law enforcement agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will conduct checkpoints and/or saturation patrols on a quarterly basis throughout the remainder of the grant year.
16. Identify and implement strategies to address the Hispanic population in developing countermeasures dealing with impaired and aggressive driving based on data supported needs.

Alcohol and Other Drugs Countermeasures – 402TSP Projects and Budget Summary																													
The following projects will be funded in an effort to deliver program countermeasures.																													
Agency Name:	Georgia Governor’s Office of Highway Safety																												
Project Title:	402TTSP: Teen Traffic Safety Program																												
Project Number:	GA-2018-GAGOHS - G-00082-C																												
Project Description:	Governor’s Office of Highway Safety personnel will administer and manage 402 alcohol programs. This will include overseeing in-house grants and contracts, seeking and overseeing grants that foster the agency mission, data analysis, seeking partnerships, providing training and additional responsibilities necessary to ensure proper and efficient use of federal highway safety funds.																												
Budget:	\$68,500.00																												
<hr/>																													
Agency Name:	Clayton County Public Schools																												
Project Title:	Clayton County Public Schools’ (CCPS) District-wide Maintenance of Students Against Destructive Decisions (SADD) Chapters																												
Project Number:	GA-2018-Clayton Co-00094-C																												
Project Description:	Student Against Destructive Decisions (SADD) is a Nationally recognized organization designed to endorse a firm “No Use” message related to the use of alcohol and other drugs. With its expanded focus, the chapters listed below will focus on implementing activities designed to highlight prevention of underage drinking and impaired driving. Students Against Destructive Decisions (SADD) Chapters will empower young people to help their peers live safer, healthier and more productive lives in the schools and communities. This grant includes twelve (12) high schools within the Clayton County public School System for simplicity.																												
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Project Title:	Students Against Destructive Decisions 2018																																																
Project Number:	GA-2018-Fulton Cou-00114-C																																																
Project Description:	<p>Student Against Destructive Decisions (SADD) is a Nationally recognized organization designed to endorse a firm "No Use" message related to the use of alcohol and other drugs. With its expanded focus, the chapters listed below will focus on implementing activities designed to highlight prevention of underage drinking and impaired driving. Students Against Destructive Decisions (SADD) Chapters will empower young people to help their peers live safer, healthier and more productive lives in the schools and communities. This grant includes six (6) high schools within the Fulton County School System for simplicity.</p> <table border="1" data-bbox="516 590 1354 699"> <thead> <tr> <th>School</th> <th>Amount</th> <th>School</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>Alpharetta High School</td> <td>\$5,900</td> <td>Independence High School</td> <td>\$5,900</td> </tr> <tr> <td>Chattahoochee High School</td> <td>\$5,900</td> <td>Frank McClarin High School</td> <td>\$5,900</td> </tr> <tr> <td>Creekside High School</td> <td>\$5,900</td> <td>Roswell High School</td> <td>\$5,900</td> </tr> </tbody> </table>	School	Amount	School	Amount	Alpharetta High School	\$5,900	Independence High School	\$5,900	Chattahoochee High School	\$5,900	Frank McClarin High School	\$5,900	Creekside High School	\$5,900	Roswell High School	\$5,900																																
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Budget:	\$94,584.26																																																

Agency Name:	Shepherd Center
Project Title:	How to Teach Your Teen How to Drive: a New App for Parents
Project Number:	GA-2018-Shepherd C-00022-C
Project Description:	Shepherd Center would like to create an app targeting parents of teen drivers needing to fulfil their 40 hours of supervised driving. An important protective factor for teens is comprehensive behind the wheel training. Many Georgians cannot afford private drivers education classes, and those classes are no longer offered in all schools. Utilizing Shepherd's own driving specialists, our app would incorporate disabilities and track hours to reduce the number of deaths and disabilities in GA Teens.
Budget:	\$100,000.00
Agency Name:	Marion County Sheriff's Office
Project Title:	S.T.A.R (Safety Training & Accident Reduction)
Project Number:	GA-2018-Marion Cou-00073
Project Description:	The Marion Co. S.O. intent, if awarded this grant, is to reduce speed and impaired related crashes, as well as those crashes that are a result of distracted driving due to use of cell phones. The Marion Co. S.O. plans to address various highway safety problems (i.e. occupant safety, impaired driving, speeding, etc.). The (S.T.A.R) project is to coordinate enforcement efforts with law enforcement to reduce crash accidents & educate our teens on occupant safety, impaired driving & speed.
Budget:	\$27,609.00
Agency Name:	Peachtree City Police Department
Project Title:	Distracted And Impaired Driving Education
Project Number:	GA-2018-Peachtree -00070
Project Description:	This program will be implemented to educate citizens on the dangers of distracted and impaired driving. The program will combine classroom and practical exercises, and will focus on what's not being taught in traditional driver's education. The practical exercises will involve the use of SIDNE (Simulated Impaired Driving Experience) which uses a custom built electric cart that allows occupants to experience what it feels like to operate a vehicle while distracted or impaired.
Budget:	\$21,981.50
Agency Name:	Children and Parent Resource Group, Inc.
Project Title:	Life Changing Experience Community Education Project
Project Number:	GA-2018-Children a-00003-C
Project Description:	Cinema Drive, an exciting, interactive 3-D, safe-driving experience for teens, educating them on how to drive safely, eliminate distractions and impaired driving.
Budget:	\$350,000.00

Project Title:	Young Adult Programs – 14 Colleges and Universities																																													
Project Number:	See Below																																													
Project Description:	To develop and implement alcohol prevention programs and activities on college and university campuses, disseminate information, and provide a forum in which alcohol related issues can be discussed and addressed through peer prevention.																																													
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Budget:	\$111,446.22																																													

Budget Summary

Alcohol and Other Drugs Countermeasures – 402TSP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00082-C	402TSP: Teen Traffic Safety Program	\$68,500.00	402TSP
GA-2018-Clayton Co-00094-C	Clayton County Public Schools – Students Against Destructive Decisions (SADD) – 12 High Schools	\$80,500.00	402TSP
GA-2018-Fulton Cou-00114-C	Fulton County Public Schools - Students Against Destructive Decisions (SADD) – 10 High Schools	\$67,500.00	402TSP
See List Above	Students Against Destructive Decisions – SADD – 14 Individual High Schools	\$94,584.26	402TSP
GA-2018-Shepherd C-00022-C	How to Teach Your Teen How to Drive: A New App For Parents	\$100,000.00	402TSP
GA-2018-Marion Cou-00073	S.T.A.R (Safety Training & Accident Reduction)	\$27,609.00	402TSP
GA-2018-Peachtree -00070	Distracted And Impaired Driving Education	\$21,981.50	402TSP
GA-2018-Children a-00003-C	Life Changing Experience Community Education Project	\$350,000.00	402TSP
See List Above	Young Adult Programs – 14 Colleges and Universities	\$111,446.22	402TSP
Total All 402TSP Funds		\$922,120.98	

Alcohol and Other Drugs Countermeasures – 402AL Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Project Title:	Governor's Office of Highway Safety – Administration, Training, PI&E and Partnership Initiatives (GOHS)
Project Number:	GA-2018-GAGOHS - G-00028-C
Project Description:	Governor's Office of Highway Safety personnel will administer and manage 402 alcohol programs. This will include overseeing in-house grants and contracts, seeking and overseeing grants that foster the agency mission, data analysis, seeking partnerships, providing training and additional responsibilities necessary to ensure proper and efficient use of federal highway safety funds.
Budget:	\$75,000.00

Budget Summary

Alcohol and Other Drugs Countermeasures – 402AL Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00028-C	Governor's Office of Highway Safety – Administration, Training, PI&E and Partnership Initiatives (GOHS)	\$75,000.00	402AL
Total All 402AL Funds		\$75,000.00	

Impaired Driving Countermeasures – 405d M6X Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	405d M6X Paid Media
Project Number:	GA-2018-GAGOHS - G-00025-C
Project Description:	To fund in-house, statewide comprehensive impaired driving paid media campaign activities designed to reduce alcohol-related crashes, injuries and fatalities.
Budget:	\$838,000.00
Agency Name:	Dekalb County Solicitor General
Project Title:	Dekalb County Vertical DUI Prosecution and Training Team
Project Number:	GA-2018-Dekalb Cou-00139
Project Description:	This project is an innovative way to address Dekalb County's Less Safe conviction rate as well as suspected impaired driver traffic citations that could have been DUI cases by centrally facilitating training with local existing programs, like DREs, to improve prosecutor and officer expertise on DUI specific issues, including blood search warrant protocol in cases of refusals, coordinating the monitoring of ALS Hearings and Traffic Court, and prosecuting recidivist and more complex DUI cases.
Budget:	\$277,435.25
Agency Name:	Driver Services, Georgia Department
Project Title:	Alcohol and Drug Awareness Program
Project Number:	GA-2018-Driver Ser-00038-C
Project Description:	The purpose of this project is to increase alcohol and drug awareness among Georgia teens, including the effects on being able to safely operate a motor vehicle.
Budget:	\$50,187.93
Agency Name:	Mothers Against Drunk Driving - Georgia
Project Title:	Mothers Against Drunk Driving Georgia
Project Number:	GA-2018-Mothers Ag-00031-C
Project Description:	Work to end drunk and drugged driving, serve victims and prevent underage drinking through community activations, delivering of MADD's signature Power of You(th) and Power of Parents programs, presentations to the military, supporting law enforcement agencies, serving as a media partner to GOHS for signature traffic safety programs such as Click It or Ticket, Hands Across the Border, etc., and working as a team member on the state's Impaired Driving Task Force.
Budget:	\$131,171.00
Agency Name:	Prosecuting Attorney's Council
Project Title:	Traffic Safety Adjudication Program
Project Number:	GA-2018-Prosecutin-00030-C
Project Description:	This program will provide GA traffic prosecutors and LEOs with legal assistance, resource material, and training opportunities to aid in the prosecution of DUI and vehicular homicide cases.
Budget:	\$298,301.00

Agency Name:	Public Safety Training Center, Georgia
Project Title:	Impaired Driving Training Programs/SFST & DRE
Project Number:	GA-2018-Public Saf-00009-C
Project Description:	Consists of advanced level law enforcement training programs focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers.
Budget:	\$561,934.00
Agency Name:	Public Safety, Georgia Department of
Project Title:	HEAT/Nighthawk DUI Task Force-North/South
Project Number:	GA-2018-Public Saf-00020-C
Project Description:	To more effectively address the problem related to impaired drivers. The task force will provide intense enforcement coverage of the Atlanta and Savannah area.
Budget:	\$2,413,900.00
Agency Name:	Snellville Police Department
Project Title:	DUI Task Force
Project Number:	GA-2018-Snellville-00147
Project Description:	To re-establish a 2 officer DUI Task Force for the purpose of reducing traffic accidents involving injuries, aggressively enforce impaired driving laws, and increase education and awareness relating to impaired driving laws and the dangers of impaired driving.
Budget:	\$251,823.38

Budget Summary

Impaired Driving Countermeasures – 405d M6X Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00025-C	405d M6X Paid Media	\$838,000.00	405d M6X
GA-2018-Dekalb Cou-00139	Dekalb County Vertical DUI Prosecution and Training Team	\$277,435.25	405d M6X
GA-2018-Driver Ser-00038-C	Alcohol and Drug Awareness Program	\$50,187.93	405d M6X
GA-2018-Mothers Ag-00031-C	Mothers Against Drunk Driving Georgia	\$131,171.00	405d M6X
GA-2018-Prosecutin-00030-C	Traffic Safety Adjudication Program	\$298,301.00	405d M6X
GA-2018-Public Saf-00009-C	Impaired Driving Training Programs/SFST & DRE	\$561,934.00	405d M6X
GA-2018-Public Saf-00020-C	HEAT/Nighthawk DUI Task Force-North/South	\$2,413,900.00	405d M6X
GA-2018-Snellville-00147	DUI Task Force	\$251,823.38	405d M6X
Total All 405d M6X Funds		\$4,822,752.56	

Occupant Protection

PROGRAM TARGETS: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

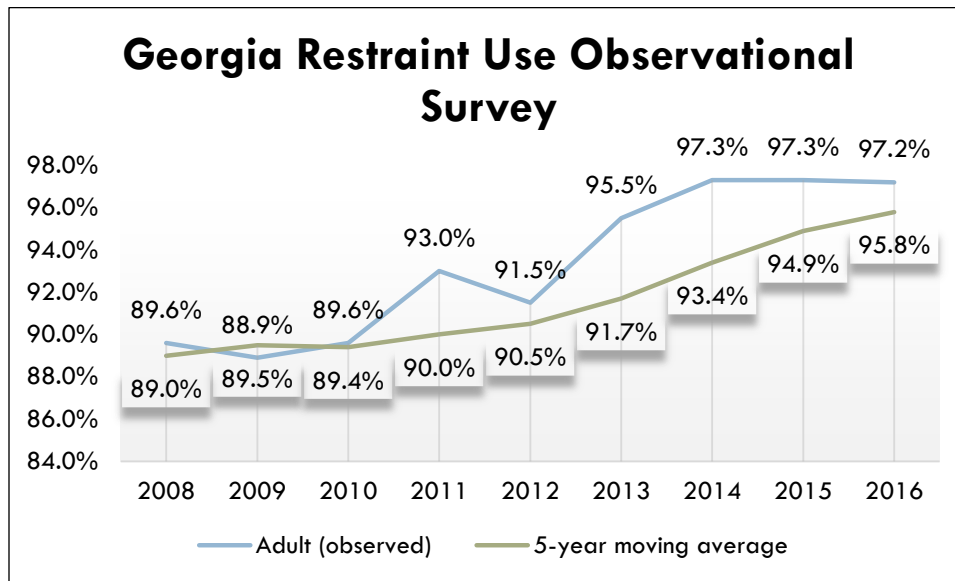
- Primary enforcement seatbelt use law (CTW, Chapter 2: Pages 9-10)
- Seat Distribution and Inspection Sites (CTW, Chapter 2: pages 4, 31)
- Child Passenger Safety Caravan and Thunder Task Force (CTW, Chapter 2: page 13-16, 24-25)

Problem Identification and Program Justification

One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to properly secure children in age, height, and weight appropriate child safety seats. In Georgia, forty-six percent (46%) of all vehicle crash fatalities in 2015 were attributed to non-restraint use. The National Highway Traffic Safety Administration (NHTSA) data that shows nationally safety belts, when used, reduce the risk of fatal injury to front seat passenger car occupants by forty-five percent (45%) and the risk of moderate-to-critical injury by fifty percent (50%). For light-truck occupants, seat belts reduce the risk of fatal injury by sixty percent (60%) and moderate-to-critical injury by sixty-five percent (65%). Research on the effectiveness of child safety seats has found them to reduce fatal injury by seventy-one percent (71%) for infants and by fifty-four percent (54%) for toddlers in passenger vehicles. For infants and toddlers in light trucks, the corresponding reductions are fifty-eight percent (58%) and fifty-nine percent (59%), respectively.

The Governor’s Office of Highway Safety (GOHS), will partner with a research contractor to conduct an annual observational survey of restraint use. Results suggest that safety belt use varies geographically and demographically. Non-users are disproportionately male and pickup truck occupants. Highlights from the September 2016 report are as follows:

- Statewide safety belt usage in 2016 for drivers and passengers of passenger cars, trucks, and vans was 97.2%, a decrease of 0.1% from 2015.
- Safety belt usage was 98.5% in passenger cars, 96.3% in vans, and 94.5% in trucks.
- Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (97.3%), followed by non-Atlanta MSAs (96.6%), and rural areas (96.0%).
- Child safety seat usage in 2016 was 99.3%, an increase of 1.9% from the 2015 usage rate. Child safety seat usage was highest in the Atlanta MSA (99.8%), followed by non-Atlanta MSAs (97.9%) and rural areas (96.7%).



In 2015, a total of 97 child occupants ages 4 years and under were involved in a fatal motor vehicle crashes (Crashes that led to one or more fatalities) in Georgia. Of those child occupants involved in fatal crashes, 50 were injured and 16 were killed. Only 56 percent of the 16 fatal injured children were reported using a child restraint system, such as a child safety seat or a booster seat.

Based upon the 2016 Observational seatbelt survey results, Georgia will try a new approach to reach rural Georgians. The results in child safety restraint survey showed statewide usage at 99.3%; however, rural Georgia was at 96.7% versus Metro Atlanta at 99.8%. These are excellent results but we know more can be done. We will work with The GA Department of Public Health (DPH) to set up Regional Coordinators across the state that will be focused on child passenger safety education within their local region. These coordinators will be full time employees of DPH and will reside within their region. We feel this will help with trainings and coordination among fire, EMS, and law enforcement.

In the three-year period from 2005 to 2007, hospitalization charges for 248 children who were hospitalized due to motor vehicle traffic related injuries were about \$7 million. An additional \$5 million in charges was for the 5,111 emergency room visits for the same period. Because of a gap in our law and what the statistics were showing, Georgia introduced and passed new legislation, Senate Bill 88. On July 1, 2011 Georgia's new law went into effect requiring children to be properly restrained in a child passenger safety restraint device until they reach eight (8) years of age.

Target Population

The target population is all occupants in motor vehicles, with particular emphasis on populations who are most at risk by not using restraints, not placing their children in restraints or not placing their children in restraints properly.

FFY 2018 Performance Objectives

- Objective 1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) 96.6% (2014-2018) 5-year average by December 2018.
- Objective 2: To increase the use of child safety restraint systems for children age seven and under to 99.6% in 2018.
- Objective 3: To continue outreach to non-white populations (including Latino) in all aspects of occupant protection.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Strategies

1. Sponsor a minimum of four (4) attendees to highway safety conferences such as LifeSavers.
2. Conduct four (4) statewide campaigns to promote occupant safety (Hands Across the Border, Buckle Up America Month, Child Passenger Safety Month and Click It or Ticket).
3. Continue to build collaborative partnerships with community groups, organizations and law enforcement for the purpose of addressing highway safety initiatives at the local level.
4. Develop an Occupant Protection initiative within each law enforcement and educational grant funded by the Governor's Office of Highway Safety (GOHS).
5. Facilitate an annual meeting for Georgia's certified Child Passenger Safety Technician (CPST) Instructors to provide program updates and improve Child Passenger Safety (CPS) class instructions.
6. Implement a Georgia Child Passenger Safety Advisory Board (meeting annually while hosting a tab on the Governor's Office of Highway Safety (GOHS) website for technicians) in an effort to provide program direction and technical guidance to communities and organizations in the area of Child Passenger Safety (CPS).
7. Host one Child Passenger Safety Caravan with representatives from each of the Child Passenger Safety (CPS) focus grants, saturating Child Passenger Safety (CPS) public information and education programs to communities most at risk to be held during National Child Passenger Safety Week.
8. Provide funds to conduct sixteen (16) Child Passenger Safety Technician (CPST) Certification Courses and to offer 24 Continuing Education Unit (CEU) credit workshops as well as one Instructor Development course in FFY 2018 to encourage recertification and enhance the quality of instruction.
9. Present the rollover simulator at national, state and local educational campaigns in Georgia to demonstrate the outcome of riding unrestrained in a motor vehicle.
10. Provide funds to coordinate and conduct sixteen (16) minority outreach presentations in Child Passenger Safety (CPS) for Spanish-speaking communities with high Hispanic/Latino populations.
11. Provide funds for a research contractor to conduct the Governor's Office of Highway Safety (GOHS) Annual Statewide Safety Belt Use Rate Survey in accordance with National Highway Traffic Safety Administration's criteria.
12. Provide funds so at least 90% of Georgia's 159 counties are provided mini-grants for child safety seats focused on low-income families.

Occupant Protection Countermeasures – 402OP Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor’s Office of Highway Safety
Project Title:	402 Occupant Protection
Project Number:	GA-2018-GAGOHS - G-00027-C
Project Description:	The Governor’s Office of Highway Safety proposes to support statewide efforts to increase Georgia’s safety belt and child safety seat use rates through other federally funded programs, governmental entities, public/private organizations local grass root community coalitions, and National, state and local campaigns.
Budget:	\$325,900.00
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Agency Name:	Camden County Sheriff’s Office
Project Title:	Occupant Protection Education Program
Project Number:	GA-2018-Camden Cou-00110-C
Project Description:	In 2014, a Camden County Sheriff’s Office deputy was involved in a crash in which the vehicle rolled 9 times. Due to proper seat belt use, the officer only sustained non-life threatening injuries. The Camden County Sheriff’s Office will use this accident as teachable opportunity on the importance of proper seat belt use. The Camden County Sheriff’s Office plans to mount and house the wrecked vehicle in a manufactured trailer that includes a presentation of the video documenting the accident.
Budget:	\$5,000.00
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Agency Name:	Public Health, Georgia Department of
Project Title:	Child Occupant Safety Project
Project Number:	GA-2018-Public Hea-00007-C
Project Description:	The Child Occupant Safety Project works to increase county capacity to provide child passenger safety resources by providing equipment, education, safety materials, and other resources.
Budget:	\$1,224,511.01
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Agency Name:	Atlanta Fire Rescue Department, City of
Project Title:	Atlanta Fire Rescue Fitting Stations
Project Number:	GA-2018-Atlanta Fi-00008-C
Project Description:	To provide low income families with free car seats and proper installation/seat belt uses in their vehicle.
Budget:	\$197,948.00

Budget Summary

Occupant Protection Countermeasures – 402OP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00027-C	402 Occupant Protection	\$325,900.00	402OP
GA-2018-Camden Cou-00110-C	Occupant Protection Education Program	\$5,000.00	402OP
GA-2018-Public Hea-00007-C	Child Occupant Safety Project	\$1,224,511.01	402OP
GA-2018-Atlanta Fi-00008-C	Atlanta Fire Rescue Fitting Stations	\$197,948.00	402OP
Total All 402 OP Funds		\$1,753,359.01	

Traffic Safety Information Systems

PROGRAM TARGET: Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 92% in performance period Jan 1 - Dec 31, 2016 to 94% by performance period Jan 1- Dec 31, 2018.

Problem Identification and Program Justification

Motor vehicle traffic in Georgia reflects the State's unprecedented population growth and increases in the numbers of vehicles on the roads. Changes in Georgia's crash death rate per vehicle miles traveled yields a more comprehensive understanding of the State's crash problems.

	2008	2009	2010	2011	2012	2013	2014	2015
Traffic Fatalities	1,495	1,292	1,247	1,226	1,192	1,180	1,164	1,430
Fatalities Rate*	1.33	1.18	1.14	1.13	1.11	1.08	1.04	1.21
Crashes	306,342	286,896	290,611	289,002	315,459	332,067	333,963	385,221
Crash Rate++	2.72	2.63	2.66	2.66	2.93	3.04	2.99	3.26
Serious Injuries	11,729	12,482	12,483	14,756	15,510	17,040	16,168	19,405
Serious injury Rate++	10.81	11.44	11.17	13.67	14.6	15.61	14.52	16.46
VMT(millions)	112,541	109,057	109,258	108,454	107,488	109,355	111,535	118,107

*Rates are calculated per 100 million Vehicle Miles Traveled

++Rates are calculated per million Vehicle Miles Traveled

There is a need to develop and maintain a repository of timely and accurate data related to motor vehicle crashes, injuries, and fatalities. This information is vital to the planning and programmatic functioning of law enforcement agencies (LEAs), governmental entities, highway safety advocates, and community coalitions. As the state's crash deaths and vehicle miles traveled increase, and the resources and funding for programs becomes more limited, the need for accurate data becomes more critical. Over the past year, Georgia has continued the expansion of electronic citation programs. The electronic crash reporting system also continues to be implemented. As of April 2017, 92% of the state's crash records are now being submitted electronically.

The target remains to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. This capacity is crucial to the planning, implementation, and evaluation of highway safety programs. It provides the foundation for programs to ensure they are adequately prioritized, data driven, and evaluated for effectiveness. Further, in order to support jurisdiction-level improvement programs, the system must have the capacity to produce reports and analyses at the local level. This capacity is now available from Appriss, the vendor who manages the state crash repository via contract with Georgia Department of Transportation (GDOT). The Traffic Records Coordinating Committee (TRCC) is responsible for coordinating and facilitating the state's traffic records activities. The State Traffic Records Coordinator, along with the Traffic Records Coordinating Committee (TRCC), operates from a strategic plan that guides the Committee's mission. The plan includes a long-range plan, support of the Traffic Records Coordinator, improvements in the process of crash location, better communication to reporting agencies, and support of the Crash Outcome Data Evaluation System (CODES).

Traffic Information Systems Improvements - 405c Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	Traffic Records Program
Project Number:	GA-2018-GAGOHS - G-00099-C
Project Description:	This program uses NHTSA Section 405 C funds to support projects that contribute to the creation of a complete traffic records system modeled on NHTSA's Traffic Records Program Advisory.
Budget:	\$120,035.50
Agency Name:	Driver Services, Georgia Department
Project Title:	GECPS Outreach
Project Number:	GA-2018-Driver Ser-00037-C
Project Description:	To provide a secure method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication; train and educate courts on the GECPS system for this purpose.
Budget:	\$299,463.97
Agency Name:	Georgia Association of Chiefs of Police
Project Title:	LEA Technology Grant GACP
Project Number:	GA-2018-Georgia As-00058-C
Project Description:	The GACP will provide select law enforcement agencies with the computer hardware needed to submit crash reports electronically to the state through the GEARS system. These will be mobile data units.
Budget:	\$165,000.00
Agency Name:	Public Health, Georgia Department of
Project Title:	Public Access to crash data in crash, death, hospital discharge and emergency room visit data sources via OASIS web query
Project Number:	GA-2018-Public Hea-00013-C
Project Description:	Georgia Department of Public Health has developed a custom-built, extensible departmental datawarehouse implementing data standards and standardization processes with quality controls and integrating multiple data sources. Continuous, direct access to Hospital Discharge and Emergency Room visit data, Death data and Motor Vehicle crash data, analysis, charts and mapping is provided via an online query based on the datawarehouse.
Budget:	\$207,502.21
Agency Name:	Public Health, Georgia Department of
Project Title:	Support for CODES Crash Data Linkage
Project Number:	GA-2018-Public Hea-00014-C
Project Description:	The CODES project brings together multiple agencies to identify opportunities for crash prevention by linking and analyzing crash, vehicle and behavioral characteristics to medical and financial data.
Budget:	\$116,400.00

Agency Name:	Public Health, Georgia Department of (EMS & Trauma)
Project Title:	GPH - OEMS GEMSIS Elite
Project Number:	GA-2018-Public Hea-00056-C
Project Description:	To maintain the Georgia Emergency Medical Services Information System (GEMSIS), to complete the transition to NEMSIS v3.4 (GEMSIS Elite) and to create and maintain data linkage between GEMSIS Elite and other data sets such as crash data.
Budget:	\$151,410.00
Agency Name:	Transportation, Georgia Department of
Project Title:	Software Support for MMUCC Motor Vehicle Crash Reporting
Project Number:	GA-2018-Transporta-00124-C
Project Description:	Support the software development and update for law enforcement agencies statewide to align to MMUCC. MMUCC is a national standard developed to improve consistency in motor vehicle crash reporting and enhance the value of crash data for health, enforcement, engineering and safety professionals.
Budget:	\$500,000.00
Agency Name:	Transportation, Georgia Department of
Project Title:	FARS CODE CONVERSION
Project Number:	GA-2018-Transporta-00128
Project Description:	Presently, data queried and extracted from NHTSA's Fatal Analysis Reporting System database tables consists of coded data that require a considerable amount of unwarranted time and effort to convert to an understandable and usable format (a natural language). This grant will cover costs associated with developing a program(s) to convert FARS data tables to a language that can be easily queried, manipulated, and understood to aid in the reduction of vehicle crashes, injuries, and fatalities.
Budget:	\$32,000.00

Budget Summary

Traffic Safety Information Systems – 405c Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00099-C	Traffic Records Program	\$120,035.50	405c
GA-2018-Driver Ser-00037-C	GECPS Outreach	\$299,463.97	405c
GA-2018-Georgia As-00058-C	LEA Technology Grant GACP	\$165,000.00	405c
GA-2018-Public Hea-00013-C	Public Access to crash data in crash, death, hospital discharge and emergency room visit data sources via OASIS web query	\$207,502.21	405c
GA-2018-Public Hea-00014-C	Support for CODES Crash Data Linkage	\$116,400.00	405c
GA-2018-Public Hea-00056-C	GPH - OEMS GEMSIS Elite	\$151,410.00	405c
GA-2018-Transporta-00124-C	Software Support for MMUCC Motor Vehicle Crash Reporting	\$500,000.00	405c
GA-2018-Transporta-00128	FARS CODE CONVERSION	\$32,000.00	405c
Total All 405c Funds		\$1,591,811.68	

Traffic Information Systems Improvements – 405b M1*PE Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	405b M1*PE
Project Number:	GA-2018-GAGOHS - G-00195-C
Project Description:	These funds will be used to provide management responsibility of the Traffic Records Coordinating Committee (TRCC) program within the Governor's Office of Highway Safety (GOHS) organization. Additionally, funds will be used to create and implement an Internal Grants Management System in order to assist Governor's Office of Highway Safety (GOHS) in the tracking and management of programmatic and fiscal functions within the organization.
Budget:	\$20,000.00

Budget Summary

Traffic Safety Information Systems – 405b M1*PE Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00195-C	405b M1*PE	\$20,000.00	405b M1*PE
Total All 405b M1*PE Funds		\$20,000.00	

Speed and Aggressive Driving

PROGRAM TARGETS: To reduce motor vehicle crashes, injuries, and fatalities through systematic delivery of effective speed/aggressive driving countermeasures. The overall target is to maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- High Visibility Enforcement (CTW, Chapter 3: pages 25-28)

Problem Identification and Program Justification

Excess speed can contribute to both the frequency and severity of motor vehicle crashes. At higher speeds, additional time is required to stop a vehicle and more distance is traveled before corrective maneuvers can be implemented. Speeding reduces a driver’s ability to react to emergencies created by driver inattention, by unsafe maneuvers of other vehicles, by roadway hazards, by vehicle system failures (such as tire blowouts), or by hazardous weather conditions. The fact that a vehicle was exceeding the speed limit does not necessarily mean that this was the cause of the crash, but the probability of avoiding the crash would likely be greater had the driver or drivers been traveling at slower speeds.

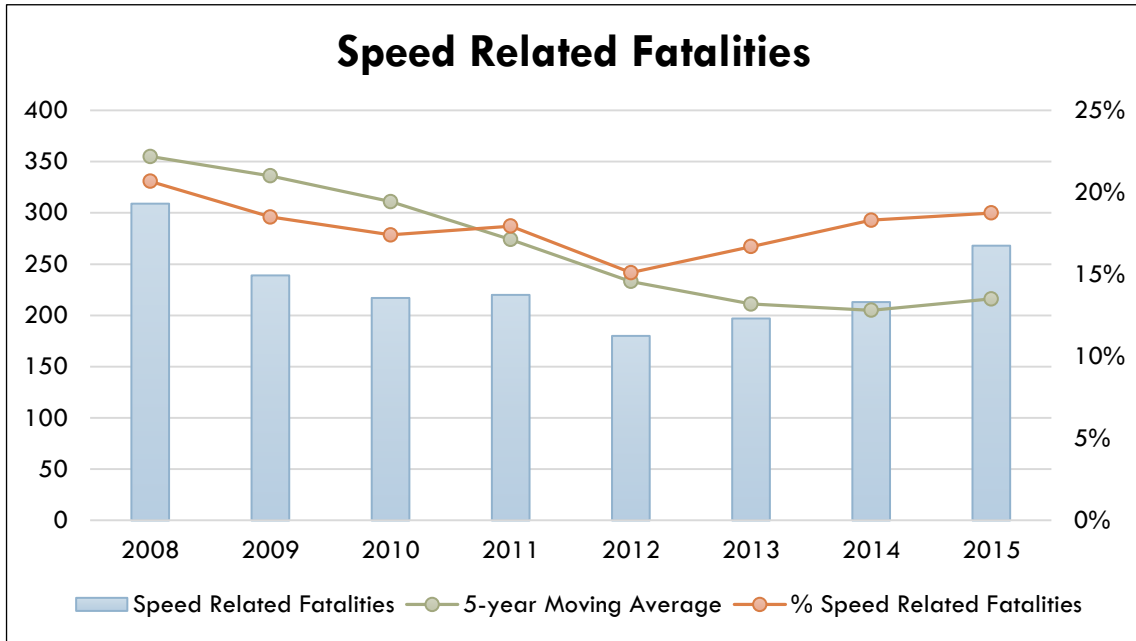
The Governor’s Office of Highway Safety, along with state and local law enforcement conducts a 100-day sustained education and enforcement program entitled “100 Days of Summer HEAT (Highway Enforcement of Aggressive Traffic)” from Memorial Day through Labor Day. Nationally, FARS data shows a 7% increase in overall fatalities from 2014 to 2015, however the percentage of speed related crashes decreased from 28% to 27% of the overall fatalities. The economic cost to society of speed-related crashes in the U.S. is estimated at \$40.4 billion every year.

Total Fatalities, Speeding-Related Fatalities, and Percentage Speed-Related

Region		2011	2012	2013	2014	2015
Georgia	Speed-Related Fatalities	220	180	197	213	268
	% Speed-Related	18%	15%	17%	18%	19%
	Annual % Change in	1%	-18%	9.7%	8.1%	25.8%
National	Speed-Related Fatalities	10,001	10,219	9,613	9,262	9,557
	% Speed-Related	31%	30%	29%	28%	27%
	Annual % Change in	-5%	+2%	-6%	-4%	3%

The chance of a crash being fatal is over three times higher in crashes related to speed than crashes not related to speed. More young male drivers are involved in fatal crashes as a result of speeding. In 2015, 22 percent of the 15 to 24-year-old drivers who were involved in fatal crashes were also speeding at the time of the crash in Georgia. During the same year, 27 percent of all young (ages 15-24 years) motorcycle operators involved in fatal crashes were speeding, as compared to 18 percent for light truck drivers; which includes pickup truck, SUV, and Van.

Georgia had 268 speed-related crash deaths (19% of all roadway fatalities) in 2015 – This is a significant increase since 2012 where there were 180 speed related fatalities (15% of all roadway fatalities).



Thunder Task Force

The Governor’s Office of Highway Safety Thunder Task Force is a Traffic Enforcement Special Response Team coordinated by the Law Enforcement Services Team. The Thunder Task Force is deployed to areas of the state where data indicates unusually high incidences of traffic fatalities and serious injuries.

The Task Force is made up of selected members of the Georgia State Patrol, Motor Carrier Compliance Division, and the Governor’s Office of Highway Safety H.E.A.T. (Highway Enforcement of Aggressive Traffic) Teams. The concept is to identify a county or area of the state to deploy the task force based on the data, partner with the local law enforcement jurisdictions and courts, develop an enforcement strategy based on current crash reports and data, and infiltrate the region with three months of high visibility enforcement and earned media.

The Task Force identifies the areas, conducts the mobilizations, turns the numbers around in that region, then moves to another region of the state and repeats the process. With this continued effort of putting resources where the problems are, then moving to the next location once the problem is stabilized. The Thunder Task Force has proven to be a very effective and cost efficient method of saving lives and reducing the projected numbers of annual fatalities in the State of Georgia.

Target Population

The target population is the motoring public of Georgia.

FFY 2018 Performance Objectives

- Objective 1: To fund counties that represent 50% of speeding fatalities for the purpose of reducing speed related motor vehicle crashes, injuries, and deaths.
- Objective 2: To continue strategic enforcement in high-risk statewide locations through specialized H.E.A.T. (Highway Enforcement of Aggressive Traffic) units.

Ultimate Measure

To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-6: To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

Strategies

1. Provide funding to local law enforcement agencies that are located in jurisdictions that represent high numbers of speed-related deaths. *[Note: All Alcohol and Other Drug Countermeasures law enforcement grants will have a speed sub-component.]*
2. Provide funds to increase public information & education and enforcement of traffic laws through a specialized traffic enforcement unit in high-risk locations.
3. In conjunction with strategic enforcement, media messages as well as press releases will be issued to raise awareness to the general public about the dangers of speeding and the consequences if this action is taken.
4. Advanced level law enforcement training course focusing on reducing serious injury and fatality related crashes through proactive speed enforcement training programs.

Speed and Aggressive Driving Countermeasures - 402SC Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Public Safety Training Center, Georgia
Project Title:	Speed Enforcement Training Programs
Project Number:	GA-2018-Public Saf-00010-C
Project Description:	Advanced level law enforcement training programs focused on reducing serious injury and fatality related crashes through proactive, aggressive speed enforcement training initiatives.
Budget:	\$42,119.00

Budget Summary

Speed and Aggressive Driving Countermeasures – 402SC Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-Public Saf-00010-C	Speed Enforcement Training Programs	\$42,119.00	402 SC
Total All 402SC Funds		\$42,119.00	

Police Traffic Services

PROGRAM TARGETS: To reduce the number of overall traffic related fatalities on Georgia roadways resulting from impaired driving, speeding, occupant protection violations, and other high-risk behaviors.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Evidence Based Traffic Enforcement Plan (see page 10)
- Thunder Task Force, High Visibility Enforcement, Traffic Enforcement Networks, Highway Enforcement of Aggressive Traffic (HEAT), (CTW, Chapter 1: pages 21-24; Chapter 2: pages 13-17, 24-25; Chapter 3: pages 6-7, 25-28)

Problem Identification and Program Justification

For several years, the rate of highway safety fatalities in Georgia declined. However, Georgia saw an increase in the number of fatal crashes in 2015. Stringent, high visibility enforcement and education must be continued if we are to reverse this trend. Through more concentrated high visibility enforcement campaigns such as “Click It or Ticket”, “Drive Sober or Get Pulled Over”, “U Text U Drive U Pay” the rates are expected to drop.

FFY 2018 Traffic Enforcement Mobilizations	Dates
Click it or Ticket	November 17, 2017 – November 26, 2017
Drive Sober or Get Pulled Over	December 13, 2017 – January 1, 2018
Click it or Ticket	May 21, 2018 – June 3, 2018
Drive Sober or Get Pulled Over	June 22, 2018 – July 5, 2018
Drive Sober or Get Pulled Over	August 17, 2018 – September 4, 2018

The Governor’s Office of Highway Safety recognizes that law enforcement plays an important role in overall highway safety in the State of Georgia. Campaigns such as “Drive Sober or Get Pulled Over” and “Click it or Ticket” have proven that high visibility enforcement is the key to saving lives on Georgia’s roadways.

Georgia has a total of 42,955 sworn law enforcement officers employed by a total of 1,038 law enforcement agencies, covering 159 counties and countless municipalities and college campuses.

Effective communication is crucial in penetrating and mobilizing Georgia’s law enforcement. Georgia’s law enforcement agencies, like many others across the country are understaffed and due to budget constraints, do not possess the tools necessary to effectively enforce Georgia’s traffic laws. The challenge is to market traffic enforcement initiatives to law enforcement command staff and patrol officers on the importance of high visibility enforcement and the impact on highway safety. This same message must also be conveyed to the prosecutors and judicial communities. Changing high-risk driving behavior through public education, strict traffic law enforcement, efficient prosecution and effective sentencing is the key to reducing Georgia’s traffic fatalities and injuries.

Law enforcement agencies must be provided adequate tools, training and networking opportunities in an effort to efficiently and effectively enforce Georgia’s traffic laws and educate the public on highway safety issues. It is also necessary to provide law enforcement agencies, as well as law enforcement officers, with the specialized equipment needed to conduct effective traffic safety operations. Funding for printing of brochures, posters, banners and highway safety materials is necessary in order for these agencies to disseminate pertinent information to the public regarding enforcement initiatives and highway safety campaigns.

Adequate funding continues to be a problem for law enforcement agencies, large and small. Traffic enforcement is a

specialized field, requiring specialized equipment for effective enforcement and prosecution. Funding is necessary to provide agencies with the proper equipment, training and support to effectively enforce Georgia's traffic laws, thereby saving countless lives on Georgia's roadways.

Traffic Enforcement Networks

The Governor's Office of Highway Safety created sixteen regional traffic enforcement networks that encompass all 159 Georgia counties. The networks are made up of local and state traffic enforcement officers and prosecutors from each region of the state. The networks are coordinated by a coordinator and an assistant coordinator, both which are full time law enforcement officers volunteering their time and efforts to highway safety. The dedicated support from these officers, their law enforcement agency and department heads are unsurpassed. The networks meet monthly to provide information, training and networking opportunities to the attending officers. Prosecutors, Judges and non-traditional traffic enforcement agencies such as the Georgia Department of Natural Resources, Department of Corrections and Military Police often attend the meetings and offer assistance for traffic enforcement training and initiatives. The networks are utilized to efficiently mobilize law enforcement statewide for traffic enforcement initiatives. The traffic enforcement networks have become an outstanding networking, training and communication tool for Georgia's traffic enforcement community.

In an effort to communicate legislative updates, court decisions and other pertinent information to traffic enforcement officers across the state, the Governor's Office of Highway Safety in partnership with Emory University has established an email list serve that all participating law enforcement officers can receive up to date traffic enforcement related information. Information is about traffic enforcement policies, legal updates, training opportunities, and other traffic enforcement related information. There are over 800 traffic enforcement officers and prosecutors subscribed to the Georgia Traffic Enforcement Network (GATEN) list serv.

The Governor's Office of Highway Safety recognizes that law enforcement plays an extremely important role in overall highway safety in the State of Georgia. Campaigns such as Click it or Ticket, Operation Zero Tolerance (Drive Sober or Get Pulled Over), and the 100 Days of Summer HEAT (Highway Enforcement of Aggressive Traffic) have proven that high-visibility enforcement of Georgia's traffic laws is the key to saving lives and reducing injuries on Georgia's roadways.

Thunder Task Force

The Governor's Office of Highway Safety Thunder Task Force is a Traffic Enforcement Special Response Team coordinated by the Law Enforcement Services Team. This is an evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and injuries in locations most at risk for such incidents. The Thunder Task Force is a data driven, high visibility, sustained, traffic enforcement response team, designed to impact a jurisdiction with a Thunder Task Force mobilization. The concept is to identify a county or area of the state to deploy the Task Force based on the data, partner with the local law enforcement jurisdictions and courts, develop an enforcement strategy based on current crash reports and data, and infiltrate the regions with two to three months of high visibility enforcement and earned media. The Task Force identifies the areas, conducts the mobilizations, turns the numbers around in that region, then moves to another region of the state and repeats the process.

A significant part of Thunder Task Force is educating local citizens regarding necessary changes in their driving behavior to further reduce traffic fatalities and injuries. The enforcement efforts are directed by traffic crash fatality data analysis updated within the Fatality Analysis Surveillance Tool (FAST) developed by Governor's Office of Highway Safety (GOHS), and Georgia Electronic Accident Reporting System (GEARS). The Thunder Task Force is coordinated by the Governor's Office of Highway Safety Law Enforcement Services Division and includes the Georgia State Patrol, Governor's Office of Highway Safety HEAT Units (Highway Enforcement of Aggressive Traffic), Department of Public Safety Motor Carrier Compliance Division (MCCD) and local law enforcement. We also use as much local crash data as available, looking at time of day, location and causation (DUI, Seatbelt, Speed, Motorcycles). The Thunder Task Force is deployed to areas of the state that data indicates unusually high incidences of traffic fatalities and serious injuries. The Task Force identifies the problem areas, and conducts mobilizations using the resources that are needed for these problem areas, such as the Motor Carrier Compliance Division (MCCD), Child Passenger Safety Technicians (CPST), and trained DUI officers. With this continued effort of putting resources where the problems are, the Governor's Office of Highway Safety (GOHS) is able to stabilize the problem with a proven effective and cost efficient method of saving lives, therefore reducing the projected numbers of annual traffic fatalities in the State of Georgia. While conducting a Thunder Task Force Mobilization, the enforcement plan is adjusted on a continuous basis, using current local data provided by the local jurisdiction. 60 to 90 days after the

mobilizations end, the Task Force typically returns to the jurisdiction for a follow up visit and evaluation.

Target Population

The target population is state and local law enforcement agencies and the law enforcement officers working therein.

FFY 2018 Performance Objectives

- Objective 1: Increase the moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.
- Objective 2: To maintain the number of corporate partners for FFY 2018 who provide support for the Governor's Office of Highway Safety's law enforcement projects to at least 20.
- Objective 3: To create and implement public information and education strategies for the purpose of increasing public awareness of highway safety and law enforcement initiatives that reduce traffic crashes, injuries and fatalities statewide.

Ultimate Measure

Reduce the fatality rate with education, enforcement, and effective partnerships.

FFY 2018 Performance Measures

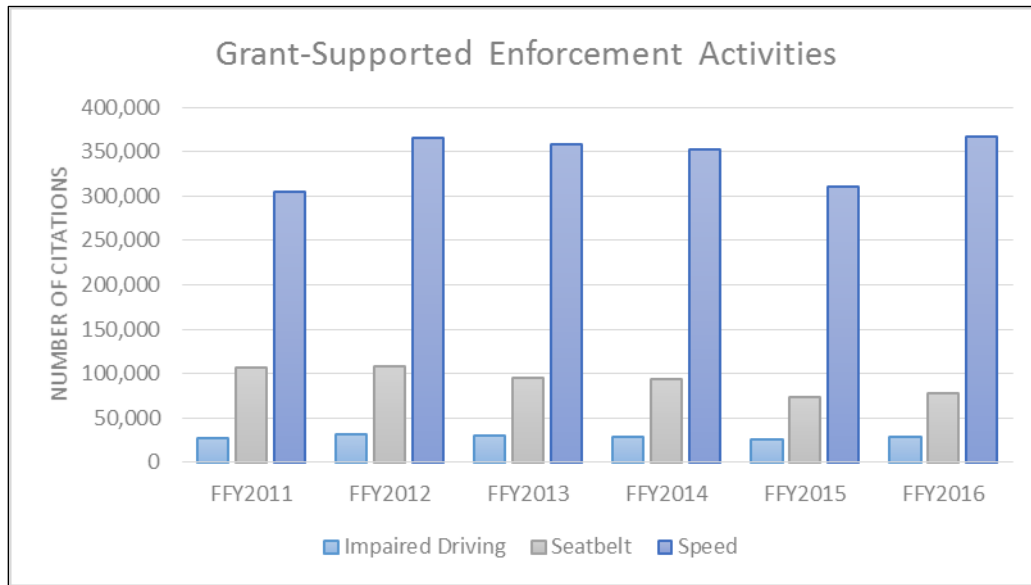
- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- B-1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

Strategies

1. Support specialized highway safety and traffic enforcement training for Georgia's law enforcement community.
2. Support executive level training for law enforcement agency heads and command staffs, encouraging traffic enforcement and highway safety as a departmental priority.
3. Continue to support and encourage occupant protection and child safety training for law enforcement officers.
4. Continue to provide funding to our law enforcement partners to assist in providing the tools necessary for effective and professional traffic enforcement activities.
5. Support and assist in facilitating specialized traffic enforcement training at every traffic enforcement network meeting.
6. Continue to support and market Drug Recognition Expert and Standardized Field Sobriety Test training to Georgia's law enforcement agencies and officers.
7. Encourage participation and facilitate law enforcement recruitment efforts in each of the sixteen (16) regional traffic enforcement networks, making available the resources of the traffic enforcement networks to every law enforcement agency in Georgia.
8. Encourage and facilitate 100% law enforcement participation in five waves of high visibility enforcement during FFY 2018.
9. Continue to recruit corporate partners to assist with The Governor's Office of Highway Safety supported law enforcement campaigns and initiatives.
10. Encourage and facilitate law enforcement agencies to work with their local media in marketing The Governor's Office of Highway Safety high visibility enforcement initiatives.

11. Encourage law enforcement agencies to market highway safety information at safety fairs and other public and community events.
12. Provide the necessary highway safety informational publications and collateral items to Georgia law enforcement agencies to assist in marketing the highway safety messages of the Governor's Office of Highway Safety to the general public.
13. Continue to exhibit and promote The Governor's Office of Highway Safety initiatives and highway safety information at law enforcement, judiciary, and prosecutor training conferences as well as other public, governmental and private gatherings.
14. Conduct at least three Thunder Task Force mobilizations during FY 2018.
15. Encourage Georgia Law Enforcement agencies to report their monthly enforcement data to the Governor's Office of Highway Safety Online Reporting System.

Law Enforcement Citation Data Detering Unsafe Driving in Georgia



**Grant-Supported Enforcement Activities by Program
Number of Citations 2011-2016**

	Year	100 days of Summer HEAT	National Mobilizations	HEAT Programs (Statewide)	Thunder Task Force	Annual Total Across Grant Programs
Impaired Driving	2011	14,845	5,324	6,249	241	26,659
	2012	15,517	9,325	6,078	327	31,247
	2013	17,598	6,280	6,187	375	30,440
	2014	11,059	10,628	6,623	423	28,733
	2015	10,045	10,117	6,120	281	26,563
	2016	13,250	9,119	5,800	277	28,446
	5-yr. Total	82,314	50,793	37,057	1,924	172,088
Seatbelt Citations*	2011	70,205	23,619	11,346	997	106,167
	2012	67,885	29,541	10,179	53	107,658
	2013	63,852	21,920	8,809	414	94,995
	2014	46,023	39,425	7,534	650	93,632
	2015	33,874	32,259	7,526	437	74,096
	2016	42,042	27,262	8,242	167	77,713
	5-yr. Total	323,881	174,026	53,636	2,718	554,261
Speeding Citations	2011	196,724	70,779	37,148	820	305,471
	2012	207,343	123,814	34,486	53	365,696
	2013	241,565	83,797	33,249	117	358,728
	2014	164,775	154,370	31,955	1,266	352,366
	2015	143,013	137,089	30,537	443	311,082
	2016	204,181	127,369	34,500	200	366,250
	5-yr. Total	1,157,601	697,218	201,875	2,899	2,059,593

*Seatbelt citations only include adult seatbelt violations and not child safety restraint violations.

The Governor’s Office of Highway Safety (GOHS) supports programmatic efforts by initiating collaboration and

mobilization among existing strategic partners, in addition to providing other non-monetary resources.

Police Traffic Services – 402PT Projects and Budget Summary																																																				
The following projects will be funded in an effort to deliver program countermeasures.																																																				
Project Title:	Traffic Enforcement Networks (TEN)																																																			
Project Number:	See list below																																																			
Project Description:	The Governor's Office of Highway Safety (GOHS) will provide small grants to sixteen (16) regional traffic enforcement networks to support the goals and missions of the networks in providing training, networking and communication opportunities to Georgia's traffic enforcement officers.																																																			
	<table border="1"> <thead> <tr> <th>Project Number</th> <th>Agency</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>TEN-2018-Barrow Cou-00003-C</td> <td>Barrow County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Burke Coun-00002-C</td> <td>Burke County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Butler, Ci-00005-C</td> <td>Butler, City of</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Byron Poli-00007-C</td> <td>Byron Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Camden Cou-00015</td> <td>Camden County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Dalton Pol-00013-C</td> <td>Dalton Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Demorest P-00008-C</td> <td>Demorest Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Douglas Co-00001-C</td> <td>Douglas County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Early Coun-00012-C</td> <td>Early County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Effingham -00011-C</td> <td>Effingham County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-McCaysvill-00016</td> <td>McCaysville Police Department, City of</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Peachtree -00014-C</td> <td>Peachtree City Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Union Poin-00006-C</td> <td>Union Point Police Department</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Valdosta P-00019</td> <td>Valdosta Police Department, City of</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Washington-00010-C</td> <td>Washington County Sheriff's Office</td> <td>\$20,000.00</td> </tr> <tr> <td>TEN-2018-Zebulon Po-00004-C</td> <td>Zebulon Police Department</td> <td>\$20,000.00</td> </tr> </tbody> </table>	Project Number	Agency	Amount	TEN-2018-Barrow Cou-00003-C	Barrow County Sheriff's Office	\$20,000.00	TEN-2018-Burke Coun-00002-C	Burke County Sheriff's Office	\$20,000.00	TEN-2018-Butler, Ci-00005-C	Butler, City of	\$20,000.00	TEN-2018-Byron Poli-00007-C	Byron Police Department	\$20,000.00	TEN-2018-Camden Cou-00015	Camden County Sheriff's Office	\$20,000.00	TEN-2018-Dalton Pol-00013-C	Dalton Police Department	\$20,000.00	TEN-2018-Demorest P-00008-C	Demorest Police Department	\$20,000.00	TEN-2018-Douglas Co-00001-C	Douglas County Sheriff's Office	\$20,000.00	TEN-2018-Early Coun-00012-C	Early County Sheriff's Office	\$20,000.00	TEN-2018-Effingham -00011-C	Effingham County Sheriff's Office	\$20,000.00	TEN-2018-McCaysvill-00016	McCaysville Police Department, City of	\$20,000.00	TEN-2018-Peachtree -00014-C	Peachtree City Police Department	\$20,000.00	TEN-2018-Union Poin-00006-C	Union Point Police Department	\$20,000.00	TEN-2018-Valdosta P-00019	Valdosta Police Department, City of	\$20,000.00	TEN-2018-Washington-00010-C	Washington County Sheriff's Office	\$20,000.00	TEN-2018-Zebulon Po-00004-C	Zebulon Police Department	\$20,000.00
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Project Title:	402 Police Traffic Services																																																			
Project Number:	GA-2018-GAGOHS - G-00032-C																																																			
Project Description:	Administrative, training, telecommunication and Public Information and Education (PI&E) support to the Governor's Office of Highway Safety (GOHS) Law Enforcement Services team, the regional Traffic Enforcement Networks and Georgia's traffic enforcement community.																																																			
Budget:	\$965,300.00																																																			
Agency Name:	Habersham County Sheriff's Office																																																			
Project Title:	HEAT Habersham County Sheriff's Office																																																			
Project Number:	GA-2018-Habersham -00006-C																																																			
Project Description:	Habersham County Sheriff's Office is seeking funding to continue the efforts of our HEAT program to reduce alcohol related crashes, injuries, and fatalities.																																																			
Budget:	\$35,400.00																																																			
Agency Name:	Hall County Sheriff's Office																																																			
Project Title:	Hall County Heat																																																			
Project Number:	GA-2018-Hall Count-00005-C																																																			
Project Description:	The Hall County Sheriff's Office for the fiscal year 2017 is seeking a HEAT Grant from the Governor's Office of Hwy Safety. Hall County in 2015 has experienced an alarming increase in fatalities.																																																			

Budget:	\$134,097.81
Agency Name:	Henry County PD/Henry Co BOC
Project Title:	HEAT Henry County Police Department
Project Number:	GA-2018-Henry Coun-00052-C
Project Description:	A unit comprised of 3 officers and 1 sergeant to enforce aggressive traffic laws, educate the public about roadway safety, and decrease the rate of traffic injuries and fatalities.
Budget:	\$31,300.00
Agency Name:	Houston County Sheriff's Office
Project Title:	HEAT Houston County Sheriff's Office
Project Number:	GA-2018-Houston Co-00017-C
Project Description:	The Houston County Sheriff's office will create a specialized traffic enforcement unit dedicated to reducing serious injury and fatal car crashes.
Budget:	\$128,000.00
Agency Name:	Lowndes County Sheriff's Office
Project Title:	HEAT Lowndes County SO
Project Number:	GA-2018-Lowndes Co-00074-C
Project Description:	Establish a three member HEAT team to augment Lowndes County law enforcement in reducing the distracted driving, crash and fatality rate, all while increasing seat belt usage.
Budget:	\$105,100.00
Agency Name:	Newton County Sheriff's Office
Project Title:	HEAT Newton County SO
Project Number:	GA-2018-Newton Cou-00085-C
Project Description:	The Newton County Sheriff's Office is seeking the HEAT Grant to aid in decreasing motor vehicle traffic crashes, injuries, and fatalities on the roadways of Newton County. We are requesting funding for a 3-person unit and 3 fully equipped cars to assist in increasing our capacity to effectively carry out traffic enforcement and education. The HEAT Unit will work to educate citizens of Newton County and through collaborative efforts, work with other counties to engender effective solutions.
Budget:	\$116,000.00
Agency Name:	Athens-Clarke County Police Department
Project Title:	HEAT Athens-Clarke County PD
Project Number:	GA-2018-Athens-Cla-00192-C
Project Description:	The HEAT grant will be implemented to increase enforcement and awareness of DUI, occupant protection, speeding, distracted and aggressive drivers, pedestrian, bicycle/moped/motorcycle safety.
Budget:	\$89,200.00
Agency Name:	Bartow County Sheriff's Office
Project Title:	HEAT Bartow County Sheriff's Office
Project Number:	GA-2018-Bartow Cou-00026-C
Project Description:	The purpose of the H.E.A.T. program is continuing to enforce driving under the influence, speeding and aggressive driving statutes and to educate the importance of occupant safety to the citizens.
Budget:	\$99,500.00

Agency Name:	DeKalb County Police Department
Project Title:	HEAT DeKalb County Police Department
Project Number:	GA-2018-DeKalb Cou-00064
Project Description:	This project seeks to continue efforts to reduce traffic crashes, injuries and traffic-related fatalities on the roadway of DeKalb County.
Budget:	\$33,900.00
Agency Name:	Douglas County Sheriff's Office
Project Title:	HEAT Douglas County Sheriff's Office
Project Number:	GA-2018-Douglas Co-00004-C
Project Description:	The Douglas County Sheriff's Office is requesting funds to continue operation of the HEAT Unit for the purpose of enforcing traffic laws and educating the public.
Budget:	\$33,700.00
Agency Name:	Douglas Police Department, City of
Project Title:	HEAT Douglas PD/Coffee County S.O.
Project Number:	GA-2018-Douglas Po-00041-C
Project Description:	Continuation of a H.E.A.T. Task Force with two officers dedicated to reduce traffic accidents and fatalities by traffic enforcement and traffic safety education.
Budget:	\$52,100.00
Agency Name:	Glynn County Police Department
Project Title:	HEAT Glynn County PD
Project Number:	GA-2018-Glynn Coun-00051-C
Project Description:	Selective traffic enforcement program to aide in the reduction of motor vehicle crashes, injuries, and fatalities.
Budget:	\$26,900.00
Agency Name:	Banks County Sheriff's Office
Project Title:	Banks County Sheriff's Office High Visibility Grant Proposal
Project Number:	GA-2018-Banks Coun-00150
Project Description:	The Banks County Sheriff's Office is proposing a request for assistance in combating the speed problem within it's jurisdiction. A number of it's patrol vehicles are not equipped with radar units, and those would be valuable in deterring speed within Banks County.
Budget:	\$11,970.00
Agency Name:	Bibb County Government
Project Title:	HEAT Macon-Bibb County Sheriff's Office
Project Number:	GA-2018-Bibb Count-00093-C
Project Description:	This project is aimed at reducing the number of citations issued for speeding, seat belt violations, and DUI's in Macon-Bibb County.
Budget:	\$27,200.00

Agency Name:	Cherokee County Sheriff's Office
Project Title:	HEAT Program
Project Number:	GA-2018-Cherokee C-00129
Project Description:	The HEAT Program of the Cherokee Sheriff's Office will work in conjunction with the Traffic Enforcement Unit and the Governor's Office of Highway Safety to minimize traffic offenses and aggressive drivers in Cherokee County.
Budget:	\$302,783.14
Agency Name:	Dodge County Sheriff's Office
Project Title:	2018 Traffic Enforcement Project
Project Number:	GA-2018-Dodge Coun-00181
Project Description:	This project seeks funding to purchase additional Lidar, Radar, and Speed Trailers to reduce traffic related accidents and fatalities.
Budget:	\$20,000.00
Agency Name:	Flowery Branch Police Department, City of
Project Title:	Aggressive Speed and Traffic Enforcement through Public Awareness and Education
Project Number:	GA-2018-Flowery Br-00135
Project Description:	To reduce the number of traffic crashes involving serious injury or fatalities through aggressive traffic enforcement focusing on speeding drivers. The funding strategies will include the purchase of RADAR and LIDAR units to help officers enforce the speed limit more efficiently. Funding would help officers educate the general public on traffic laws and how the speed detection devices work, giving the general public a better understanding of the tool.
Budget:	\$10,635.00
Agency Name:	Forsyth County Sheriff's Office
Project Title:	HEAT Innovative Grant Law Enforcement Program
Project Number:	GA-2018-Forsyth Co-00161
Project Description:	To maintain three GOHS HEAT officers whose objectives are to reduce the number of serious traffic accidents, traffic violations and pursue an aggressive policy of enforcement of all traffic laws. Forsyth County is the fastest growing county in the state of Georgia. With population growth comes an increase in traffic on state and county roadways all of which require increased enforcement.
Budget:	\$235,245.89
Agency Name:	Fort Valley Department of Public Safety
Project Title:	GA 96
Project Number:	GA-2018-Fort Valle-00067
Project Description:	Reduce fatal and injury producing traffic crashes on state routes inside the city of Fort Valley, by increasing enforcement of laws that contribute to such crashes. Such laws that regulate impaired driving, occupant safety, and speed. This requires the use of modern detection equipment, such as Alco-Sensors, Tint Meters, RADAR and LIDAR units. The use of these tools will allow for better prosecution of traffic cases, and motivate officers using antiquated equipment to conduct more enforcement.
Budget:	\$9,403.00

Agency Name:	Lamar County Sheriff's Office
Project Title:	Speed Enforcement
Project Number:	GA-2018-Lamar Coun-00164
Project Description:	To reduce the number of speed related crashes and violations of GA 40-6-181
Budget:	\$10,000.00
Agency Name:	Public Safety, Georgia Department of
Project Title:	HEAT/Nighthawk DUI Task Force- Middle- GA
Project Number:	GA-2018-Public Saf-00019-C
Project Description:	To more effectively address the problem related to impaired drivers. The task force will provide intense enforcement coverage of the Albany area.
Budget:	\$987,200.00
Agency Name:	Ringgold Police Department
Project Title:	Ringgold Police Highway Enforcement of Aggressive Traffic
Project Number:	GA-2018-Ringgold P-00148-C
Project Description:	The Ringgold Police Department is seeking funding for improving the traffic enforcement capabilities of the department. Through economic downturns due to the 2011 tornado, the City of Ringgold has been unable to provide adequate funding to replace worn out or dated equipment. The Governor's Office of Highway safety has been a valuable source to helping the cause. Our agency was recently donated two gently used patrol vehicles and we will need assistance to obtain needed equipment.
Budget:	\$18,700.00
Agency Name:	Stephens County Sheriff's Office
Project Title:	Highway safety checkpoint equipment
Project Number:	GA-2018-Stephens C-00116
Project Description:	Our 2 man traffic unit depends on CID, K9, and our administration to assist with highway safety checkpoints. We wish to outfit all above listed personnel with "Go Bag's" with all the safety equipment that they are in desperate need of to conduct these checkpoints safely. We wish to outfit a trailer for use at checkpoints which will later be converted into a BAT trailer.
Budget:	\$2,500.00
Agency Name:	Walker County Sheriff's Office
Project Title:	Walker County Roadway Traffic Safety and Speed Reduction
Project Number:	GA-2018-Walker Cou-00033-C
Project Description:	Walker County wants to increase traffic safety enforcement actions to reduce traffic crashes.
Budget:	\$59,350.00

Budget Summary

Police Traffic Services – 402PT Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
See List Above	Traffic Enforcement Networks (TEN)	\$320,000.00	402PT
GA-2018-GAGOHS - G-00032-C	402 Police Traffic Services	\$965,300.00	402PT
GA-2018-Habersham -00006-C	HEAT Habersham County Sheriff's Office	\$35,400.00	402PT
GA-2018-Hall Count-00005-C	Hall County Heat	\$134,097.81	402PT
GA-2018-Henry Coun-00052-C	HEAT Henry County Police Department	\$31,300.00	402PT
GA-2018-Houston Co-00017-C	HEAT Houston County Sheriff's Office	\$128,000.00	402PT
GA-2018-Lowndes Co-00074-C	HEAT Lowndes County SO	\$105,100.00	402PT
GA-2018-Newton Cou-00085-C	HEAT Newton County SO	\$116,000.00	402PT
GA-2018-Athens-Cla-00192-C	HEAT Athens-Clarke County PD	\$89,200.00	402PT
GA-2018-Bartow Cou-00026-C	HEAT Bartow County Sheriff's Office	\$99,500.00	402PT
GA-2018-DeKalb Cou-00064	HEAT DeKalb County Police Department	\$33,900.00	402PT
GA-2018-Douglas Co-00004-C	HEAT Douglas County Sheriff's Office	\$33,700.00	402PT
GA-2018-Douglas Po-00041-C	HEAT Douglas PD/Coffee County S.O.	\$52,100.00	402PT
GA-2018-Glynn Coun-00051-C	HEAT Glynn County PD	\$26,900.00	402PT
GA-2018-Banks Coun-00150	Banks County Sheriff's Office High Visibility Grant Proposal	\$11,970.00	402PT
GA-2018-Bibb Count-00093-C	HEAT Macon-Bibb County Sheriff's Office	\$27,200.00	402PT
GA-2018-Cherokee C-00129	HEAT Program	\$302,783.14	402PT
GA-2018-Dodge Coun-00181	2018 Traffic Enforcement Project	\$20,000.00	402PT
GA-2018-Flowery Br-00135	Aggressive Speed and Traffic Enforcement through Public Awareness and Education	\$10,635.00	402PT
GA-2018-Forsyth Co-00161	HEAT Innovative Grant Law Enforcement Program	\$235,245.89	402PT
GA-2018-Fort Valle-00067	GA 96	\$9,403.00	402PT
GA-2018-Lamar Coun-00164	Speed Enforcement	\$10,000.00	402PT
GA-2018-Public Saf-00019-C	HEAT/Nighthawk DUI Task Force- Middle- GA	\$987,200.00	402PT
GA-2018-Ringgold P-00148-C	Ringgold Police Highway Enforcement of Aggressive Traffic	\$18,700.00	402PT
GA-2018-Stephens C-00116	Highway safety checkpoint equipment	\$2,500.00	402PT
GA-2018-Walker Cou-00033-C	Walker County Roadway Traffic Safety and Speed Reduction	\$59,350.00	402PT
Total All 402PT Funds		\$3,865,484.84	

Police Traffic Services – 405b M1.PT Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Savannah-Chatham Metropolitan Police Department
Project Title:	HEAT Savannah-Chatham Co.
Project Number:	GA-2018-Savannah-C-00043-C
Project Description:	Reduce motor vehicle crashes ,injuries & fatalities via high visibility enforcement targeting impaired drivers, speeders, those who do not use safety restraints devices, aggressive and distracted driving.
Budget:	\$149,200.00

Budget Summary

Police Traffic Services – 405b M1.PT Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-Savannah-C-00043-C	HEAT Savannah-Chatham Co.	\$149,200.00	405b M1.PT
Total All 405b M1.PT Funds		\$149,200.00	

Pedestrian and Bicycle Safety

PROGRAM TARGETS: To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance target is to maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018 and to maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

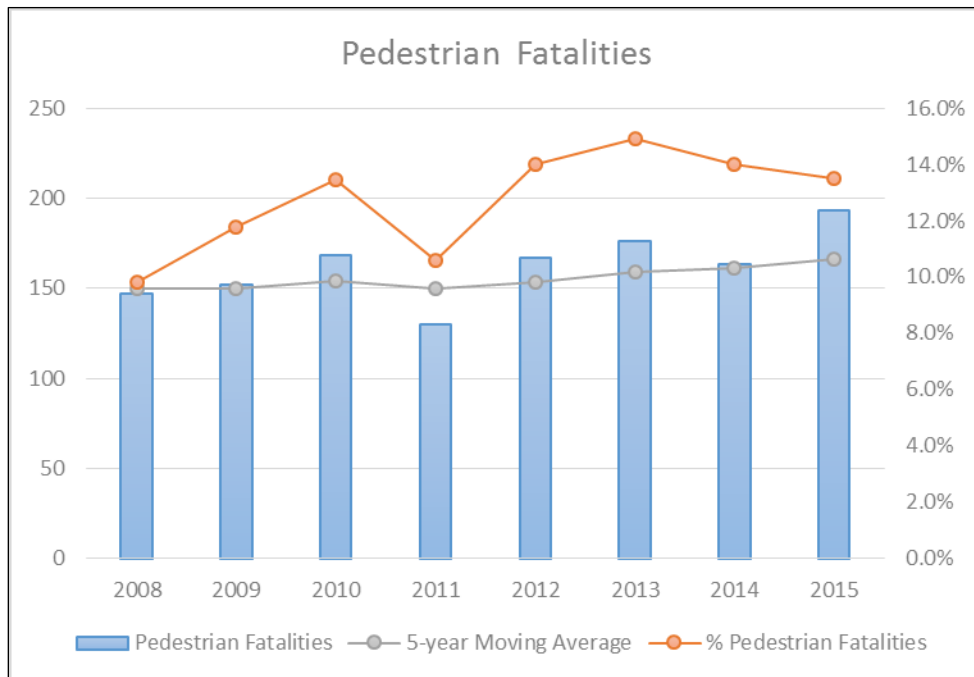
The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Savannah Bikes, Bike Athens, Atlanta Bicycle Campaign, GDOT (CTW, Chapter 9: pages 16-28)
- Brookhaven Police Dept. (CTW, Chapter 8: pages 18-21, 27-37)

Problem Identification and Program Justification – Pedestrians

In 2015 there were 5,376 pedestrians killed in traffic crashes in the U.S., an increase of 9.5% over 2014. On average 15 pedestrians are killed every day across the nation. Since 2006, the rate of pedestrian traffic deaths has increased from 11% to 15% of all traffic fatalities.

Georgia pedestrian safety programs are aimed to reduce pedestrian injuries and fatalities through education, enforcement, and outreach. Walking is encouraged as an alternate mode of transportation to motor vehicle travel.

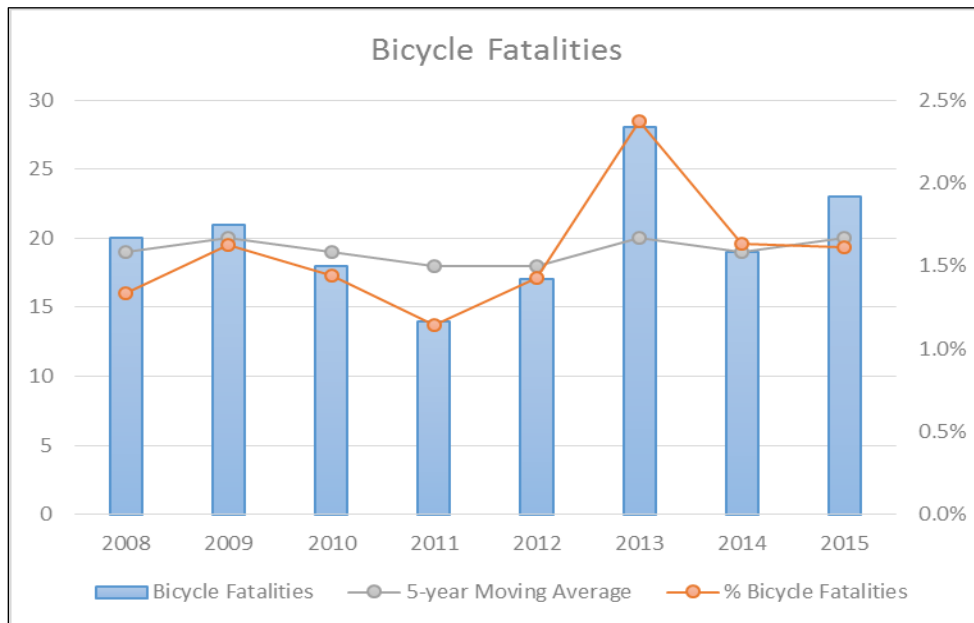


From 2008 through 2015, there has been an unsteady increase of the percent of pedestrians killed in motor vehicle crashes in Georgia. In 2015, 193 pedestrians were killed in motor vehicle crashes. Pedestrian fatalities accounted for 13.5% of all motor vehicle fatalities in 2015, and the number of pedestrian fatalities increased by 30 deaths (18.4%) from the previous year.

Walking is a critical mode of transportation in Georgia – every trip begins and ends with walking. And many trips, in big cities and small towns around the state, can be accomplished entirely on foot. The fast growing metropolitan areas and economic hubs of Georgia rely on safe and attractive pedestrian walkways to accommodate pedestrian travel, enhance business districts, and provide access to homes, businesses, and schools. Many non-driving residents around the state rely on accessible walkways to access public transit. The safety and accessibility of pedestrian walkways are critical issues throughout the state and in urban areas.

Problem Identification and Program Justification - Bicyclists

Although not as common as motor vehicle and pedestrian incidences, bicycle casualties are still a major concern as they are on the rise. Nationally in 2015, there were 818 bicycle related deaths, an increase of 12% over 2014. In Georgia, after being able to reduce bicycle related fatalities from 28 in 2013 to 19 in 2014, we saw a 21% increase to 23 bicycle related deaths in 2015. Similar to pedestrian injuries, the majority of bicycle-related incidences occurred during the after school/night hours, on the weekends, in non-rural high traffic locations, and were primarily male (National Center for Statistics & Analysis).

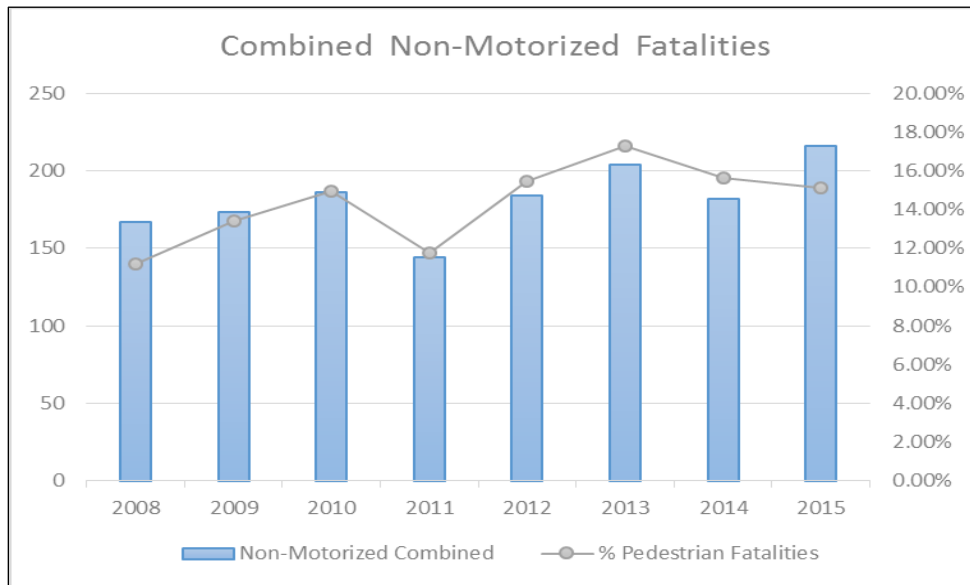


Bicyclists do not mix with larger vehicles without modification of roadway designs and traffic laws specifically designed to protect the persons most vulnerable to traffic injury and fatality. Deaths occurring to bicyclists represent 2.3% of all crash fatalities across the U.S. In Georgia bicycle related deaths accounted for 1.6% of all fatalities in 2015. The majority of these fatalities occurred between 3:00 pm and 9:00 pm.

Rapid urban growth has contributed to more and more roads being built with few considerations for the movement of pedestrians and bicyclists. Organizations that advocate for a balanced approach to development are beginning to impact planning and development. Neighborhood associations, faith communities, and city governments are working together to address these emerging safety concerns.

Bicycling is a healthy, inexpensive, and efficient mode of transportation throughout Georgia. The metropolitan areas around the state offer opportunities for bicycle commuting and active transportation while the rural roads offer many miles of scenic highway for exploring the state.

When you combine the pedestrian and bicycle fatalities for 2014, the numbers are astounding. According to the 2014 FARS data, 182 of the 1,164 total fatalities on Georgia roadways involved either a pedestrian or bicyclists. That equates to **15.64%** of the overall roadway fatalities involved a bicycle or pedestrian according to NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.



Target Population

The target population is pedestrians and bicyclists in Georgia.

FFY 2018 Performance Objectives

- To provide funds to agencies for the purpose of increasing pedestrian education, enforcement and engineering considerations.
- To provide funds to agencies for the purpose of increasing bicycle education, enforcement, and engineering considerations to encourage the ability for vehicles and cyclists to safely "share the road".

FFY 2018 Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-10: To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.
- C-11: To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Strategies

1. Increase awareness and outreach of pedestrians, cyclists and motorists safe and legal road use through enforcement and education.
2. Provide funding for pedestrian and bicycle safety educational materials and equipment as requested.

3. Provide funding for pedestrian and bicycle safety through enforcement and training.
4. Provide funding to improve bicycle safety through education/outreach to drivers and bicyclists on sharing roadways safely and legally; media safety campaigns; and law enforcement partnerships to reduce dangerous behavior.
5. Collaborate with the Georgia Department of Transportation statewide pedestrian/bicycle coordinator to address pedestrian safety issues throughout Georgia.
6. Utilize state funds to implement Share the Road campaigns and projects as it relates to bicycle and pedestrian safety.
7. Based upon qualifying criteria for non-motorized safety grant, Georgia will be applying under the FAST Act (405h).

Pedestrian & Bicycle Safety – 402PS Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	402 Pedestrian and Bicycle Safety
Project Number:	GA-2018-GAGOHS - G-00194-C
Project Description:	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities.
Budget:	\$25,000.00
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Agency Name:	Alpharetta Department of Public Safety
Project Title:	2018 Bicycle Safety Campaign
Project Number:	GA-2018-Alpharetta-00105-C
Project Description:	The City of Alpharetta continues its quest to be bicycle friendly. The Bicycle Patrol Unit educates cyclists, pedestrians, and automobile users to build a better and safer cycling community for all.
Budget:	\$10,185.00
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Agency Name:	Brookhaven Police Department
Project Title:	Brookhaven Police Pedestrian Safety Project: Encouraging Pedestrian Safety Through Education and Enforcement
Project Number:	GA-2018-Brookhaven-00018-C
Project Description:	The Brookhaven Police Department Traffic Unit is looking to improve pedestrian safety within the City of Brookhaven. These improvements will be accomplished through a combination of Crime Prevention Education and Enforcement of State Laws and City Ordinances. Crime Prevention Education will be a combination of school education, media releases, social media postings and community events. Enforcement will include pedestrian contacts and driver contacts who violate the law.
Budget:	\$66,678.00
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Agency Name:	Cobb County Board of Health
Project Title:	Cobb County Pedestrian Safety Campaign
Project Number:	GA-2018-Cobb Count-00184
Project Description:	Cobb Department of Transportation has partnered with the Cobb County Safety Village, Safe Kids Cobb County and Cobb-Douglas Public Health to submit this application to fund the proposed Cobb County Pedestrian Safety Campaign. This campaign would provide comprehensive pedestrian safety messaging to residents ages pre-K through late adulthood and would address the troubling increase of pedestrian fatalities in Cobb County.
Budget:	\$167,384.25

Budget Summary

Pedestrian and Bicycle Safety – 402PS Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00194-C	402 Pedestrian and Bicycle Safety	\$25,000.00	402PS
GA-2018-Alpharetta-00105-C	2018 Bicycle Safety Campaign	\$10,185.00	402PS
GA-2018-Brookhaven-00018-C	Brookhaven Police Pedestrian Safety Project: Encouraging Pedestrian Safety Through Education and Enforcement	\$66,678.00	402PS
GA-2018-Cobb Count-00184	Cobb County Pedestrian Safety Campaign	\$167,384.25	402PS
Total All 402PS Funds		\$269,247.25	

Pedestrian & Bicycle Safety – 405b M1.PS Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	BikeAthens
Project Title:	Athens Area Bicycle Education Program
Project Number:	GA-2018-BikeAthens-00089-C
Project Description:	Our project will promote bike safety and provide bike safety education to: youth, university students / staff, adults dependent on bicycles, and those enrolled in a Ticket Diversion program.
Budget:	\$46,539.80
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Agency Name:	Fulton County Sheriff's Office
Project Title:	Bicycle Safety and Pedestrian Safety Don't Get Hit
Project Number:	GA-2018-Fulton Cou-00016-C
Project Description:	In 2012, 2015 and 2016 Fulton County Sheriff's Office received funding for the Pedestrian Safety grant. The grant was a huge success. We have been able to present the program to a lot of schools in Fulton County to teach kids to be conscientious pedestrians and to walk safely while crossing the street don't get hit. The Fulton County Sheriff's Office is seeking funding to continue to educate elementary school aged children about pedestrian safety and to also teach Seniors.
Budget:	\$6,371.00
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Agency Name:	Savannah Bicycle Campaign
Project Title:	Reducing Bicycle and Pedestrian Injuries and Fatalities In Chatham County
Project Number:	GA-2018-Savannah B-00077-C
Project Description:	A bicycle and pedestrian safety project to build public awareness of road safety issues and educate bicyclists, pedestrians and drivers on best practices for safe vehicle operation.
Budget:	\$27,449.40

Budget Summary

Pedestrian and Bicycle Safety – 405b M1. PS Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-BikeAthens-00089-C	Athens Area Bicycle Education Program	\$46,539.80	405b M1.PS
GA-2018-Fulton Cou-00016-C	Bicycle Safety and Pedestrian Safety Don't Get Hit	\$6,371.00	405b M1.PS
GA-2018-Savannah B-00077-C	Reducing Bicycle and Pedestrian Injuries and Fatalities In Chatham County	\$27,449.40	405b M1.PS
Total All 405b M1.PS Funds		\$80,360.20	

Pedestrian & Bicycle Safety – 405f FHX Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Albany Police Department
Project Title:	Albany Police Department Special Enforcement & Education Program
Project Number:	GA-2018-Albany Pol-00047-C
Project Description:	This identified project will continue to use the existing Special Operations Division. This team will be used to focus on pedestrian, safety belt, child restraint violations, along with other local and state laws. APD Special Operations Division, along with the Community Relations Unit, will use evidence based practices to seek out violators. These specialized units can seek out violators through traffic enforcement and educate them to deter future violations.
Budget:	\$44,250.00
Agency Name:	Atlanta Bicycle Coalition
Project Title:	Atlanta Bicycle Safety
Project Number:	GA-2018-Atlanta Bi-00011-C
Project Description:	To improve bicycle safety through education/outreach to people driving and biking on sharing roadways safely and legally and media safety campaigns.
Budget:	\$78,000.00
Agency Name:	Bike Walk Macon
Project Title:	Bike Walk Macon Education Manager
Project Number:	GA-2018-Bike Walk -00140
Project Description:	This project will support Macon's first full-time pedestrian and bicycle Education Manager to develop and manage educational programs that expand and promote bicycle and pedestrian safety to reduce the number of pedestrian and bicycle fatality, injury, and crash rates in Macon-Bibb County, Ga. Programs will be available to all Macon-Bibb County residents with priority to serve residents living, working, or attending school near eight high-priority streets.
Budget:	\$67,048.00
Agency Name:	Georgia Bikes
Project Title:	Promoting Safe Bicycling in GA
Project Number:	GA-2018-Georgia Bi-00104-C
Project Description:	Through outreach and educational programs, Georgia Bikes will partner with local agencies, nonprofits and law enforcement to reduce bicyclist injuries and fatalities.
Budget:	\$73,861.00
Agency Name:	Macon-Bibb County Commissioners (Macon-Bibb County Pedestrian Safety Review Board)
Project Title:	Pedestrian "On The Move"
Project Number:	GA-2018-Macon-Bibb-00166
Project Description:	The number of pedestrian fatalities in Macon-Bibb County has contributed to the municipality currently identified as having the second highest per capita pedestrian fatality rate in Georgia. Pedestrian "On The Move" will serve as an informational, educational, and training session for all sub-groups throughout Macon-Bibb County, with a major focus on the role and responsibilities of pedestrians as they "move" from one location to another, with an emphasis on driver and passenger behaviors.
Budget:	\$35,488.00

Budget Summary

Pedestrian and Bicycle Safety –405f FHX Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-Albany Pol-00047-C	Albany Police Department Special Enforcement & Education Program	\$33,590.00	405f FHX
GA-2018-Atlanta Bi-00011-C	Atlanta Bicycle Safety	\$78,000.00	405f FHX
GA-2018-Bike Walk -00140	Bike Walk Macon Education Manager	\$67,048.00	405f FHX
GA-2018-Georgia Bi-00104-C	Promoting Safe Bicycling in GA	\$73,861.00	405f FHX
GA-2018-Macon-Bibb-00166	Pedestrian "On The Move"	\$35,488.00	405f FHX
Total All 405f FHX Funds		\$298,647.00	

Community Traffic Safety Programs

PROGRAM TARGETS: To reduce the number of motor vehicle crashes, injuries, fatalities and their associated cost with the establishment and maintenance of effective Safe Communities and Community Traffic Safety Programs.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Department of Public Health, Older Driver Initiative (CTW, Chapter 7: Pages 11-14).

Problem Identification and Program Justification

In 2015, Georgia experienced 1,430 roadway fatalities (Fatality Analysis Reporting System), 19,405 serious roadway injuries, and 390,458 motor vehicle crashes. Of all 159 counties in Georgia, Fulton County (having the largest population per square mile) continues to have the largest number of fatalities (104 fatalities in 2015).

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015
Traffic Fatalities	1,641	1,495	1,292	1,247	1,226	1,192	1,180	1,164	1,430
Fatality Rate	1.46	1.37	1.18	1.12	1.13	1.11	1.08	1.04	1.21

Crashes are one of the leading causes of death for people age 2-34 years and the largest contributor to spinal and head injuries. These crashes take a major toll on community resources such as health care costs, workplace productivity and human services. However, community awareness of the extent of the problem remains limited because of fragmented and incomplete data.

Older Driver

Nationally in 2015, there were 6,165 people age 65 and older killed in motor vehicle crashes which equal eighteen percent (18%) of all traffic fatalities. This is an eight percent (8%) increase over 2014. Since 2006 there has been an eight percent (8%) increase in the overall population however those age 65 grew twenty-nine percent (29%).

In Georgia of the 2,041 drivers involved in fatal crashes, 293 or 14.4% were drivers age 65 or older. Georgia had a 26.40% increase in population of those age 65 and older, the highest population growth in the southeast of that age group. The Georgia projection of population age 65 and over is going to continue to increase with close to 2 million by year 2030. A majority of their deaths occur between 12pm and 6pm, when they are often going to visit friends or attending doctor appointments. In the normal aging process, loss of mobility, vision, and cognition is experienced. Georgia has a Carfit program that aims to assist that older generation to get the proper fit within their vehicle. We will encourage growth in the Yellow Dot program which provides important medical information to first responders about the driver involved in a crash.

Minority Drivers and Highway Safety - Hispanics

The Centers for Disease Control (CDC) and Prevention reported in 2009 that unintentional injuries, of which motor vehicle crashes is categorized, was the third leading cause of death of his Hispanics in the United States. Alcohol-related crashes account for about one-third of all Hispanic traffic-related fatalities.

The Hispanic/Latino population is the fastest growing ethnic group accounting for 50.5 million or 16.3% in the 2010 Census, a 43% increase from the previous Census. In addition, the actual number of Hispanic residents may be much larger, due to an undercount of illegal immigrants. As of February 2003, Hispanic/Latinos became the largest minority group in the US, replacing African Americans. The Immigration and Naturalization Service estimates that approximately 1 million legal Hispanic/Latino immigrants and 800,000 illegal immigrants enter the country each

year. By 2050 it is estimated that Latinos will account for approximately one fourth of the total US population.

The Hispanic/Latino population in Georgia experienced a 96.1% growth between 2000 and 2010 (from 435,227 to 853,689 residents in ten years). Census 2010 shows that 9.1% of Georgians are foreign-born. Hispanics often have severe lack of knowledge on local laws and issues concerning highway safety. It is the intent of Governor's Office of Highway Safety (GOHS) to continue to explore highway safety problems and solutions in other counties throughout the State because of the disproportionate involvement among Hispanic residents.

In Georgia from 2011-2014, Hispanics accounted for approximately 5% of all vehicle-related deaths where the occupants race/Hispanic origin was known. Due to the language barrier and general difference in culture, we have to change our approach to reach the Hispanic community. The Department of Public Health's Child Occupant Safety Project (COSP) is currently working with their Bilingual Child Passenger Safety Technician Program Consultant to go into these densely Hispanic communities and determine their problem areas. Once we have located these pocket communities, we can begin to determine what type of minority Child Passenger Safety education and outreach is being offered in Georgia and how it should be altered or enhanced. Georgia currently has 53 Spanish-speaking technicians which we will utilize in the before mentioned communities. The Child Occupant Safety Project Bilingual Program Consultant will work with Spanish-speaking technicians, as well as local law enforcement to coordinate and implement our initiatives.

National and state studies have shown that Hispanics have a higher risk of fatal car crashes than non-Hispanic whites. Traffic crashes are the leading cause of death for Hispanics ages 1 - 34 in the United States. Alcohol-related crashes account for about half of all Hispanic traffic-related fatalities. Injuries in these crashes are increased by lack of seat belt usage, which appears to be influenced by cultural attitudes which increase while under the influence. Young men especially may feel seatbelts challenge their masculinity and bravery. These men may also have a reluctance to admit they cannot "hold their drink", and they may refuse help from someone who offers to drive them home.

Attitudinal data on safety belt usage among Hispanics reflects their cultural biases. The Pew Hispanic Center recently published a study noting that Hispanics, especially those who are foreign born, tend to agree that fate determines their future. The 2000 Motor Vehicle Occupant Safety Study provided support for that by noting that 30% of all Hispanics (compared to 25% of other groups) agreed with the statement "If it is your time to die, you'll die, so it doesn't matter whether you wear your seat belt." Hispanics were also more likely than Non-Hispanics to indicate that wearing a safety belt made them worry more about being in a crash (30% and 13%, respectively) and that safety belts were more likely to harm you than help you in a crash (48% to 34%, respectively). Hispanics are also more than twice as likely (39% compared to 17%) to say that wearing a safety belt makes them self-conscious around their friends.

Minority Drivers and Highway Safety - African Americans

The National Highway Traffic Safety Administration (NHTSA) conducts a telephone survey every two years to measure the status of attitudes, knowledge, and behavior of the general driving age public about drinking and driving (see *Traffic Techs* 89, 135, 192). National Highway Traffic Safety Administration (NHTSA) asked the Gallup Organization to merge data from the 1993, 1995, and 1997 surveys to get a sample large enough to permit analysis by race and ethnicity, which were not reported in the earlier surveys.

One in four persons (24%) age 16 to 64 has driven a motor vehicle within two hours of consuming alcohol in the past year. Males are more likely to exhibit such behaviors than females (37 vs. 15 percent), and this pattern is found across all races and ethnicities. There are some differences among racial and ethnic groups in drinking and driving attitudes and behaviors.

Twenty-eight percent (28%) of white, non-Hispanic persons, which make up the largest sample, are more likely than any other racial group to report having driven within two (2) hours of consuming alcohol in the past month. American Indian/Eskimos report the second highest prevalence at twenty-one percent (21%). Hispanics, Blacks, and Asians report 17%, 16%, and 13%, respectively, for having driven within two hours after drinking in the past month. Whites age 21 to 29 report the highest prevalence of this behavior thirty-seven percent (37%), which is almost twice the rate for other racial groups.

Those who said they have driven within two hours after drinking any alcohol report an average of eleven (11) such trips in the past year (males 14.4 vs. females 5.9 trips). Whites account for eighty-four percent (84%) of all monthly trips, while this group comprises seventy-seven percent (77%) of the 16 to 64-year-old population. The percentages

for monthly alcohol trips and population are: Blacks (5% - 9%); Hispanics (5% - 7%); Asian Americans (1% - 2%); and Native Americans and Eskimos (2% - 3%).

About fifty-two percent (52%) of drinking drivers have other passengers with them during these trips for an average of 0.79 passengers per trip. Blacks are least likely to travel with passengers forty-two percent (42%) with an average of 0.67 passengers, whites fifty-two percent (52%) with 0.77 passengers, and others fifty-six percent (56%) with 1.1 passengers.

Drinking-driving trips average 16.1 miles from origin to destination. Black drinking-drivers report the farthest driving distances at twenty-one (21) miles on average, whites report 16.6 miles, and others report 8.4 miles.

About ninety percent (90%) of whites and seventy percent (70%) of all other groups say they have heard of legal limits. Less than half of those who said they knew their state's limit were able to specify that limit correctly.

About three percent (3%) of whites, two percent (2%) of Blacks, two percent (2%) of Asian and seven percent (7%) of American Indian/Eskimos age 16-64 reported being stopped by the police for suspicion of drinking and driving.

The Governor's Office of Highway Safety (GOHS) believes that traffic safety needs and problems differ across populations, so are the strategies required to address them. Efforts to improve traffic safety in the Black community have stalled by a lack of information on communication strategies that would be helpful in determining and shaping effective interventions. The Governor's Office of Highway Safety (GOHS) plans to promote traffic safety programs among the Black population to make a significant difference in the State's overall highway safety fatality problem working through various minority programs and schools.

Governor's Highway Safety Association (GHSA) Annual Meeting

The Governor's Highway Safety Association (GHSA) has selected Georgia as the host state for the 2018 Annual Meeting. This is the national conference for highway safety offices and provides a critical opportunity to highlight Georgia's traffic safety successes and learn from other states best practices. While GHSA handles the majority of costs and logistics, the Association requires that host states cover some costs related to the production of conference materials and other expenses.

Target Population

Rural Georgia, teens, Hispanic, older drivers, law enforcement, emergency responders and traffic safety advocates.

FFY 2018 Performance Objective

- To provide support, information and instruction to Community programs, organizations and state agencies for the purpose of identifying problems and developing effective strategies to counter highway safety problems.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-3: To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018.
- C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Strategies

1. Participate in a minimum of three (3) national traffic safety campaigns in the established communities.
2. Provide funds to highway safety partners throughout rural Georgia to implement programs that will assist in reaching the Governor's Office of Highway Safety (GOHS) performance objectives.

3. Provide funds to coordinate and host a minimum of three CarFit Event Coordinator/Technician trainings, to certify individuals to conduct events at local senior centers, churches and other locations where older drivers frequently visit in an effort to help older drivers become safer drivers for a longer time.
4. Provide funds to The Department of Public Health for education and outreach events focused on the older adult population, age 65 and older.
5. The Department of Public Health's Child Occupant Safety Project (COSP) will work with at least 5 community partners to expand awareness outreach to Spanish- speaking and other minority populations.
6. Georgia will be the host state for the 2018 GHSA Annual Meeting

Community Traffic Safety Countermeasures – 402CP Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	402 Community Traffic Safety
Project Number:	GA-2018-GAGOHS - G-00108-C
Project Description:	Governor's Office of Highway Safety (GOHS) provides for the management and administration of Networks of Employers for Traffic Safety (NETS) Programs, Safe Community Programs, in-house grants, contracts, regular operating expenses, training among other functions necessary to ensure the proper and efficient use of federal highway safety funds. Governor's Office of Highway Safety (GOHS) will also provide management for a Resource Information Training Center to serve as a clearinghouse for the coordination and distribution of highway safety materials, training opportunities and major conferences.
Budget:	\$525,000.00
Agency Name: Georgia Operation Lifesaver, Inc.	
Project Title:	Mobile Truck Exhibit
Project Number:	GA-2018-Georgia Op-00071-C
Project Description:	The Operation Lifesaver Mobile Exhibit Truck is a unique educational vehicle customized for educating the public about safety around trains and railroad tracks and rights-of-way.
Budget:	\$22,844.00
Agency Name: Georgia Operation Lifesaver, Inc.	
Project Title:	First Responder Railroad Safety Training
Project Number:	GA-2018-Georgia Op-00072-C
Project Description:	Conduct special First Responder training classes for law enforcement and emergency responders in Georgia about handling Train-Motor Vehicle crashes.
Budget:	\$10,000.00
Agency Name: Public Health, Georgia Department of	
Project Title:	Older Driver Safety Program
Project Number:	GA-2018-Public Hea-00021-C
Project Description:	The Older Driver Safety Program works with partners throughout Georgia to identify and foster implementation of comprehensive, evidence-based strategies that balance the mobility and safety needs of drivers 55 and older with other road users.
Budget:	\$109,732.00

Budget Summary

Community Traffic Safety Countermeasures – 402CP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00108-C	402 Community Traffic Safety	\$525,000.00	402CP
GA-2018-Georgia Op-00071-C	Mobile Truck Exhibit	\$22,844.00	402CP
GA-2018-Georgia Op-00072-C	First Responder Railroad Safety Training	\$10,000.00	402CP
GA-2018-Public Hea-00021-C	Older Driver Safety Program	\$109,732.00	402CP
Total All 402CP Funds		\$667,576.00	

Community Traffic Safety Countermeasures – 405b M*1 CP Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	405b M1*CP
Project Number:	GA-2018-GAGOHS - G-00193-C
Project Description:	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities.
Budget:	\$622,162.00
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Agency Name:	Georgia, University of
Project Title:	Georgia Highway Safety Programs Evaluation
Project Number:	GA-2018-Georgia, U-00015-C
Project Description:	The Traffic Safety Research and Evaluation Group at the University of Georgia will evaluate the effectiveness of highway safety programs in Georgia.
Budget:	\$262,178.30

Budget Summary

Community Traffic Safety Countermeasures – 405b M*1 CP Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00193-C	405b M1*CP	\$622,162.00	405b M1*CP
GA-2018-Georgia, U-00015-C	Georgia Highway Safety Programs Evaluation	\$262,178.30	405b M1*CP
Total All 402CP Funds		\$884,340.30	

Resource Information Center and Clearinghouse

PROGRAM TARGETS: To increase public awareness and knowledge of highway safety, create online web access where the highway safety materials are available through a clearinghouse operation.

Problem Identification and Program Justification

The public often goes uninformed about the valuable resources and successful projects related to roadway safety. Without a systematic means of disseminating information, there is no way of determining who needs information and what kinds of items would be helpful. Governor's Office of Highway Safety (GOHS) has dramatically enhanced its website, URL www.gahighwaysafety.org, to increase the general public and stakeholder's ability to acquire highway safety data and information. This site also provides an online store for the ability to order brochures and materials related to traffic safety; with the ability to download each of these media in a PDF format. Governor's Office of Highway Safety (GOHS) also maintains a resource center for direct public access.

FFY 2018 Performance Objective

Objective: To make highway safety materials available and accessible to Georgia citizens.

FFY 2018 Key Performance Measures

- C-1:** To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2:** To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-2a:** To maintain the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled under the projected 16.32 (2014-2018) 5-year average by December 2018.
- C-3:** To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018.
- C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.
- C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- C-6: To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.
- C-7: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.
- C-8: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.
- C-9: To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.
- C-10:** To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.
- C-11:** To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.
- B-1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

Strategies

1. Provide funds for a distribution center to implement the dissemination of public information and education strategies to increase the public's awareness of proper use of safety belts and child restraints statewide through (a) the statewide distribution of approximately 850,000 Public Information and Education (PI&E) materials and (b) the development of materials targeting at-risk populations.
2. Maintain Governor's Office of Highway Safety (GOHS) Resource Information Training Center, which serves as a clearinghouse for the coordination and distribution of highway safety materials, training opportunities and major conferences.
3. Governor's Office of Highway Safety (GOHS) will maintain an online resource distribution system in order to maximize efficiency of highway safety information distribution.

Motorcycle Safety

PROGRAM TARGETS: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Department of Driver Services & Governor’s Office of Highway Safety (CTW, Chapter 5: pages 14-17, 25)

Problem Identification and Program Justification

Motorcycles are an increasingly popular means of transportation. In 2016, there were 196,277 registered motorcycles in the state of Georgia, a slight decrease from 2014. The number of registered motorcycles continues to increase from 2008. However, the percentage of motorcycle fatalities has remained fairly consistent during the same time period. In 2015, more than 7 out of every 10,000 registered motorcyclists died – the same basic rate as in 2011. GOHS partially attribute this increase to the current economic situation and the fact that people were trying to find less expensive ways to commute.

In 2015, 10.6 percent (152 persons) of the people killed in motor vehicle crashes in Georgia were motorcyclists—a 10.9% increase since the previous year. Of these, 95 percent (145) were riders and 6 percent (7) were passengers. In 2008, Georgia experienced the highest in motorcycle fatality count within fifteen years (178 motorcyclist fatalities). Contributing factors include alcohol, speed, distraction, and rider inexperience.

Nationally in 2015, motorcycle fatalities have decreased 6% from 2008 when there were 5,312 rider deaths. The problem is that in 2008, motorcycle deaths accounted for 15.5% of the overall traffic deaths. In 2015, motorcyclists accounted for 14% of all traffic fatalities nationwide and 4% of all occupants injured.

Motorcycle and scooter riders continue to face more risks of crashing and being injured than passengers in four-wheeled vehicles. Motorcycles are complex to operate and more exposed to a greater number of hazards than cars and trucks. Too many riders lack the basic skills to adapt their current driving habits to the special demands of a motorcycle. Other road users are also unaware of the special characteristics of motorcycles which can also lead to crashes.

Georgia has utilized the *Riders Helping Riders* program and a mix of communication mechanisms to draw attention to the dangers of impaired riding (e.g. newspapers, community meetings, e-mail, posters, fliers, mini-planners and law enforcement mobilizations). *Riders Helping Riders* is a rider-training program based on findings that riders tend to look out for each other, but for various reasons, are hesitant to intervene in the drinking and riding behavior of their peers. The Georgia Department of Driver Services (DDS) delivers this program during all of the motorcycle rider training courses throughout the state. Between DDS and the private rider courses, the course is taught on average once a month. The program communicates the drinking and riding problem, the need for rider intervention as it relates to drinking and riding behavior of their peers, and tools that riders can use to help prevent the drinking and riding of their peers.

Motorcyclists may not be aware that they lack the specialized skills to operate a motorcycle safely. Unlicensed riders may continue to ride under either a ‘perennial permit’ or with no endorsement at all and lack the basic skills needed to operate a motorcycle safely.

According to Fatality Analysis Reporting System (FARS) data, the proportions of un-helmeted fatalities fluctuated greatly. In 2015, seven percent (10 fatalities) of all 152 motorcyclist fatalities in Georgia were un-helmeted in comparison to thirteen percent (21 fatalities) of all 136 fatalities that were un-helmeted in 2007. Un-helmeted rider deaths are trending down but we are unsure of those that are being killed while wearing the non-Department of Transportation (DOT) approved helmets.

Motorcycle Fatalities per 100,000 Registered Motorcycles 2008-2015

Year	Motorcyclist Fatalities	Registrations	Motorcyclist Fatalities per 100,000 Motorcycle Registrations
2008	178	188,072	94.64
2009	140	197,171	71
2010	128	196,958	64.99
2011	150	199,620	75.14
2012	134	201,207	66.6
2013	116	200,133	57.96
2014	137	199,575	68.65
2015	152	196,276	77.44

Source: National Highway Traffic Safety Administration (NHTSA)/ FARS

Alcohol is also a significant risk factor among Georgia motorcycle rider fatalities. Every year since 2008, alcohol related motorcycle fatalities showed a steady increase in Georgia. According to the Fatality Analysis Reporting System in 2015, 25 percent (36) of the motorcycle riders killed in fatal crashes (145) contained a BAC at or above a .08. This is less than the national level of 1,285 (27%) of 4,684 motorcycle riders who were alcohol impaired (BAC of .08 g/dL or higher).

In 2015, Georgia has an alcohol reporting rate of 38% -- 38% of all drivers involved in fatal crashes were tested for alcohol consumption with recorded BAC. In Georgia, 2,041 drivers were involved in fatal crashes, and 776 drivers were tested. The highest alcohol testing occurred among the fatally injured (59%), followed by Non-Incapacitating Evident Injured drivers (21%).

Georgia Motorcycle Riders (Operators) Killed by Year and the Riders Blood Alcohol Concentration (BAC)

Year		Surviving Drivers/Motorcycle Rider		Killed Drivers/Motorcycle Rider		Total Drivers/Motorcycle Rider	
		Total	With BAC Results Reported to FARS	Total	With BAC Results Reported to FARS	Total	With BAC Results Reported to FARS
2011	Georgia	847	226	842	507	1,689	733
	US	23,025	7,484	20,815	15,846	43,840	23,330
2012	Georgia	883	184	793	470	1,676	654
	US	23,943	6,653	21,394	14,792	45,337	21,445
2013	Georgia	899	230	722	439	1,621	669
	US	23,703	6,630	20,871	14,905	44,574	21,535
2014	Georgia	835	187	787	481	1,622	668
	US	23,818	6,368	20,765	14,800	44,583	21,168
2015	Georgia	1,101	226	940	550	2,041	776
	US	26,463	7,214	22,150	15,421	48,613	22,635

Source: FARS 2011-2015

Target Population

All drivers of passenger vehicles and other motorists who may endanger motorcycle and scooter riders in Georgia.

FFY 2018 Performance Objectives

- Objective 1: To decrease the total number of motorcycle crashes.
- Objective 2: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- C-7: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.
- C-8: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Strategies

To help achieve these targets, the communication efforts will focus primarily on those areas where the majority of serious motorcycle crashes and impaired rider crashes occur, in the major metropolitan area of Georgia. These metropolitan areas include: Atlanta (Fulton, DeKalb, Gwinnett Clayton and Cobb Counties), Gainesville (Hall and Habersham Counties), Augusta (Richmond County), Savannah (Chatham and Bulloch Counties), Columbus (Muscookee County), Athens (Clarke County), and Albany (Dougherty County). In addition, these efforts will also focus on the counties with the highest number of registered motorcyclists and counties with the highest number of motorcycle crashes involving alcohol.

In addition to the objectives of the Highway Safety Plan and Strategic Highway Safety Plan, other process targets have been set by previous planning efforts. The Motorcycle Safety Strategic Work Group, which also established the Motorcycle Safety Task Force, outlined three major targets for communication:

1. Develop specific public information materials for specific audience.
2. Identify problems and target audiences for public information campaigns.
3. Utilize all Department of Driver Service Centers for disseminating literature to target audiences.

In addition to the Highway Safety Plan strategies, the Motorcycle Safety Task Team is partnering and developing the following programs:

- Create and disseminate effective communication and outreach campaigns to increase motorist's awareness of motorcycles.
- Encourage proper licensed Riders Skills Test. (RST)
- Develop and promulgate a Public Service Announcement (PSA) designed to educate motorists about motorcycle safety using the "Share the Road" message.
- Create and disseminate effective educational and awareness communications to riders on how alcohol and other drugs affect motorcycle operator skills in the counties where motorcycle crashes are the highest.
- Participate in motorcycle rallies, motorcycle shows and charity rides to promote the Share the Road message and Georgia Motor Safety Program (GMSP) throughout the state. The Department of Driver Services (DDS) and Governor's Office of Highway Safety (GOHS) web site will also be used to promote the program.
- Promote the Share the Road campaign within the top counties where motorcycle fatalities are highest.
- Utilize strategies identified within the Department of Public Safety Motorcycle Fatalities Reduction Plan.

Motorcycle Programs – 405f M9X Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor’s Office of Highway Safety
Project Title:	405 (f) Motorcycle Safety
Project Number:	GA-2018-GAGOHS - G-00109-C
Project Description:	Statewide Motorist Safety Awareness Program focusing on motorcyclists.
Budget:	\$25,000.00
<hr/>	
Agency Name:	Driver Services, Georgia Department
Project Title:	Motorcycle Safety
Project Number:	GA-2018-Driver Ser-00039-C
Project Description:	Statewide Motorcycle Safety Awareness Outreach Program focusing on Motorist Awareness using the “Share the Road” message.
Budget:	\$98,844.69

Budget Summary

Motorcycle Programs – 405f M9X Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00109-C	405 (f) Motorcycle Safety	\$25,000.00	405f M9X
GA-2018-Driver Ser-00039-C	Motorcycle Safety	\$98,844.69	405f M9X
Total All 405f M9X Funds		\$123,844.69	

Paid Media

PROGRAM TARGETS: To implement a Paid Media Plan for Governor's Office of Highway Safety's (GOHS) impaired driving and occupant protection campaigns for FFY 2018. Those campaigns include year-round messaging for Georgia driver safety.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in "Countermeasures That Work: Eighth Edition, 2015" (CTW). Data throughout this Georgia's Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Impaired Driving (CTW, Chapter 1: pages 21-24, 49-50)
- Occupant Protection (CTW, Chapter 2: pages 18-21, 26-29)
- Aggressive Driving and Speeding (CTW, Chapter 3: pages 38-39)
- Motorcycle Safety (CTW, Chapter 5: page 16, 23-25)

Problem Identification and Program Justification

IMPAIRED DRIVING: Drive Sober or Get Pulled Over

In 2015, the State of Georgia suffered 1,430 fatalities in motor vehicle crashes. Impaired driving killed 366 persons in those crashes. Alcohol related fatal crashes accounted for 26% of all fatal crashes in Georgia in 2015. One-out-of-every-four traffic fatalities in Georgia are currently alcohol-related. The overall cost of crashes, injuries, and deaths related to crashes in Georgia is \$7.8 billion a year. Improvement is still needed for the state in as much as alcohol related fatalities are anticipated to continue to be a prominent factor in Georgia's 2017 stats.

For both paid and earned media projects, Georgia's impaired driving campaigns promote the "Operation Zero Tolerance" (OZT) and "Drive Sober Or Get Pulled Over" campaign messages in reference to GOHS' statewide DUI enforcement initiatives. As an integral element of Georgia's impaired driving message, all GOHS brochures, rack cards, media advisories, news releases, media kit components, and scripts for radio and TV Public Service Ads use one or both of the campaign messages.

OCCUPANT PROTECTION: Click It or Ticket

Failure to use safety belts and child safety seats is one of the leading causes of motor vehicle injuries and deaths in this country. This persists despite NHTSA data that shows safety belts have proven to reduce the risk of fatal injury to front seat passenger car occupants by forty-five percent (45%). In pick-up trucks, SUVs', and mini-vans, properly worn seatbelts reduce fatal injury by sixty percent (60%).

NHTSA research data show more than seventy-three percent (73%) of nationwide passenger vehicle occupants involved in serious crashes survive when wearing safety belts correctly. Although Georgia had one of the highest recorded safety belt usage rate in the southeast at 97.2%, sustaining this number necessitates a rigorous, ongoing public awareness campaign that combines attention-getting Paid Media in conjunction with concentrated earned media efforts and high profile enforcement measures.

SPEED: 100 Days of Summer H.E.A.T.

Over 19% of crash deaths in Georgia involve unsafe or illegal speed. For every 10mph increase in speed, there's a doubling of energy release when a crash occurs. The faster we drive, the more our reaction time is reduced. The chances of being involved in a fatal crash increase three-fold in crashes related to speed. The majority of drivers in those speed-related crashes fall within the demographics of Georgia's primary audience for Paid Media.

The **100 Days of Summer H.E.A.T.** campaign is a multi-jurisdictional highway safety enforcement strategy designed to reduce high-fatality crash-counts due to speed and aggressive driving during the potentially deadly summer

holiday driving period from Memorial Day through Labor Day. **H.E.A.T.** stands for “Highway Enforcement of Aggressive Traffic.” GOHS’ public information team promotes this initiative with summer-long earned media via news conferences, social media messaging and cross-promotional paid media Public Service Announcements (PSAs) run in rotation with occupant safety and alcohol counter measure campaign ads.

MOTORCYCLE SAFETY: Share The Road

Based on data from 2009 to 2015, there has been an unsteady and fluctuating decrease of motorcyclist fatalities with the most fatalities occurring in 2008 with 178. GOHS has the goal to maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018. As part of the GOHS speed and impaired driving countermeasure message strategy, the Governor’s Office of Highway Safety uses paid media funds when available to target motorists in Georgia’s secondary audience with a motorcycle safety and awareness message. When available, funds will also be allocated to out-of-home advertising such as billboards.

DISTRACTED DRIVING: One Text Could Wreck It All/HeadsUPGeorgia

After fatalities in Georgia declined for an eight year period, it spiked by more than 20% in 2015 with 1,430 traffic deaths. Distracted driving, especially the use of electronic devices, is certainly one of the factors in this increase. There were 3,477 deaths across the nation in 2015 due to distracted driving according to NHTSA. There are a number of actions that can take a driver’s attention away from the wheel, but electronic devices such as cell phones are one of the biggest problems when it comes to drivers keeping their focus on the road.

The Governor’s Office of Highway Safety’s countermeasure message strategy is to target young adult drivers including those between the ages 16-24 where cell phone use is the highest with a paid public service message campaign. The public service message campaign will target the youngest drivers in Georgia with the messaging of “One Text Could Wreck It All” and our state developed campaign “HeadsUPGeorgia!” with Georgia Public Broadcasting. The “HeadsUPGeorgia” public service campaign allows us to reach our target audience with repeated messaging on-air and online during the high school football season and throughout the calendar year.

Target Population - Georgia’s Primary Audience

The Occupant Protection/Impaired Driving Paid Media message is directed at a statewide audience. NHTSA relies upon the results of a national study which shows the use of paid advertising is clearly effective in raising driver safety awareness and specifically has a greater impact on “younger drivers in the 18-to-34 year-old demographic”. Based on NHTSA-audience research data, Georgia’s occupant protection and impaired driving messages are directed at two target audiences during the course of regularly-scheduled and nationally-coordinated statewide paid media campaigns. Georgia’s primary audience is composed of male drivers, age 18 to 34.

In its secondary audience, GOHS seeks to reach all Georgia drivers with occupant protection and impaired driving highway safety messages. However, because Georgia is a state with a growing Hispanic population, newly arrived Latinos also represent a portion of the secondary Paid Media target market. Hispanic radio and TV will continue to represent a portion of the GOHS targeted statewide media buy. Furthermore, because Georgia sees a growing potential for an erosion of occupant safety numbers among young African Americans, that community is also a targeted secondary demographic for GOHS Paid Media highway safety campaigns.

FFY 2018 Performance Objective

Objective: To provide funds for the procurement of a “year round message” delivered through a statewide Paid Media campaign to reach Georgia’s Primary and Secondary Audiences, to foster lifesaving highway safety awareness and to promote safety belt use and sober driving. The combined GOHS safe driving campaign messages condense to the following six-word warning: “Slow Down. Buckle-Up. Drive Sober.”

FFY 2018 Key Performance Measures

- **C-1:** To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- **C-2:** To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- **C-2a:** To maintain the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled under the projected 16.32 (2014-2018) 5-year average by December 2018.

- **C-3:** To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018.
- C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.
- C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- C-6: To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.
- C-7: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.
- C-8: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.
- C-9: To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.
- **C-10:** To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.
- **C-11:** To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.
- B-1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

Strategies - Governor's Office of Highway Safety (GOHS) Paid Media Weight Targets

The measure of advertising outreach for Georgia's Occupant Protection and Impaired Driving paid media campaign will be within the targets and guidelines of frequency and reach set by NHTSA for national paid media campaigns.

The measure for each Georgia media market purchased for Broadcast TV and Cable TV will be 200-300 Gross Rating Points (GRPs) per week. The measure for each Georgia media market purchased for Radio will be 150- 200 GRPs per week.

These GRP levels will deliver sufficient Reach (the number of male viewers and listeners age 18-34), and "Frequency" (the number of times the target audience actually sees the message) to achieve the GOHS driver safety communications targets.

Strategies - Governor's Office of Highway Safety (GOHS) Public Information Unit

The Governor's Office of Highway Safety GOHS employs a full-time Communications Manager with a background in media and video production and a full-time Communication Specialist with a background in print journalism and the law enforcement community. The Public Information Unit coordinates paid and earned media as well as news conferences throughout the year, especially during the highway safety campaigns. In addition to paid and earned media, GOHS is extremely active on social media, including Facebook, Twitter and YouTube.

GOHS' media buyer of record is the InterConnect Group. The Public Information Unit continues to make paid media placements with public service announcements that have been tagged and written specifically for each Georgia enforcement campaign. GOHS currently uses NHTSA-produced public service TV ads tagged locally for GOHS to promote this state's occupant safety and alcohol enforcement campaigns. These paid media ads are regularly broadcast in rotation with national ads during nationwide enforcement campaigns or run during Georgia's statewide initiatives. When production can be donated, GOHS is also able to produce locally-relevant, impaired driving or occupant protection public service ads for events such as college football games between the University of Georgia and boarding State Universities. The Public Information Ueam has also begun producing its own distracted driving public service announcements.

New Media Strategies

Because local news media has failed to provide highway safety campaign messaging at previous levels, GOHS has been adapting new strategies to cope with reduced coverage and reach our target audience, with and without budgetary support.

New Earned Media Strategies

Discussions with local Atlanta news producers reveal that highway safety campaign kickoff news conferences scheduled with two or more weeks' lead time ahead of the actual holiday travel periods are considered too far in advance of holiday coverage to grab the attention of the average audience or assignment editor. Producers indicate they aren't interested in talking about the upcoming Memorial Day holiday when April is still on the calendar, for example. But news producers are more inclined to cover cops and crash predictions when the holiday travel period begins in May. Based on these findings, GOHS Public Affairs continue to issue news releases only around the dates when the enforcement campaigns officially begin and then successfully scheduling news conferences on dates and times closer to the travel holidays when local news is most likely to cover them.

To counteract the busier news cycle of the Atlanta media market, GOHS continues to focus on announcing its campaign messages simultaneously in multiple smaller markets. Not only does this cover the state more quickly and efficiently, it results in increased coverage from the Atlanta market without having to stage local media events that don't receive coverage. Outer market (Columbus, Albany, Macon, Savannah, Augusta) media events are centered on the key news cycle hours of the day, including Noon and 5PM/6PM. Local police DUI or seatbelt road checks often follow news conferences to provide action video to enhance local news coverage and provide background for potential live shots. For some campaigns, the traditional news conference format has been replaced by a "press avail," which includes one-on-one interview opportunities for activities such as ride-alongs or demonstrations of a Standardized Field Sobriety Test.

GOHS continues to use social media, including Facebook and Twitter, to post highway safety messaging to target teens, highway safety stakeholders, local/statewide media and Georgia's motoring public in general.

New Paid Media Strategies

GOHS will sometimes use billboards as part of an overall Out Of Home messaging strategy to increase message penetration in rural counties underserved by television and radio. Because of the successful results encountered with these billboard ads, this ad strategy continues to be considered as part of other future GOHS campaigns. To better reach the target demographic, GOHS has also reduced its paid media expenditures in radio and redirected efforts to an increased online presence via web ads and newer mediums such as iHeart Radio, Spotify and Pandora. Research provided by the InterConnect Group indicated where GOHS messaging would receive the most impressions for the least amount of money.

Paid Media Program Support Strategies

- To use Paid Media to support ongoing Click It Or Ticket (CIOT) enforcement efforts to help decrease unbelted injury and fatality stats on Georgia's highways while increasing overall public awareness of occupant protection and increasing the use of safety belts and child safety restraint systems statewide.
- To use Paid Media to support ongoing "Operation Zero Tolerance" (OZT)/ "Drive Sober or Get Pulled Over" enforcement efforts to increase public awareness of sober driving and to encourage the use of designated drivers to improve Georgia's alcohol-related crash, fatality and injury rate.
- To use Paid Media to support the GOHS Share The Road/Motorcycle Safety Awareness campaign by targeting motorists in Georgia's secondary audience with a motorcycle safety and awareness message.
- To base Georgia's year-round Occupant Protection and Impaired Driving Paid Media Plan on the NHTSA National Communications Plan and to correlate the timetable of the GOHS Media Buy Plan to correspond with planned enforcement activities at the state, regional and national level.
- To optimize driver awareness of ongoing national highway safety campaigns during peak driving periods and during major holiday travel periods.
- To continue to expand our HeadsUPGeorgia public service distracted driving awareness campaign to include paid messages, student/parent distracted driving course segments, student distracted driving video message contest, testimonials with distracted driving crash victims and family members and live television interviews.

GOHS will conduct a minimum of five Paid Media initiatives during 2017-2018, to include:

- The “Click it or Ticket” (CIOT) Thanksgiving 2017 Campaign
- The “Operation Zero Tolerance” (OZT) Christmas-New Year 2017/2018 Campaign “Drive Sober or Get Pulled Over”
- The “Click it or Ticket” (CIOT) Memorial Day 2018 Campaign
- The “Operation Zero Tolerance” (OZT) Independence Day 2018 Campaign
- The “Operation Zero Tolerance” (OZT) Labor Day 2018 Campaign “Drive Sober or Get Pulled Over” (which includes overlapping Hands Across The Border and the 100 Days of Summer HEAT campaigns)

Paid Media – 402 PM Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor’s Office of Highway Safety
Project Title:	402 Paid Media
Project Number:	GA-2018-GAGOHS - G-00023-C
Project Description:	In an effort to ensure target audiences are reached, Governor's Office of Highway Safety (GOHS) will conduct paid media campaigns consistent with mobilizations of the National Hwy Traffic Safety Administration and compliant with paid media guidelines. Governor's Office of Highway Safety (GOHS) will utilize the services of a paid media buyer contracted through statewide procurement policies. Messaging will be directed at target audiences in each campaign in order to maximize the effectiveness of each paid media campaign.
Budget:	\$480,000.00

Budget Summary

Paid Media – 402 PM Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00023-C	402 Paid Media	\$480,000.00	402PM
Total All 402 PM Funds		\$480,000.00	

Distracted Driving

PROGRAM TARGETS: To reduce motor vehicle crashes, injuries and fatalities through a systematic delivery of effective distracted driving countermeasures. To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2015 calendar base year of 3.5% to 2.5% by 2018.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Governor’s Office of Highway Safety, Communication and Outreach on Distracted Driving (CTW, Chapter 4: pages 20-21)

Problem Identification and Program Justification

“The National Highway Traffic Safety Administration estimates that there are over 3,000 deaths annually from distraction-affected crashes – crashes in which drivers lost focus on the safe control of their vehicles due to manual, visual, or cognitive distraction. Studies show that texting simultaneously involves manual, visual, and mental distraction and is among the worst of all driver distractions” (NHTSA Blueprint for Ending Distracted Driving, (www.distraction.gov). Nearly all motor vehicle crashes are a result of distracted driving, simply because one of the drivers involved wasn’t paying attention to the road for whatever reason(s). There are many different ways drivers can become distracted while driving. Talking on a cell phone, texting, using GPS or other devices, talking and looking to a passenger, and eating among many other distractions, always increases the possibility of a crash.

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions, as information pointing to distraction is gathered through self-reporting, witness testimony, and evidence indicating distraction. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue particularly among young drivers.

Among the areas of greatest concern with respect to cell phone use is texting while driving, which was banned in Georgia on July 1, 2010. Additionally, the increase in the number of wireless subscriptions (estimated at more than 300 million) - and a growing number of devices and services designed to keep people connected- has greatly increased the number of people using cell phones while driving.

Based on the data from 2010-2015 there has been great unsteady decline in the percentage of drivers involved in fatal crashes that were distracted at the time of crash. The number of drivers distracted during the time of the fatal crash has nearly remained the same in 2013 and 2014, with 3.1% of all drivers reported being distracted. In 2015, there was a slight increase to 3.5% of all drivers reported as being distracted when involved in a fatal crash.

Year	Total Drivers Involved in Fatal Crashes	Number of Drivers Distracted	% of Drivers Distracted
2010	1,686	175	10.4%
2011	1,689	61	3.6%
2012	1,676	45	2.7%
2013	1,621	50	3.1%
2014	1,622	51	3.1%
2015	2,041	72	3.5%

Source: Georgia Crash Reporting System

In developing strong countermeasures to address this problem(s), Georgia will look to national research in developing distracted driving prevention strategies. Controlling this epidemic will require an educational effort similar to the one

Georgia implemented aimed in recent years at improving the safety belt use rate and controlling impaired driving. This effort included the development of a public service announcement, enforcement and increased public awareness.

Georgia's Distracted Driving Laws

Georgia Law Prohibiting Texting While Driving (O.C.G.A. 40-6-241.2)

Any driver age 18 or over is prohibited from reading, writing, or sending a text message while driving. This ban applies to any texting device including cell phones, and applies to text messages, instant messages, email and Internet data. Exceptions are provided for emergency personnel, drivers responding to emergencies, and drivers who are fully parked. The fine for a conviction is \$150. A conviction for either violation will result in the accumulation of 1 point on the driving record.

Georgia Law Prohibiting Youth Cell Phone Use While Driving (O.C.G.A. 40-6-241.1)

Any driver under age 18 who holds a Class D license or a learner's permit is prohibited from using any wireless device while driving. This includes cell phones, computers, and all texting devices. Exceptions are provided for emergencies and for drivers who are fully parked. The fine for a conviction is \$150, or \$300 if involved in an accident while using a wireless device.

While both laws mentioned above do not address increased fines for repeat offenses, the statutes provide for a very high fine of \$150 and in the event of a crash, the fine is doubled to \$300 (40-6-241.1).

Within Georgia's Department of Driver Services Driving Manual, there is no provision for the testing of distracted driving. However, pages 28 and 33 of the Driving Manual <http://www.eregulations.com/georgia/driver/> clearly address the Prohibition on Youth Cell Phone Use While Driving (O.C.G.A. 40-6-241.1) A full copy of this document is located within both the Highway Safety Plan Distracted Driving section and the 405e Distracted Driving Application.

FFY 2018 Performance Objectives

Objective: To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2015 calendar base year of 3.5% to 2.5% by 2018.

Strategies

1. Continue to develop statewide media campaigns including *You Drive. You Text. You Pay.*, *One Text or Call Could Wreck it All*, and *Phone in One Hand, Ticket in the Other*
2. Continue to partner with EndDD.org and the Georgia Trial Lawyers Association to educate students on the dangers of distracted driving.
3. Partner with Huddle Inc. Ticket Program to provide advertising on ticket backs for high school sporting and extracurricular events. Huddle partners with 158 of Georgia's 159 counties (427 schools) by providing tickets at no charge to schools. Each ticket will contain a highway safety distracted driving message targeting youth. In addition, the distracted driving message will be placed on spring/fall event programs and a distracted driving PA announcement will be played at each event.
4. To partner with local agencies to implement innovative HVE, education, and advertising campaigns targeting distracted driving.
5. Based upon the qualifying criteria under the 405e Distracted Driving, Georgia will be applying for funds under the Fast Act for the Special Distracted Driving Grant.

Paid/Earned Media

Paid and earned media programs represent a major component of the Governor's Office of Highway Safety's (GOHS) efforts to reduce the prevalence of traffic crashes, injuries and fatalities. GOHS has adopted a "year round messaging" approach delivered through statewide media campaigns to reach Georgians. Lifesaving highway safety messages are utilized to increase awareness, promote safety belt and child restraint use, promote sober driving and encourage safe driving practices overall.

GOHS will continue to produce paid media in conjunction with the National Highway Traffic Safety Administration (NHTSA) campaigns and according to campaign buy guidelines. Market buys will be NHTSA-approved and consistent with previous campaigns to reach our primary and secondary target audiences. Television and radio buys will occur in markets statewide to provide the best possible reach. These markets include Atlanta, Albany, Augusta, Columbus, Macon, and Savannah, with the additional possibilities of border markets such as Chattanooga, Tallahassee and Jacksonville that include coverage in Georgia. Targeted buys will also occur in counties where data indicates a weakness in distracted driving or where we wish to reinforce existing strong numbers. Percentages of the buys will vary based on metro Atlanta, outside metro Atlanta, urban and rural counties.

GOHS will maintain current strategies of using social media, media tours, adjusted press event schedules and statewide media alerts to ensure maximum earned media exposure.

For 2017, 405e funds were used for distracted driving messaging totaling \$748,500.33. That includes \$181,000 for a high school football ticket message contract with Huddle, Inc and \$567,500.33 for other distracted driving contracts and projects.

O.C.G.A. § 40-6-241

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 11. MISCELLANEOUS PROVISIONS

O.C.G.A. § 40-6-241 (2015)

§ 40-6-241. Driver to exercise due care; proper use of radios and mobile telephones allowed

A driver shall exercise due care in operating a motor vehicle on the highways of this state and shall not engage in any actions which shall distract such driver from the safe operation of such vehicle, provided that, except as prohibited by Code Sections 40-6-241.1 and 40-6-241.2, the proper use of a radio, citizens band radio, mobile telephone, or amateur or ham radio shall not be a violation of this Code section.

HISTORY: Code 1933, § 68A-1103, enacted by Ga. L. 1974, p. 633, § 1; Ga. L. 1990, p. 2048, § 5; Ga. L. 2010, p. 1156, § 2/HB 23; Ga. L. 2010, p. 1158, § 3/SB 360.

O.C.G.A. § 40-6-241.1

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 11. MISCELLANEOUS PROVISIONS

O.C.G.A. § 40-6-241.1 (2015)

§ 40-6-241.1. Definitions; prohibition on certain persons operating motor vehicle while engaging in wireless communications; exceptions; penalties

(a) As used in the Code section, the term:

(1) "Engage in a wireless communication" means talking, writing, sending, or reading a text-based communication, or listening on a wireless telecommunications device.

(2) "Wireless telecommunications device" means a cellular telephone, a text-messaging device, a personal digital assistant, a stand alone computer, or any other substantially similar wireless device that is used to initiate or receive a wireless communication with another person. It does not include citizens band radios, citizens band radio hybrids, commercial two-way radio communication devices, subscription-based emergency communications, in-vehicle security, navigation, and remote diagnostics systems or amateur or ham radio devices.

(b) Except in a driver emergency and as provided in subsection (c) of this Code section, no person who has an instruction permit or a Class D license and is under 18 years of age shall operate a motor vehicle on any public road or highway of this state while engaging in a wireless communication using a wireless telecommunications device.

(c) The provisions of this Code section shall not apply to a person who has an instruction permit or a Class D license and is under 18 years of age who engages in a wireless communication using a wireless telecommunications device to do any of the following:

(1) Report a traffic accident, medical emergency, or serious road hazard;

(2) Report a situation in which the person believes his or her personal safety is in jeopardy;

(3) Report or avert the perpetration or potential perpetration of a criminal act against the driver or another person; or

(4) Engage in a wireless communication while the motor vehicle is lawfully parked.

(d) (1) Any conviction for a violation of the provisions of this Code section shall be punishable by a fine of \$150.00. The provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition of the case of unlawfully operating a motor vehicle while using a wireless telecommunications device to the

Department of Driver Services.

(2) If the operator of the moving motor vehicle is involved in an accident at the time of a violation of this Code section, then the fine shall be equal to double the amount of the fine imposed in paragraph (1) of this subsection. The law enforcement officer investigating the accident shall indicate on the written accident form whether such operator was engaging in a wireless communication at the time of the accident.

(e) Each violation of this Code section shall constitute a separate offense.

HISTORY: Code 1981, § 40-6-241.1, enacted by Ga. L. 2010, p. 1156, § 3/HB 23.

O.C.G.A. § 40-6-241.2

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 11. MISCELLANEOUS PROVISIONS

O.C.G.A. § 40-6-241.2 (2015)

§ 40-6-241.2. Writing, sending, or reading text based communication while operating motor vehicle prohibited; prohibited uses of wireless telecommunication devices by drivers of commercial vehicles; exceptions; penalties for violation

(a) As used in this Code section, the term "wireless telecommunications device" means a cellular telephone, a text messaging device, a personal digital assistant, a stand alone computer, or any other substantially similar wireless device that is used to initiate or receive a wireless communication with another person. It does not include citizens band radios, citizens band radio hybrids, commercial two-way radio communication devices, subscription based emergency communications, in-vehicle security, navigation devices, and remote diagnostics systems, or amateur or ham radio devices.

(b) (1) No person who is 18 years of age or older or who has a Class C license shall operate a motor vehicle on any public road or highway of this state while using a wireless telecommunications device to write, send, or read any text based communication, including but not limited to a text message, instant message, e-mail, or Internet data.

(2) No person shall operate a commercial motor vehicle on any public road or highway of this state while:

(A) Holding a wireless telecommunications device to conduct a voice communication;

(B) Using more than a single button on a wireless telecommunications device to initiate or terminate a voice communication; or

(C) Reaching for a wireless telecommunications device in such a manner that requires the driver to maneuver so that he or she is no longer in a seated driving position properly restrained by a safety belt.

(c) The provisions of this Code section shall not apply to:

(1) A person reporting a traffic accident, medical emergency, fire, serious road hazard, or a situation in which the person reasonably believes a person's health or safety is in immediate jeopardy;

(2) A person reporting the perpetration or potential perpetration of a crime;

(3) A public utility employee or contractor acting within the scope of his or her employment when responding to a public utility emergency;

(4) A law enforcement officer, firefighter, emergency medical services personnel, ambulance driver, or other

similarly employed public safety first responder during the performance of his or her official duties; or

(5) A person engaging in wireless communication while in a motor vehicle which is lawfully parked.

(d) Any conviction for a violation of the provisions of this Code section shall be a misdemeanor punishable by a fine of \$150.00. The provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition to the Department of Driver Services. Any violation of this Code section shall constitute a separate offense.

HISTORY: Code 1981, § 40-6-241.2, enacted by Ga. L. 2010, p. 1158, § 4/SB 360; Ga. L. 2015, p. 1370, § 6/HB 118.

Distracted Driving Countermeasures – 405e FESX Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	405e Distracted Driving
Project Number:	GA-2018-GAGOHS - G-00024-C
Project Description:	To fund staff and activities for statewide comprehensive distracted driving programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities.
Budget:	\$200,000.00

Budget Summary

Distracted Driving Countermeasures – 405e FESX Budget Summary			
Project Number	Project Title	Budget Amount	Funding Source
GA-2018-GAGOHS - G-00024-C	405e Distracted Driving	\$200,000.00	405e FESX
Total All 405e FESX Funds		\$200,000.00	

Other Funded Projects - Driver's Education

The Georgia Driver's Education Commission provides grant scholarships for driver's education courses that require students to receive a minimum of thirty hours of classroom training, six hours of behind the wheel training with an approved instructor, and forty hours of supervised driving with a parent or guardian, six hours, of which, must be at night. The Georgia Driver's Education Commission sets the eligibility requirements for students and authorized providers. All programs will be managed through an in-house grant. The funding for this project is provided by a 1.5% surcharge on all traffic citations issued in the State of Georgia, subject to appropriation from the Georgia General Assembly.

State Funds – Driver's Education Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety Driver's Education Commission
Project Title:	GDEC In House 2018
Project Number:	DE-2018-GAGOHS - G-00001C
Project Description:	Georgia Driver's Education Commission 2017 In House Grant
Budget:	\$2,913,895.00

Budget Summary

Project Number	Project Title	Budget Amount
DE-2018-GAGOHS - G-00001C	GDEC In House 2018	\$2,913,000.00
Total All Driver's Ed Funds		\$2,913,000.00

Other Funded Projects – Share the Road

State Funds – Share the Road Projects and Budget Summary	
The following projects will be funded in an effort to deliver program countermeasures.	
Agency Name:	Georgia Governor's Office of Highway Safety
Project Title:	Share the Road in-house grant
Project Number:	GA-2018-GAGOHS - G-00107-C
Project Description:	Share the Road internal grant for the purpose of share the road markings, road signs, printing, and safety equipment.
Budget:	\$20,000.00

Budget Summary

Project Number	Project Title	Budget Amount
GA-2018-GAGOHS - G-00107-C	Share the Road in-house grant	\$20,000.00
Total All Share the Road Funds		\$20,000.00

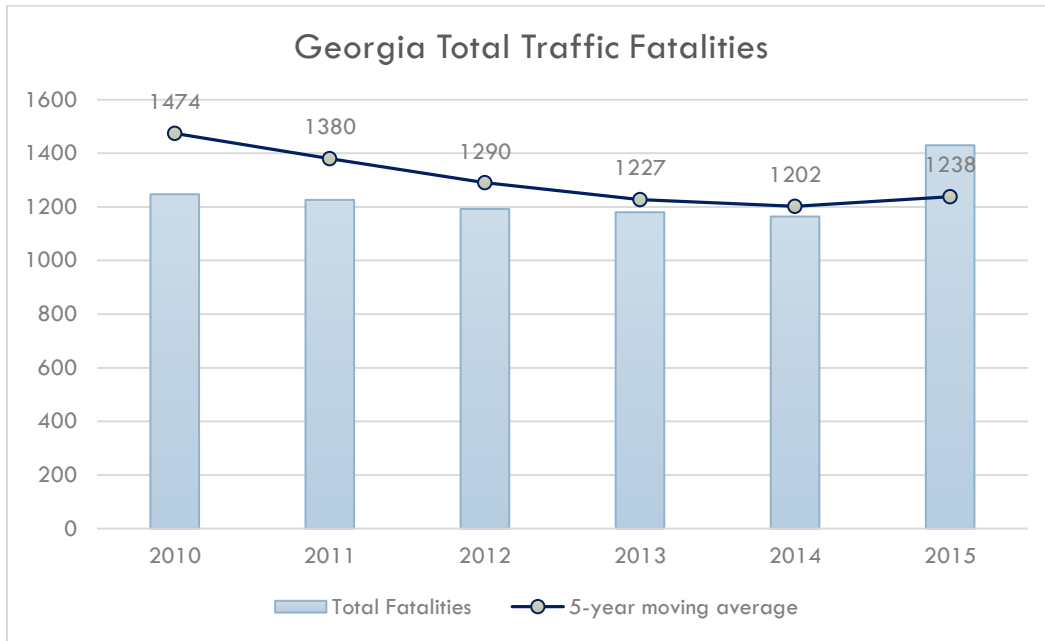
SECTION 4: PERFORMANCE REPORT

Project Performance Report

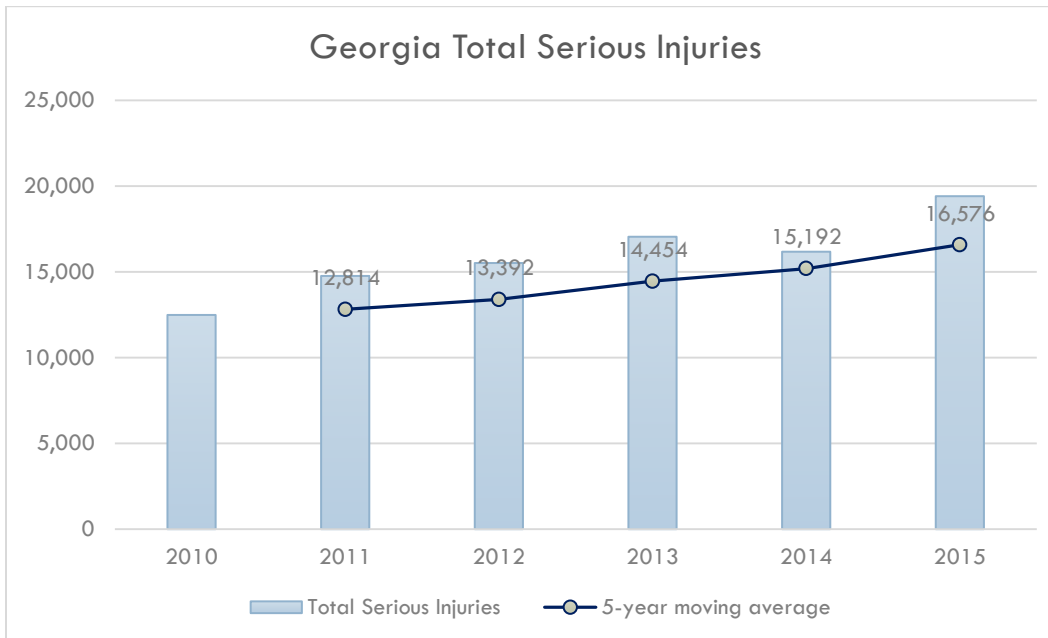


Core Outcome Measures /Trends

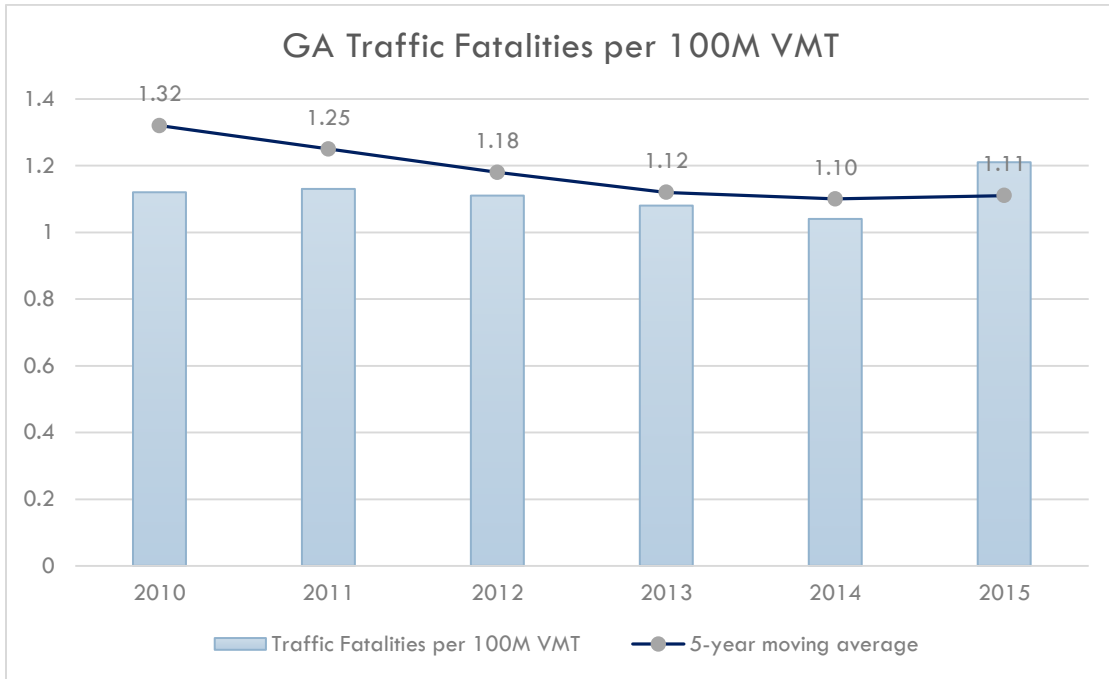
Core Measure 1- 2010-2015



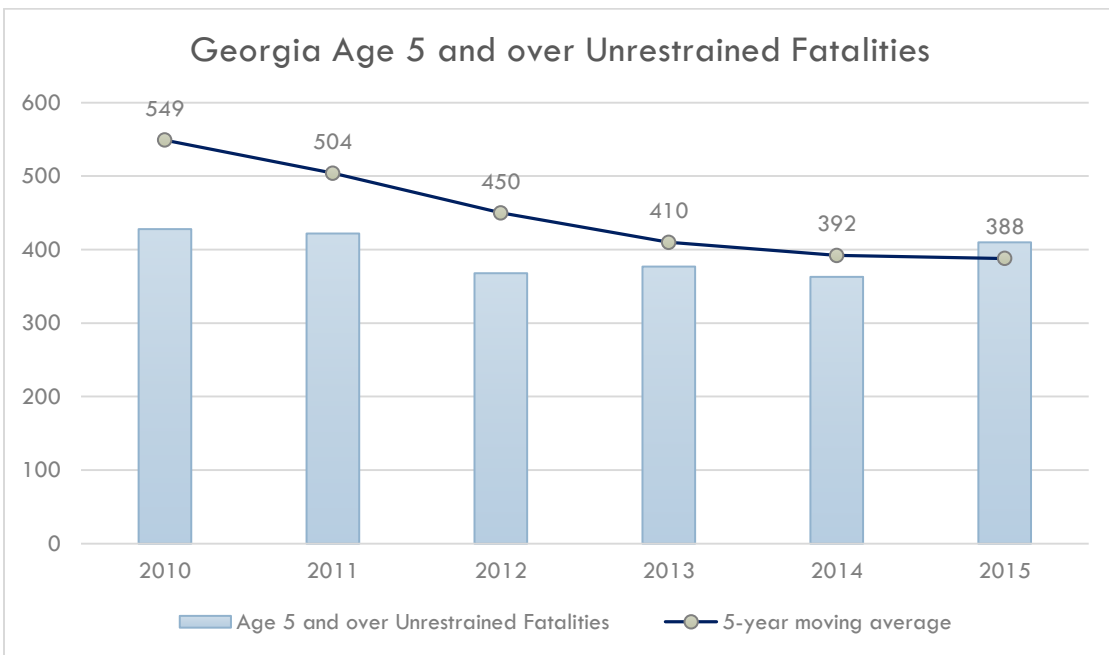
Core Measure 2- 2010-2015



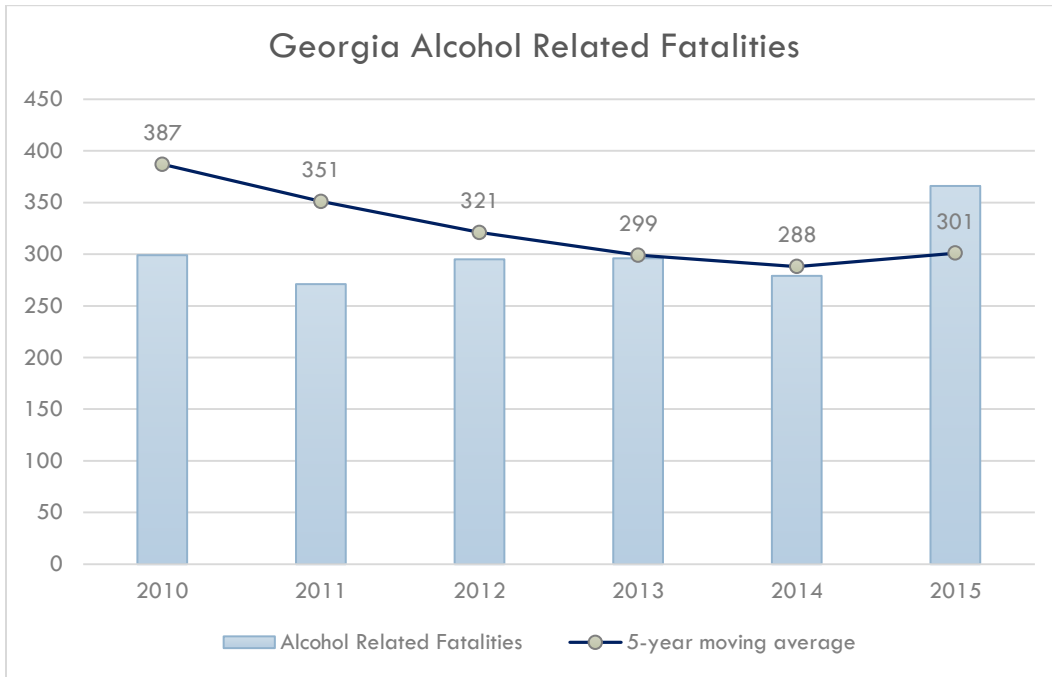
Core Measure 3- 2010-2015



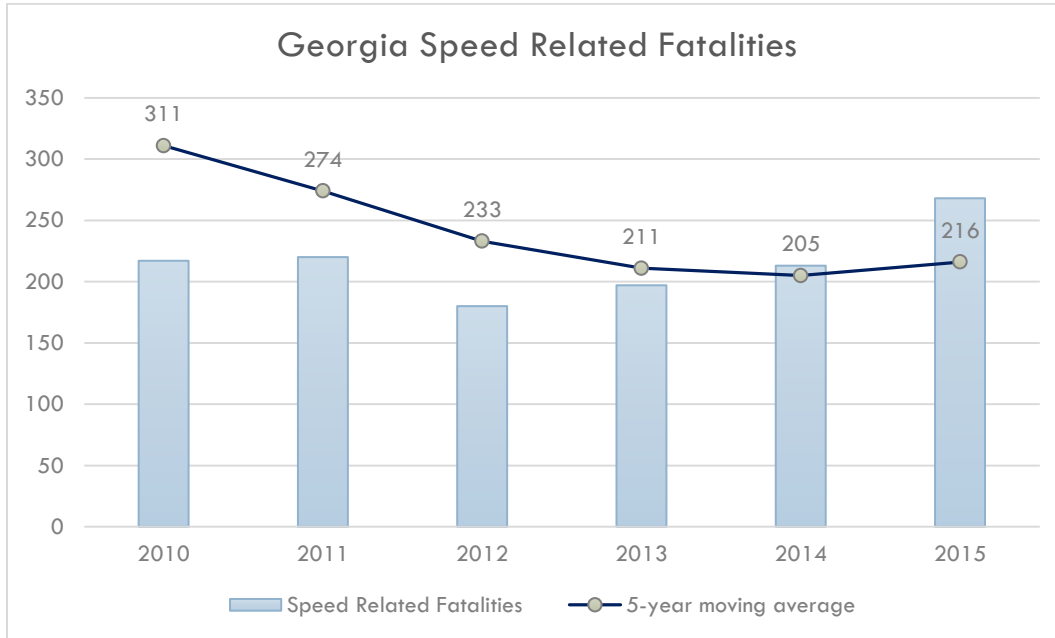
Core Measure 4- 2010-2015



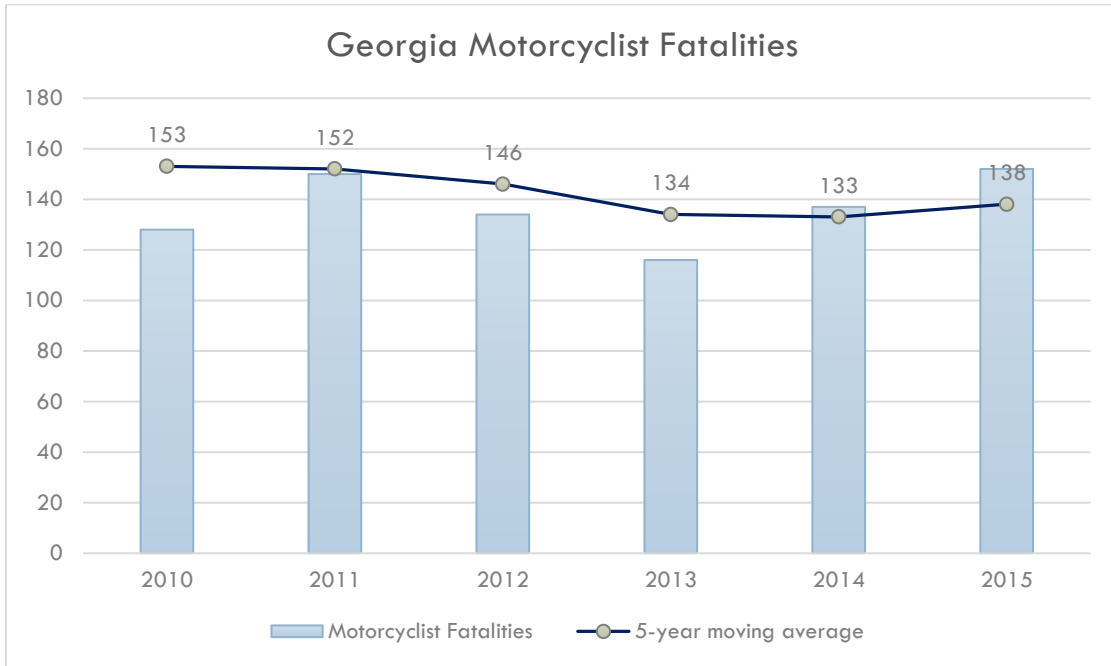
Core Measure 5: 2010-2015



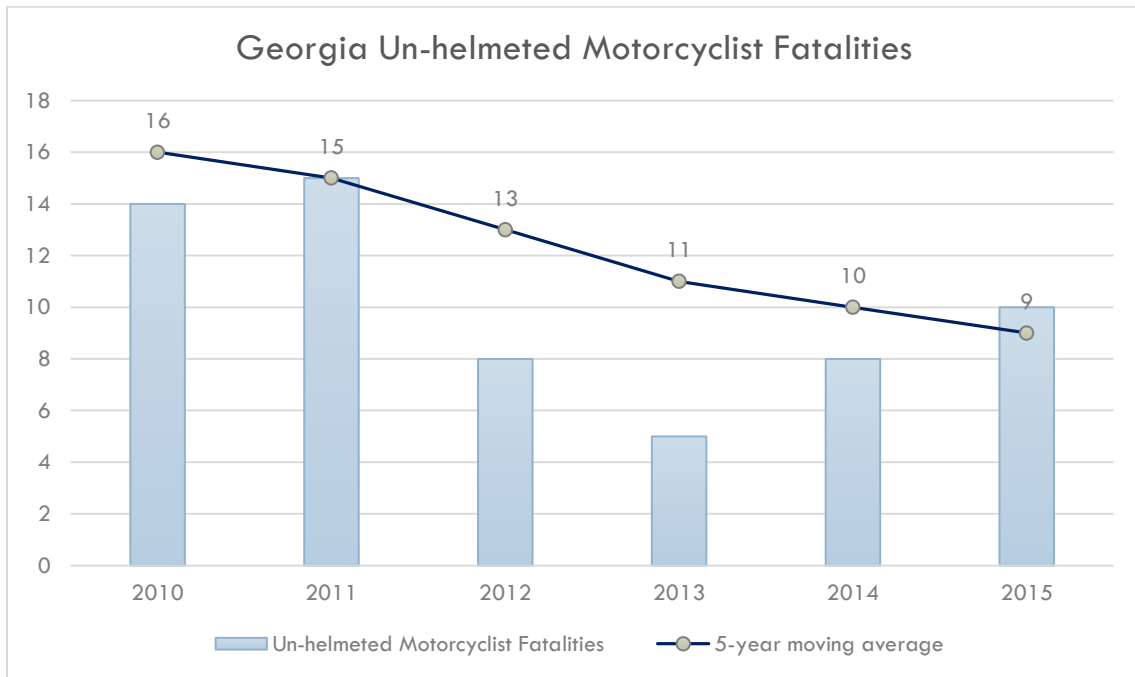
Core Measure 6: 2010-2015



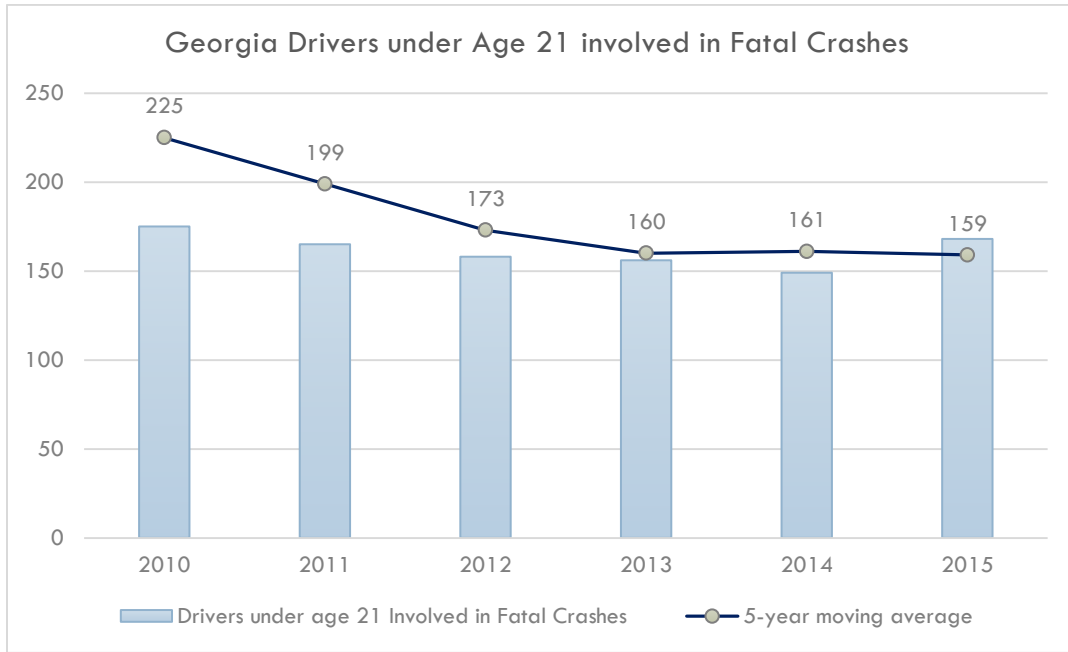
Core Measure 7: 2010-2015



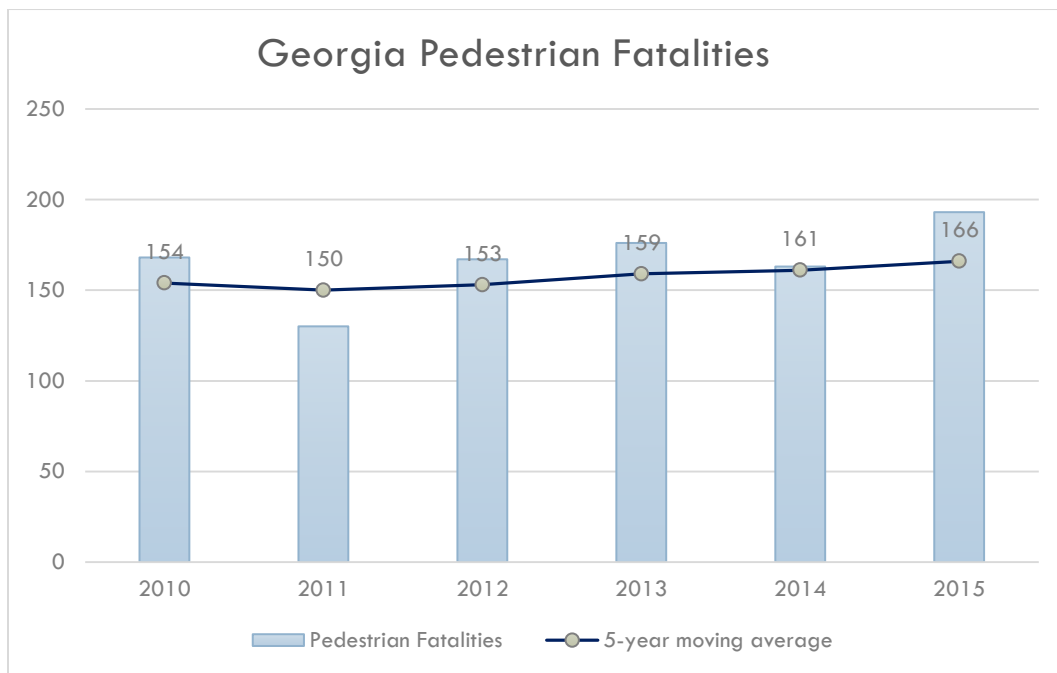
Core Measure 8: 2010-2015



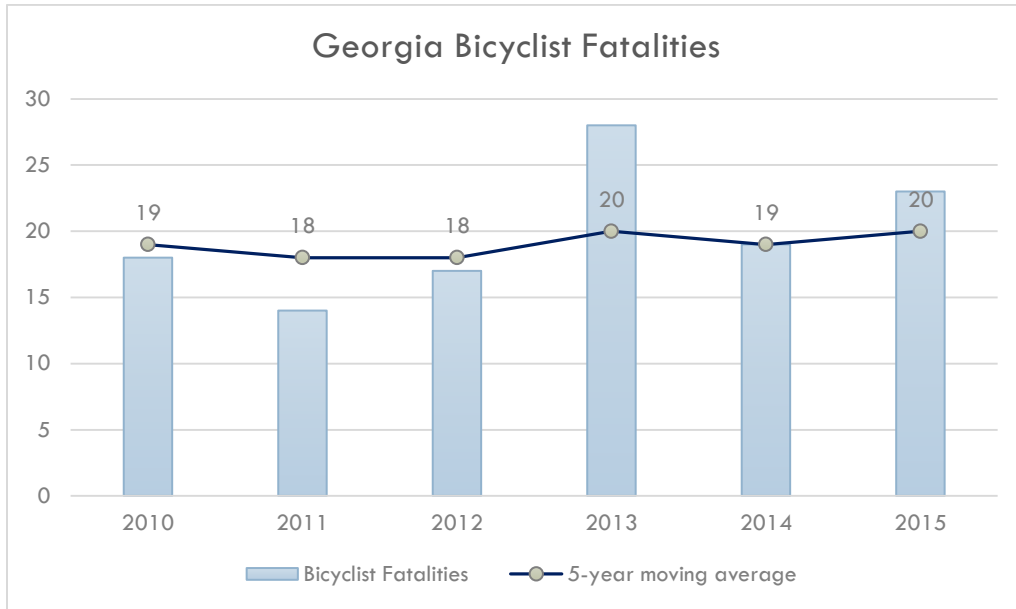
Core Measure 9: 2010-2015



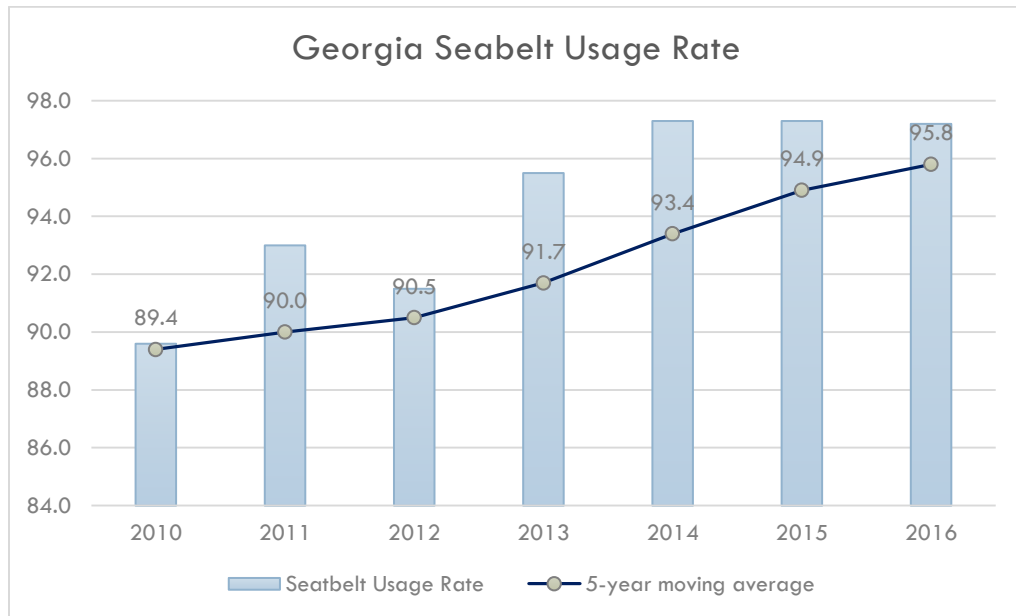
Core Measure 10: 2010-2015



Core Measure 11: 2010-2015



Behavioral Measure 1: 2010-2016



Performance Targets* and Trends†

Core Measure 1: Georgia Total Traffic Fatalities

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Progress	Progress	Met	Regress	--
Baseline (Value, Year)	1,495 (2008)	1,284 (2009)	1,244 (2010)	1,223 (2011)	1,222 (2010-2012)	1,100 (2011-2013)
HSP Target	1,400	1,122	1,142	1,169	1,111	1,133
Actual	1,226	1,192	1,180	1,164	1,430	<i>data not available</i>

Core Measure 2: Georgia Motor Vehicle Traffic Injuries*

Performance Measure‡ Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Regress	Regress	Regress	Regress	--
Baseline (Value, Year)	115,737 (2008)	109,685 (2009)	115,737 (2010)	115,116 (2011)	115,116 (2012)	112,526 (2013)
HSP Target	107,000	105,326	114,580	112,256	112,256	112,256
Actual	104,529	115,618	116,458	117,380	142,831	<i>data not available</i>

Core Measure 3: Georgia Fatalities Per 100 Million Vehicle Miles Driven

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Met	Progress	Met	Regress	--
Baseline (Value, Year)	1.37 (2008)	1.18 (2009)	1.11 (2010)	1.09 (2011)	1.11 (2010-2012)	1.11 (2011-2013)
HSP Target	1.16	1.11	1.05	1.07	1.07	1.07
Actual	1.13	1.11	1.08	1.04	1.21	<i>data not available</i>

* Some numbers reported in this FFY 2018 HSP may differ from numbers reported in previous reports due to changes in data availability and data quality improvements.

† Trended data may not be available with consistent reporting procedures and/or methodologies.

‡ In FFY2015, state of Georgia does not describe the severity of the injury to motor vehicle crash occupants using the KABCO scale (K=fatal injury; A=incapacitating injury; B=non-capacitating evident injury; C= possible injury; O= no injury). Therefore, the performance measure reported are all motor vehicle injuries. For FFY2018 Georgia redefined Serious Injury to be the sum of: 1) all pedestrian and bicycle crashes that were coded as serious; 2) all pedestrian and bicycle crashes that were coded as visible and there was transport by EMS; 3) All other occupants that were coded as serious and transport by EMS; and 4) 50% of all other occupants that were coded visible, transport by EMS, and damage to vehicle (extensive or fire present). These numbers are used within other sections of the HSP.

Core Measure 4: Georgia Unrestrained Fatalities

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Met	Met	Met	Regress	--
Baseline (Value, Year)	578 (2008)	454 (2009)	427 (2010)	421 (2011)	406 (2010-2012)	389 (2011-2013)
HSP Target	491	410	389	402	314	361
Actual	422	368	377	363	410	<i>data not available</i>

Core Measure 5: Georgia Alcohol-Related Fatalities

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Met	Regress	Regress	Regress	--
Baseline (Value, Year)	416 (2008)	331 (2009)	298 (2010)	277 (2011)	290 (2010-2012)	288 (2011-2013)
HSP Target	360	299	268	234	279	280
Actual	271	295	299	278	366	<i>data not available</i>

Core Measure 6: Georgia Speed-Related Fatalities

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Met	Progress	Met	Regress	--
Baseline (Value, Year)	309 (2008)	238 (2009)	217 (2010)	220 (2011)	206 (2010-2012)	199 (2011-2013)
HSP Target	300	215	183	217	145	182
Actual	220	180	197	213	268	<i>data not available</i>

Core Measure 7: Georgia Motorcyclist Fatalities:

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Progress	Met	Met	Regress	--
Baseline (Value, Year)	177 (2008)	140 (2009)	127 (2010)	149 (2011)	136 (2010-2012)	133 (2011-2013)
HSP Target	160	126	125	140	135	108
Actual	150	134	116	137	152	<i>data not available</i>

Core Measure 8: Georgia Un-Helmeted Motorcyclist Fatalities:

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Regress	Met	Met	Met	Regress	--
Baseline (Value, Year)	14 (2008)	11 (2009)	14 (2010)	15 (2011)	8 (2010-2012)	9 (2011-2013)
HSP Target	12	10	13	14	7	3
Actual	15	8	5	8	10	<i>data not available</i>

Core Measure 9: Georgia Drivers Under Age 21 Involved in Fatal Crashes:

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Regress	Met	Met	Regress	--
Baseline (Value, Year)	221 (2008)	148 (2009)	175 (2010)	165 (2011)	166 (2010-2012)	160 (2011-2013)
HSP Target	221	148	175	165	166	147
Actual	165	158	156	149	168	<i>data not available</i>

Core Measure 10: Georgia Pedestrian Fatalities:

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Regress	Regress	Regress	Regress	--
Baseline (Value, Year)	146 (2008)	150 (2009)	168 (2010)	130 (2011)	166 (2012)	176 (2013)
HSP Target	144	141	167	129	166	163
Actual	130	167	176	163	193	<i>data not available</i>

Core Measure 11: Georgia Bicyclist Fatalities:

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Measure not tracked	Measure not tracked	Measure not tracked	Measure not tracked	Regress	--
Baseline (Value, Year)	--	--	--	--	16 (2010-2012)	15 (2011-2013)
HSP Target	--	--	--	--	14	14
Actual	14	17	28	19	23	<i>data not available</i>

Behavioral Measure 1: Georgia Observed Safety Belt Use:

Performance Measure Outcome Status: 2011 – 2016

	2011	2012	2013	2014	2015	2016
Outcome Status	Met	Progress	Met	Met	Met	Regress
Baseline (Value, Year)	88.9 (2008)	89.6 (2009)	89.6 (2010)	91.5 (2011)	91.5 (2012)	97.3 (2014)
HSP Target	90.1	91.6	90.1	92.0	96	97.7
Actual	93.0	91.5	95.5	97.3	97.3	97.2

Preliminary 2016 Crash Summary

While complete traffic safety data is difficult to obtain one or even two years after the end of any given year, GOHS uses the timeliest sources available to evaluate its effectiveness. For this section, data from the daily fatality reports and GEARS published by the Georgia Department of Transportation (GDOT) was used to complete all fatality statistics, and injury data, and total vehicle miles traveled (VMT) were derived from the GDOT Mileage by Route and Road System Report. As reported by GDOT, preliminary data shows there were 1,560 traffic fatalities in Georgia in CY 2016, a 9% increase from the final FARS data of 1,430 in CY 2015 and a 31% increase over the last five years. This preliminary data also shows that Georgia's fatality per 100M vehicle miles traveled increased from 1.11 in 2012 to 1.28 in 2016.

Georgia has been working to redefine Serious Injuries thus some of the information has changed since the last Highway Safety Plan was submitted. According to GDOT preliminary data for 2016, shows serious injuries on Georgia roads decreased 2.6% from 2015 however over the last 5 years serious injuries have increased 22%.

Preliminary data also shows speed related fatalities fell from 19% of overall fatalities in 2015 to 17% of overall fatalities in 2016. Unfortunately this data shows a 48% increase in speed related fatalities since 2012. According to preliminary state data, motorcyclist fatalities increased 14% between 2015 and 2016 and 29% over the last five years; however the overall percentage of motorcyclist versus total fatalities has remained fairly steady at 11%. Unhelmeted motorcyclist fatalities remained the same between 2015 and 2016 as well as the same over the past 5 years.

Preliminary data continues to show an increase in both pedestrian fatalities and bicyclists. In 2016, the data shows pedestrian fatalities increased 21% over 2015 as well as an increase in the percent of pedestrian fatalities versus overall traffic fatalities. Bicyclists fatalities also show an increase of 26% over 2015 final FARS data.

Citation Data

Core Activity Measures / Trends	Baseline Data FFY 2009-FFY 2016							
	FFY2009	FFY2010	FFY2011	FFY2012	FFY2013	FFY2014	FFY2015	FFY2016
Safety Belt Citations	186,416	199,347	193,727	190,042	189,535	189,032	221,429	141,453
Safety Belt Citations Trend	186,416	192,882	196,537	191,885	189,789	189,284	205,231	181,441
Impaired Driving Arrests	52,270	52,775	51,165	48,270	51,022	53,246	48,098	40,449
Impaired Driving Arrests Trend	52,270	52,523	51,970	49,718	49,646	52,134	50,672	44,274
Speeding Citations	661,908	631,643	595,387	641,849	669,845	760,180	658,973	586,719
Speeding Citations Trend	661,908	646,776	613,515	618,618	655,847	715,013	709,577	622,846

Citation data aggregated from GOHS grantee self-reported data and jurisdictions voluntarily reporting monthly data on the GOHS Online Reporting System.

SECTION 5: PROGRAM COST SUMMARY LIST OF PROJECTS



HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2018

State: GEORGIA		Number: 2018-HSP	Date: 6/28/2017		
HIGHWAY SAFETY PROGRAM COST SUMMARY					
Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs Inurel/(Decre)	Current Balance	Federal Share to Local
FASTACT NHTSA 402					
PA-2018 Planning & Administration	\$ 810,726.00	\$ 810,726.00		\$ 610,726.00	\$ -
AL-2018 Alcohol	\$ 75,000.00	\$ 18,750.00		\$ 75,000.00	\$ -
OP-2018 Occupant Protection	\$ 1,753,359.01	\$ 438,339.75		\$ 1,753,359.01	\$ 202,948.00
PS-2018 Pedestrian/Bicycle Safety	\$ 289,247.25	\$ 67,311.81		\$ 289,247.25	\$ 244,247.25
PT-2018 Police Traffic Services	\$ 3,895,484.84	\$ 2,328,198.21		\$ 3,895,484.84	\$ 3,838,594.84
CP-2018 Community Traffic Safety Project	\$ 687,576.00	\$ 188,894.00		\$ 687,576.00	\$ 32,844.00
SC-2018 Speed Control	\$ 42,119.00	\$ 10,529.75		\$ 42,119.00	\$ -
PM-2018 Paid Advertising	\$ 480,000.00	\$ 120,000.00		\$ 480,000.00	\$ -
TSP-2018 Teen Traffic Safety Program	\$ 922,120.98	\$ 230,530.25		\$ 922,120.98	\$ 754,820.88
NHTSA 402 Total	\$ 8,685,633.08	\$ 3,991,277.77	\$ -	\$ 8,685,633.08	\$ 5,073,245.07
MAP 21 405b OP High					
405b M1PE-2018	\$ 20,000.00	\$ 5,000.00		\$ 20,000.00	\$ -
405b M1CP-2018	\$ 894,340.30	\$ 221,085.08		\$ 894,340.30	\$ -
405b M1PS-2018	\$ 80,360.20	\$ 20,090.05		\$ 80,360.20	\$ -
405b M1PT-2018	\$ 149,200.00	\$ 92,094.46		\$ 149,200.00	\$ -
MAP 21 405b High OP Total	\$ 1,133,900.50	\$ 338,239.58		\$ 1,133,900.50	\$ -
MAP 21 405c Data Program					
405c M3DA-2018	\$ 1,591,811.68	\$ 397,952.92		\$ 1,591,811.68	\$ -
MAP 21 405c Data Program Total	\$ 1,591,811.68	\$ 397,952.92	\$ -	\$ 1,591,811.68	\$ -
MAP 21 405d Impaired Driving Low Total					
405d M8X-2018	\$ 4,822,752.56	\$ 1,205,688.14		\$ 4,822,752.56	\$ -
MAP 21 405d Impaired Driving Low Total	\$ 4,822,752.56	\$ 1,205,688.14	\$ -	\$ 4,822,752.56	\$ -
MAP 21 405f Motorcycle Safety					
405f M9X-2018	\$ 123,844.69	\$ 30,961.17		\$ 123,844.69	\$ -
MAP 21 405f Motorcycle Safety Total	\$ 123,844.69	\$ 30,961.17		\$ 123,844.69	\$ -
F.A.S.T. 405e Special Distracted Driving					
405e FESX-2018	\$ 200,000.00	\$ 50,000.00		\$ 200,000.00	\$ -
F.A.S.T. 405e Special Distracted Driving Total	\$ 200,000.00	\$ 50,000.00		\$ 200,000.00	\$ -

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA

FEDERAL FISCAL YEAR 2018

State: GEORGIA		HIGHWAY SAFETY PROGRAM COST SUMMARY				Date	6/28/2017
Program Area	Number 2018-HSP	Approved Program Costs	State/Local Funds	Federally Funded Programs Incret/(Decre)	Current Balance	Federal Share to Local	
F.A.S.T. 405h Nonmotorized Safety							
405h FHX-2018		\$ 298,647.00	\$ 74,661.75		\$ 298,647.00	\$ -	
F.A.S.T. 405h Nonmotorized Safety Total		\$ 298,647.00	\$ 74,661.75		\$ 298,647.00	\$ -	
250 Share the Road		\$ 20,000.00	\$ 20,000.00		\$ 20,000.00	\$ -	
Driver's Education		\$ 2,913,000.00	\$ 2,913,000.00		\$ 2,913,000.00	\$ -	
TOTAL (All Program Areas)		\$ 19,789,589.51	\$ 9,021,781.33	\$ -	\$ 19,789,589.51	\$ 5,073,245.07	

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
 FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA: F.A.S.T. 402 Planning and Administration						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-GAGOHS - G-00001	GAGOHS - Grantee	610,726.00	0.00	610,726.00	610,726.00	1,221,452.00	
				<i>revised 6/28/17</i>			
SubTotals		610,726.00	0.00	610,726.00	610,726.00	1,221,452.00	0.00

State/Local Match Detail:
 State Appropriation: \$610,726.00
 NASCAR Tgs: 0.00
 Share the Road Tgs: \$20,000

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
 FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA: F.A.S.T. 402 Alcohol and other Drug Countermeasures						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-GAGOHS - G-00028-C	GAGOHS - Granite GOHS State Match (20%)	75,000.00	0.00	75,000.00	0.00 18,750.00	75,000.00	
SubTotals		75,000.00	0.00	75,000.00	18,750.00	75,000.00	0.00

revised 6/28/17

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
 FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA: F.A.S.T. 402 Occupant Protection						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-Atlanta FI-00008-C	Atlanta Fire Rescue Department, City of	197,948.00	0.00	197,948.00	0.00	197,948.00	197,948.00
GA-2018-Candlen Co-00110-C	Candlen County SO	5,000.00	0.00	5,000.00	0.00	5,000.00	5,000.00
GA-2018-GAGOHS - G-00027-C	GAGOHS - Granite Public Health, Georgia Department of	335,900.00	0.00	335,900.00	0.00	335,900.00	
GA-2018-Public Hea-00007-C	GOHS State Match (20%)	1,224,511.01	0.00	1,224,511.01	438,339.75	1,224,511.01	
	SubTotals	1,753,359.01	0.00	1,753,359.01	438,339.75	1,753,359.01	202,948.00

revised 6/28/17

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2017

PROGRAM/MODULE AREA: F.A.S.T. 402 Pedestrian/Bicycle Safety							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2018-Alphaeta-00105-C	Alphaeta Dept of Public Safety	10,185.00	0.00	10,185.00	0.00	10,185.00	10,185.00	
GA-2018-Brookhaven-00018-C	Brookhaven Police Department	66,678.00	0.00	66,678.00	0.00	66,678.00	66,678.00	
GA-2018-Cobb Count-00184	Cobb County Board of Health	167,384.25	0.00	167,384.25	0.00	167,384.25	167,384.25	
GA-2018-GAGOHS-G-0194-C	GAGOHS - Granite	25,000.00	0.00	25,000.00	0.00	25,000.00		
	GOHS State Match (20%)				67,311.81			
	SubTotals	269,247.25	0.00	269,247.25	67,311.81	269,247.25	244,247.25	

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
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PROGRAM MODULE AREA: F.A.S.T. 402 Police Traffic				Funding Source: 402			
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-Athens-Cl-00192-C	Athens-Clarke County PD	89,200.00	0.00	89,200.00	59,466.67	148,666.67	89,200.00
GA-2018-Banks-Cou-00150	Banks County SO	11,970.00	0.00	11,970.00		11,970.00	11,970.00
GA-2018-Bartow-Cou-00026-C	Bartow County Sheriff's Office	99,500.00	0.00	99,500.00	66,333.33	165,833.33	99,500.00
GA-2018-Bibb-Cou-00093-C	Bibb County Government	27,200.00	0.00	27,200.00	108,800.00	136,000.00	27,200.00
GA-2018-Cherokee-C-00129	Cherokee County Sheriff's Office	302,783.14	0.00	302,783.14		302,783.14	302,783.14
GA-2018-Dekalb-Cou-00064	Dekalb County Police Department	33,900.00	0.00	33,900.00	135,600.00	169,500.00	33,900.00
GA-2018-Dodge-Cou-00181	Dodge County SO	20,000.00	0.00	20,000.00		20,000.00	20,000.00
GA-2018-Douglas-Cou-00044-C	Douglas County Sheriff's Office	33,700.00	0.00	33,700.00	134,800.00	168,500.00	33,700.00
GA-2018-Douglas-Pp-00041-C	Douglas Police Department, City of	52,100.00	0.00	52,100.00	78,150.00	130,250.00	52,100.00
GA-2018-Flowerly-Br-00135	Flowerly Branch PD	10,635.00	0.00	10,635.00		10,635.00	10,635.00
GA-2018-Forsyth-Cou-00161	Forsyth County Sheriff's Office	235,245.89	0.00	235,245.89		235,245.89	235,245.89
GA-2018-Fort-Valle-00067	Fort Valley Department of Public Safety	9,403.00	0.00	9,403.00		9,403.00	9,403.00
GA-2018-GA-GOHS - G-00032-C	GAGOHS - Grantee	965,300.00	0.00	965,300.00		965,300.00	965,300.00
GA-2018-Glynn-Cou-00051-C	Glynn County Police Department	26,900.00	0.00	26,900.00	107,600.00	134,500.00	
GA-2018-Habersham-00006-C	Habersham Co SO	35,400.00	0.00	35,400.00	23,600.00	59,000.00	35,400.00
GA-2018-Hall-Cou-00005-C	Hall County SO	134,097.81	0.00	134,097.81		134,097.81	134,097.81
GA-2018-Henry-Cou-00052-C	Henry County PD/Henry Co BOC	31,300.00	0.00	31,300.00	125,200.00	156,500.00	31,300.00
GA-2018-Houston-Cou-00017-C	Houston County Sheriff's Office	128,000.00	0.00	128,000.00	32,000.00	160,000.00	128,000.00
GA-2018-Lamar-Cou-00164	Lamar County Sheriff's Office	10,000.00	0.00	10,000.00		10,000.00	10,000.00
GA-2018-Lowndes-Cou-00074-C	Lowndes County Sheriff's Office	105,100.00	0.00	105,100.00	26,275.00	131,375.00	105,100.00
GA-2018-Newton-Cou-00085-C	Newton County SO	116,000.00	0.00	116,000.00	464,000.00	580,000.00	116,000.00
SubT Totals		2,477,734.84	0.00	2,477,734.84	1,361,825.00	3,839,559.84	2,450,834.84

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
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PROGRAM MODULE AREA: F.A.S.T. 402 Police Traffic						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-Public Saf-00019-C	Public Safety, Georgia Department of	987,200.00	0.00	987,200.00		987,200.00	987,200.00
GA-2018-Ringgold P-00148-C	Ringgold PD	18,700.00	0.00	18,700.00		18,700.00	18,700.00
GA-2018-Stephens C-00116	Stephens County SO	2,500.00	0.00	2,500.00		2,500.00	2,500.00
GA-2018-Walker Con-00033-C	Walker County Sheriff's Office	59,350.00	0.00	59,350.00		59,350.00	59,350.00
SubTotals		1,067,750.00	0.00	1,067,750.00	0.00	1,067,750.00	1,067,750.00

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
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PROGRAM MODULE AREA: F.A.S.T. 402 Police Traffic						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
TEN-2018-Barrow Co-00003-C	Barrow County SO	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Burke Coun-00002-C	Burke Co SO	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Butler CI-00005-C	Butler, City of	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Byron Pol-00007-C	Byron PD	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Camden Cou-00015	Camden County SO	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Dalton Pol-00013-C	Dalton PD	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Denorest P-00008-C	Denorest PD	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Douglas Co-00001-C	Douglas County Sheriff's Office	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Early Coun-00012-C	Early County SO	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Effingham -00011-C	Effingham County SO	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-McCoyville-00016	McCoyville PD	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Peachtree -00014-C	Peachtree City Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Valdosta P-00019	Valdosta Police Department	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Union Point-00006-C	Union Point PD	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Washington-00010-C	Washington County SO	20,000.00	0.00	20,000.00		20,000.00	20,000.00
TEN-2018-Zenlon Po-00004-C	Zenlon PD	20,000.00	0.00	20,000.00		20,000.00	20,000.00
	Sub Totals	320,000.00	0.00	320,000.00	966,371.21	320,000.00	320,000.00
	GOHS State Match (20%)				966,371.21		

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
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Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Funding Source: 402	
						Total Grant	Fed to Local
<i>revised 6/28/17</i>							
GA-2018-GAGOHS - G-00108-C	GAGOHS - Grantee	525,000.00	0.00	525,000.00	0.00	525,000.00	
GA-2018-Georgia Op-00071-C	Georgia Operation Lifesaver, Inc.	22,844.00	0.00	22,844.00	0.00	22,844.00	22,844.00
GA-2018-Georgia Op-00072-C	Georgia Operation Lifesaver, Inc.	10,000.00	0.00	10,000.00	0.00	10,000.00	10,000.00
GA-2018-Public Hea-00021-C	Public Health, Georgia Department of	109,732.00	0.00	109,732.00	0.00	109,732.00	
	GOHS State March (20%)				166,894.00		
	Sub Totals	667,576.00	0.00	667,576.00	166,894.00	667,576.00	32,844.00

HIGHWAY SAFETY PROGRAM/MODULE COST SUMMARY
STATE OF GEORGIA
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PROGRAM/MODULE AREA: F.A.S.T. 402 Speed Management						Funding Source: 402	
Track No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-Public Saf-00010-C	Public Safety Training Center, Georgia GOHS State March (20%6)	42,119.00	0.00	42,119.00	0.00 10,529.75	42,119.00	0.00
SubTotals		42,119.00	0.00	42,119.00	10,529.75	42,119.00	0.00

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
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PROGRAM MODULE AREA: F.A.S.T. 402 Paid Media							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2018-GAGOHS - G-00023-C	GAGOHS - Granite GOHS State Match (20%)	480,000.00	0.00	480,000.00	0.00 120,000.00	480,000.00		
			<i>revised 6/28/17</i>					
	SubTotals	480,000.00	0.00	480,000.00	120,000.00	480,000.00	0.00	

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
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PROGRAM MODULE AREA: F.A.S.T. 402 Teen Traffic Safety Program						Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-Children s-00003-C	Children and Parent Resource Group, Inc.	350,000.00	0.00	350,000.00	0.00	350,000.00	350,000.00
GA-2018-Clayton Co-00094-C	Clayton County Public Schools	80,500.00	0.00	80,500.00	0.00	80,500.00	80,500.00
GA-2018-Fulton Co-00114-C	Fulton County School System	67,500.00	0.00	67,500.00	0.00	67,500.00	67,500.00
GA-2018-GA-GOHS - G-00082-C	GA-GOHS - Grantee	68,500.00	0.00	68,500.00	0.00	68,500.00	68,500.00
GA-2018-Marion Co-00073	Marion County Sheriff's Office	27,609.00	0.00	27,609.00	0.00	27,609.00	27,609.00
GA-2018-Peachtree -00070	Peachtree City Police Department	21,981.50	0.00	21,981.50	0.00	21,981.50	21,981.50
GA-2018-Shepherd C-00022-C	Shepherd Center	100,000.00	0.00	100,000.00	0.00	100,000.00	100,000.00
	GOHS State Match (20%)				179,022.63		
	<i>revised 6/28/17</i>						
	SubTotals	716,090.50	0.00	716,090.50	179,022.63	716,090.50	548,590.50

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
 FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA: F.A.S.T. 402 Teen Traffic Safety Program							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
SADD-2018-Baldwin Hs-00012-C	Baldwin High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2018-Douglas Co-00028	Douglas Co High School	5,796.00	0.00	5,796.00	0.00	5,796.00	5,796.00	
SADD-2018-Early Coll-00002-C	Early College Academy	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2018-Evans High-00016-C	Evans High School	6,150.00	0.00	6,150.00	0.00	6,150.00	6,150.00	
SADD-2018-George Wash-00005-C	George Washington Carver HS	6,000.00	0.00	6,000.00	0.00	6,000.00	6,000.00	
SADD-2018-Grayson Hs-00014	Grayson High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2018-Jones Coun-00032	Jones County Operation Early Intervention	6,494.15	0.00	6,494.15	0.00	6,494.15	6,494.15	
SADD-2018-Kendrick H-00011-C	Kendrick High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2018-Lamar Coun-00004-C	Lamar County School System	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2018-Lee County-00031	Lee County Board of Commissioners	6,488.00	0.00	6,488.00	0.00	6,488.00	6,488.00	
SADD-2018-Perrell -00022-C	Perrell High School	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
SADD-2018-Thomastvl-00023-C	Thomasville City Schools	6,274.81	0.00	6,274.81	0.00	6,274.81	6,274.81	
SADD-2018-Towns Coun-00001-C	Towns County Schools	6,181.30	0.00	6,181.30	0.00	6,181.30	6,181.30	
SADD-2018-Wayne Coun-00006-C	Wayne County HS	6,200.00	0.00	6,200.00	0.00	6,200.00	6,200.00	
SADD-2018-Woodstock -00017-C	Woodstock High School	6,000.00	0.00	6,000.00	0.00	6,000.00	6,000.00	
	GOHS State Match (20%)				23,646.07			
	Sub Totals	94,584.26	0.00	94,584.26	23,646.07	94,584.26	94,584.26	

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
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PROGRAM MODULE AREA: F.A.S.T. 402 Teen Traffic Safety Program							Funding Source: 402	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
YA-2018-ABAC Advm-00006-C	ABA C Advancement Foundation, Inc.	6,544.00	0.00	6,544.00	0.00	6,544.00	6,544.00	
YA-2018-Augusta Un-00022-C	Augusta University	8,700.01	0.00	8,700.01	0.00	8,700.01	8,700.01	
YA-2018-Clayton Sr-00014-C	Clayton State Univ	5,000.00	0.00	5,000.00	0.00	5,000.00	5,000.00	
YA-2018-East Georg-00020-C	East Georgia College	6,500.00	0.00	6,500.00	0.00	6,500.00	6,500.00	
YA-2018-Fort Valle-00004-C	Fort Valley State Univ	6,990.50	0.00	6,990.50	0.00	6,990.50	6,990.50	
YA-2018-Georgia Co-00007-C	Georgia College & State Univ	7,399.93	0.00	7,399.93	0.00	7,399.93	7,399.93	
YA-2018-Georgia So-00009-C	Georgia Southwestern State Univ	10,728.40	0.00	10,728.40	0.00	10,728.40	10,728.40	
YA-2018-Georgia Tr-00017-C	Georgia Tech Research Corp.	10,999.58	0.00	10,999.58	0.00	10,999.58	10,999.58	
YA-2018-GSU Resear-00001-C	GSU Research & Service Foundation	8,597.00	0.00	8,597.00	0.00	8,597.00	8,597.00	
YA-2018-Kennesaw S-00010-C	Kennesaw State Univ Research & Service Fo	11,000.00	0.00	11,000.00	0.00	11,000.00	11,000.00	
YA-2018-North Geor-00019-C	North Georgia Univ. of	6,599.80	0.00	6,599.80	0.00	6,599.80	6,599.80	
YA-2018-Valdosta S-00018-C	Valdosta State University	5,075.00	0.00	5,075.00	0.00	5,075.00	5,075.00	
YA-2018-West Georg-00012-C	West Georgia University of	12,312.00	0.00	12,312.00	0.00	12,312.00	12,312.00	
YA-2018-Young Har-00002-C	Young Harris College	5,000.00	0.00	5,000.00	0.00	5,000.00	5,000.00	
	GOHS State Match				27,861.56			
	SubTotals	111,446.22	0.00	111,446.22	27,861.56	111,446.22	111,446.22	

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
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PROGRAM/MODULE AREA: MAP21 405b MIPE							Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2018-GAGOHS-G-0195-C	GAGOHS - Grantee GOHS State Match (20%)	20,000.00	0.00	20,000.00	0.00	20,000.00		
<i>revised 6/28/17</i>								
Sub Totals		20,000.00	0.00	20,000.00	5,000.00	20,000.00	0.00	

405b MIPE

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
 FEDERAL FISCAL YEAR 2017

PROGRAM/MODULE AREA: MAP21 405b MI+CP						Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-GAGOHS-G-00193-C	GAGOHS - Grantee	622,162.00	0.00	622,162.00	0.00	622,162.00	
GA-2018-Georgia, U-00015-C	Georgia, University of	262,178.30	0.00	262,178.30	0.00	262,178.30	
	GOHS State Match (20%)				221,085.08		
SubTotals		884,340.30	0.00	884,340.30	221,085.08	884,340.30	0.00

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
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PROGRAM MODULE AREA: 405b ML*PS						Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-BikeAthens-00089-C	BikeAthens	46,539.80	0.00	46,539.80	0.00	46,539.80	
GA-2018-Fulton Con-00016-C	Fulton County Sheriff's Office	6,371.00	0.00	6,371.00	0.00	6,371.00	
GA-2018-Savannah B-00077-C	Savannah Bicycle Campaign (GOHS State Match (20%))	27,449.40	0.00	27,449.40	20,090.05	27,449.40	
<i>revised 6/28/17</i>							
	Sub Totals	80,360.20	0.00	80,360.20	20,090.05	80,360.20	0.00

405b ML*PS

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2017

PROGRAM/MODULE AREA: MAP21 405b MI+PT							Funding Source: 405b	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2018-Savannah-C-00043-C	Savannah-Charham Metropolitan Police Dept	149,200.00	0.00	149,200.00	54,764.46	203,964.46		
	GOHS State Match (20%)				37,300.00			
	Sub Totals	149,200.00	0.00	149,200.00	92,064.46	203,964.46	0.00	

405b MI+PT

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2017

PROGRAM/MODULE AREA: MAP21 405c MDA Data Program							Funding Source: 405c	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2018-Driver Ser-00037-C	Driver Services, Georgia Department	299,463.97	0.00	299,463.97	0.00	299,463.97		
GA-2018-GAGOHS - G-00099-C	GAGOHS - Grantee	120,035.50	0.00	120,035.50	0.00	120,035.50		
GA-2018-Georgia As-00058-C	Georgia Association of Chiefs of Police	165,000.00	0.00	165,000.00	0.00	165,000.00		
GA-2018-Public Hse-00013-C	Public Health, Georgia Department of	207,502.21	0.00	207,502.21	0.00	207,502.21		
GA-2018-Public Hse-00014-C	Public Health, Georgia Department of	116,400.00	0.00	116,400.00	0.00	116,400.00		
GA-2018-Public Hse-00056-C	Public Health, Georgia Department of (EMS & Trau	151,410.00	0.00	151,410.00	0.00	151,410.00		
GA-2018-Transport-00124-C	Transportation, Georgia Dept. of	500,000.00	0.00	500,000.00	0.00	500,000.00		
GA-2018-Transport-00128	Transportation, Georgia Dept. of GOHS State Match (20%)	32,000.00	0.00	32,000.00	0.00	32,000.00		
	SubTotals	1,591,811.68	0.00	1,591,811.68	397,952.92	1,591,811.68	0.00	

revised 6/28/17

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA: 4054 M6X						Funding Source: 4054	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-DeKalb Con-00139	DeKalb County Solicitor	277,435.25	0.00	277,435.25	0.00	277,435.25	
GA-2018-Driver Ser-00038-C	Driver Services, Georgia Department	50,187.93	0.00	50,187.93	0.00	50,187.93	
GA-2018-GAGOHS - G-00025-C	GAGOHS - Granitee	838,000.00	0.00	838,000.00	0.00	838,000.00	
GA-2018-Mothers Ag-00031-C	Mothers Against Drunk Driving - Georgia	131,171.00	0.00	131,171.00	0.00	131,171.00	
GA-2018-Prosecutn-00030-C	Prosecuting Attorney's Council	298,301.00	0.00	298,301.00	0.00	298,301.00	
GA-2018-Public Saf-00009-C	Public Safety Training Center, Georgia	561,934.00	0.00	561,934.00	0.00	561,934.00	
GA-2018-Public Saf-00020-C	Public Safety, Georgia Department of	2,413,900.00	0.00	2,413,900.00	0.00	2,413,900.00	
GA-2018-Sneithville-00147	Sneithville PD	251,823.38	0.00	251,823.38	0.00	251,823.38	
	GOHS State Match (20%)				1,205,688.14		
	SubTotals	4,822,752.56	0.00	4,822,752.56	1,205,688.14	4,822,752.56	0.00

4054 M6X

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA: MAP 21 405F Motorcycle Programs M9X						Funding Source: 405f	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-Driver Ser-00039-C	Driver Services, Georgia Department	98,844.69	0.00	98,844.69	0.00	98,844.69	
GA-2018-GAGOHS - G-00109-C	GAGOHS - Grantee	25,000.00	0.00	25,000.00	0.00	25,000.00	
	GOHS State Match (20%)				30,961.17		
	SubTotals	123,844.69	0.00	123,844.69	30,961.17	123,844.69	0.00

405F M9X

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2017

PROGRAM MODULE AREA - F.A.S.T. 405e FE5X							Funding Source: 405e	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
GA-2018-GAGOHS - G-00024-C	GAGOHS - Grannee GOHS State Match (20%)	200,000.00	0.00	200,000.00	0.00 50,000.00	200,000.00		
Sub Totals		200,000.00	0.00	200,000.00	50,000.00	200,000.00	0.00	

revised 6/28/17

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
STATE OF GEORGIA
FEDERAL FISCAL YEAR 2017

Funding Source: 405d

Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-Albany Pol-00047-C	Albany Police Department	44,250.00	0.00	44,250.00	0.00	44,250.00	
GA-2018-Adams Bi-00011-C	Adams Bicycle Coalition	78,000.00	0.00	78,000.00	0.00	78,000.00	
GA-2018-Bike Walk-00140	Bike Walk Macon	67,048.00	0.00	67,048.00	0.00	67,048.00	
GA-2018-Georgia Bi-00104-C	Georgia Bikes	73,861.00	0.00	73,861.00	0.00	73,861.00	
GA-2018-Macon-Bike-00166	Macon-Bibb County Commissioners (Macon-Bibb County Pedestrian Safety Review Board)	35,488.00	0.00	35,488.00	0.00	35,488.00	
	GOHS State Match (20%)				74,661.75		
	Sub Totals	298,647.00	0.00	298,647.00	74,661.75	298,647.00	0.00

HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
 FEDERAL FISCAL YEAR 2017

PROGRAM/MODULE AREA: Share The Road				Funding Source: STR			
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local
GA-2018-GAGOHS - G-00107-C	GAGOHS - Grantee	20,000.00	0.00	20,000.00	20,000.00	20,000.00	0.00
		<i>revised 6/28/17</i>					
SubTotals		20,000.00	0.00	20,000.00	20,000.00	20,000.00	0.00

STR

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HIGHWAY SAFETY PROGRAM MODULE COST SUMMARY
 STATE OF GEORGIA
 FEDERAL FISCAL YEAR 2018

PROGRAM/MODULE AREA: Dr Ed							Funding Source: Dr Ed	
Task No.	Agency Name	Original HSP	Adjustment	Awarded Amount	State/Local Match	Total Grant	Fed to Local	
DE-2018-GAGOHS - G-0001-C	GAGOHS - Granite	2,913,000.00	0.00	2,913,000.00	2,913,000.00	2,913,000.00	0.00	
			<i>revised 6/28/17</i>					
SubTotals		2,913,000.00	0.00	2,913,000.00	2,913,000.00	2,913,000.00	0.00	

Dr Ed

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SECTION 6: CERTIFICATIONS AND ASSURANCES



Appendix A to Part 1300

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[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: Georgia Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, 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, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 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) 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;
- A unique identifier (DUNS);
- 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 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) and 49 CFR part 21;
- **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, sub-recipients 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;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o 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 –
 - o Abide by the terms of the statement.
 - o 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 –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - 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-award 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 Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 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 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 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 participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded 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 record, 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 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 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 1300.
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 and/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, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 participation in this transaction 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 ACT
(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 only steel, iron and manufactured products produced in the United States with Federal funds, 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 to and approved by the Secretary of Transportation.

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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

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 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 Highway Safety Plan 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. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. 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 for the benefit 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 for the benefit 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.)
5. 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))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. 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 seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
 - 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 Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. 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))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

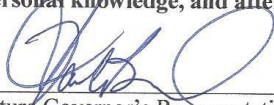
The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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.



Signature Governor's Representative for Highway Safety

June 21, 2017

Date

Harris Blackwood

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300

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, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, 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: Georgia

Fiscal Year: 2018

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.

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.



Signature Governor's Representative for Highway Safety

06/21/2017

Date

Harris Blackwood

Printed name of Governor's Representative for Highway Safety

SECTION 7: APPENDIX FFY 2017 CORE PERFORMANCE DETAILED DATA JUSTIFICATION

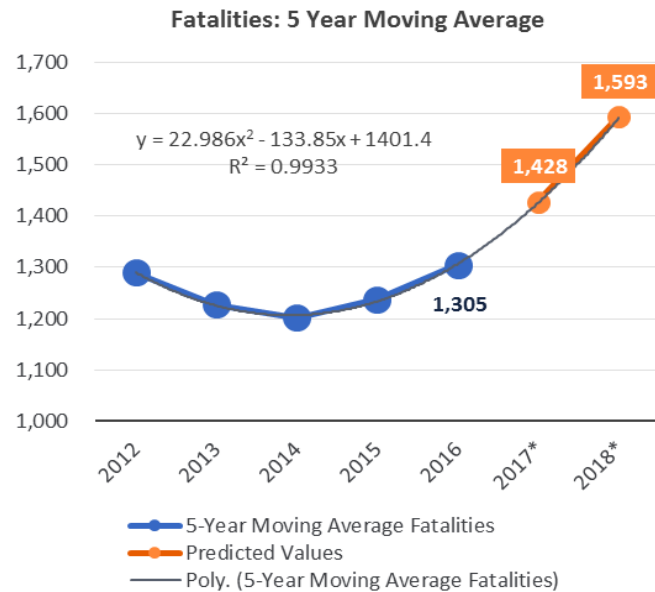


C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.

Based on the data from 2012-2014 there was a steady decrease in the number of traffic fatalities and the unweighted 5-year moving average of traffic fatalities. However, recent years (2015-2016) shows an upward trend in both the number of traffic fatalities and the 5-year moving average traffic fatalities.

The number of traffic fatalities increased by 23% from 1,164 fatalities in 2014 to 1,430 fatalities in 2015. Preliminary data, shows that fatalities continued to increase to 1,560 in 2016 (tabled below).

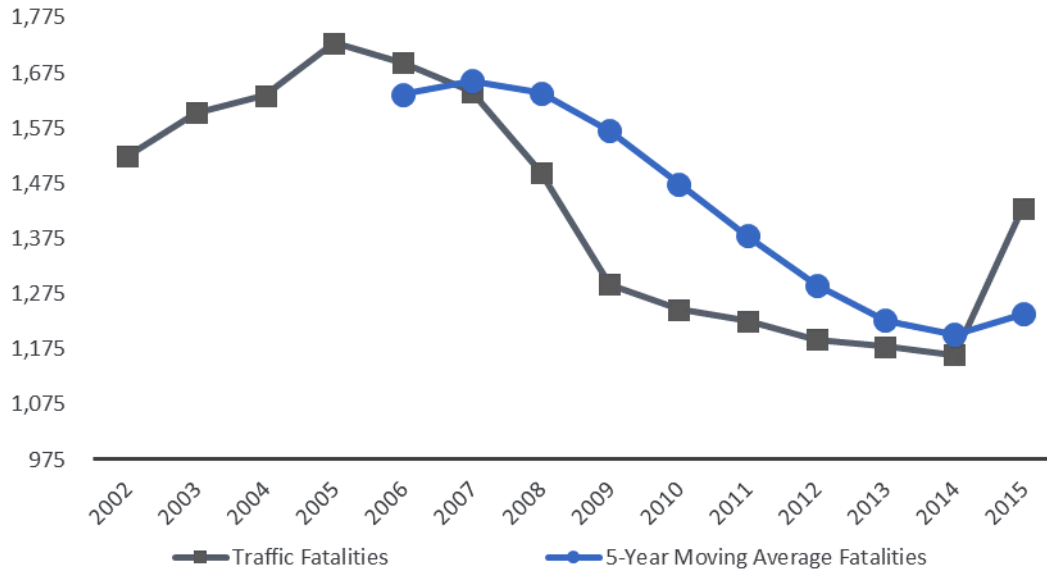
Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.99) (Figured to the right), GOHS has the 2018 target To maintain the 5-year moving average traffic fatalities under the project 1,593 (2012-2018) 5-year average by December 2018.



Year	Traffic Fatalities	5-Year Moving Average	Annual Change in Fatalities
2002	1,524	--	--
2003	1,603	--	79
2004	1,634	--	31
2005	1,729	--	95
2006	1,693	1,637	(36)
2007	1,641	1,660	(52)
2008	1,495	1,638	(146)
2009	1,292	1,570	(203)
2010	1,247	1,474	(45)
2011	1,226	1,380	(21)
2012	1,192	1,290	(34)
2013	1,180	1,227	(12)
2014	1,164	1,202	(16)
2015	1,430	1,238	266
2016*	1,560	1,305	130
2017*	1,884	1,428	324
2018*	2,266	1,593	382

Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red bolded text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

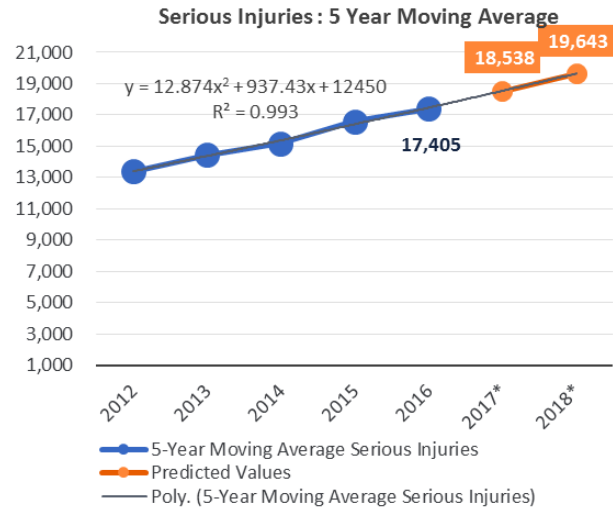
2002-2015 Georgia Traffic Fatalities & 5-Year Moving Averages



C-2 : To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.

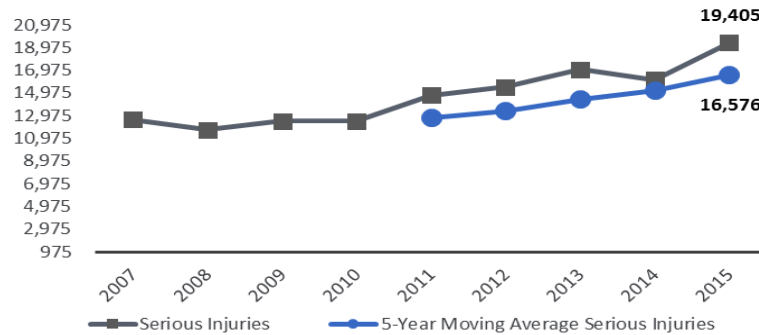
Since 2009, the number of serious injuries have steadily increased over time. In 2016, there were 18,900 serious traffic injuries in Georgia. The number of serious injuries decreased by 3% (505 less serious injuries) in 2016 in comparison to 2015 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.993) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.

Year	Injuries	5-Year Moving Average	Actual Annual Change in Injuries
2007	12,620	--	--
2008	11,729	--	(891)
2009	12,482	--	753
2010	12,483	--	1
2011	14,756	12,814	2,273
2012	15,510	13,392	755
2013	17,040	14,454	1,530
2014	16,168	15,192	(872)
2015	19,405	16,576	3,236
2016	18,900	17,405	(505)
2017	21,177	18,538	2,277
2018	22,564	19,643	1,387



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

2007-2015 Georgia Traffic Injuries & Moving 5-Year Averages

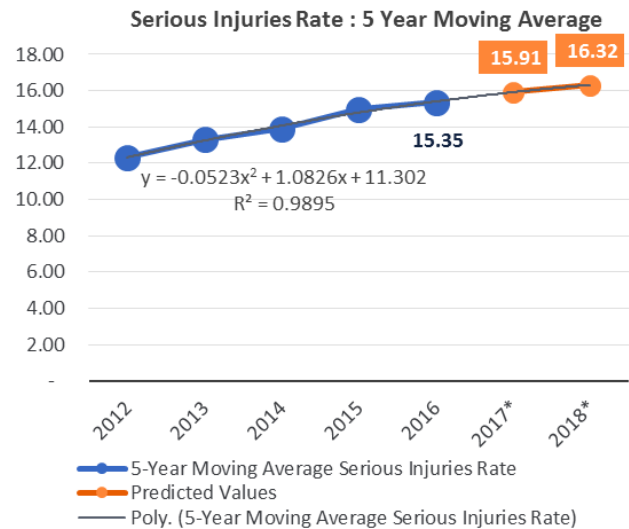


**Serious traffic-related injuries are defined as the sum of: 1) all pedestrian and bicycle crashes that were coded as serious; 2) all pedestrian and bicycle crashes that were coded as visible and was transport by EMS; 3) All other occupants that were coded as serious and transport by EMS; and 4) 50% of all other occupants that were coded visible, transport by EMS, and damage to vehicle (extensive or fire present).*

C-2a : To maintain the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled under the projected 16.32 (2014-2018) 5-year average by December 2018.

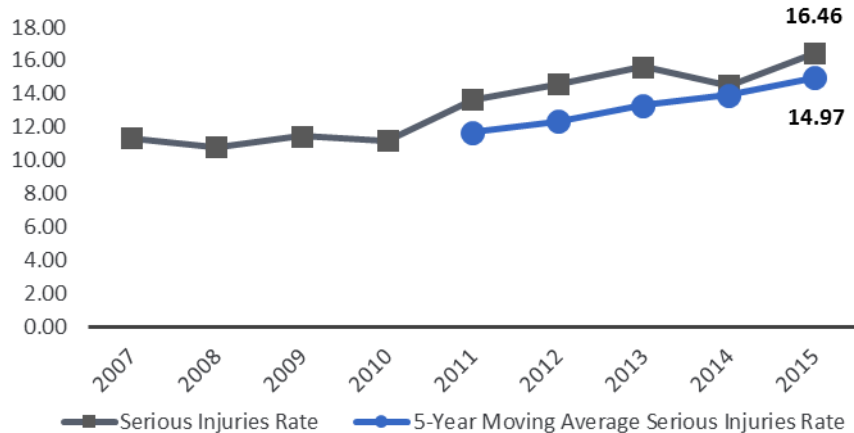
Since 2010, the number of serious injuries have unsteadily increased over time. In 2016, there were 15.55 serious traffic injuries in Georgia for every 100 million vehicle miles traveled. The number of serious injuries decreased by 6% in 2016 in comparison to 2015 rate of 16.46 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9895) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average serious traffic injuries for every 100 million vehicle miles travelled under the projected 16.32 (2014-2018) 5-year average by December 2018.

Year	Serious Injuries Rate	5-Year Moving Average	Actual Annual Change in Injuries
2007	11.32	--	--
2008	10.81	--	(0.5)
2009	11.44	--	0.6
2010	11.17	--	(0.3)
2011	13.67	11.68	2.5
2012	14.60	12.34	0.9
2013	15.61	13.30	1.0
2014	14.52	13.92	(1.1)
2015	16.46	14.97	1.9
2016	15.55	15.35	(0.9)
2017	17.44	15.91	1.9
2018	17.63	16.32	0.2



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

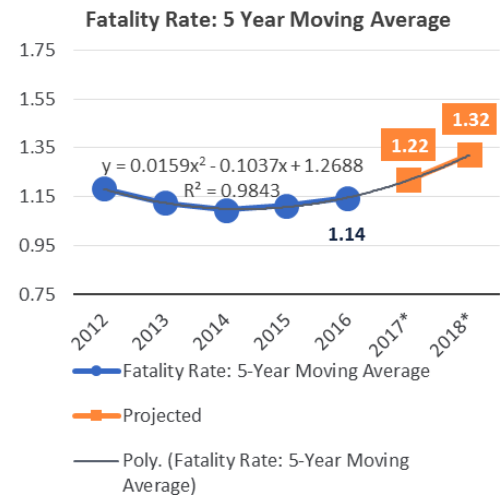
2006-2016 Georgia Traffic Injuries & Moving 5-Year Averages



C-3: To maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018.

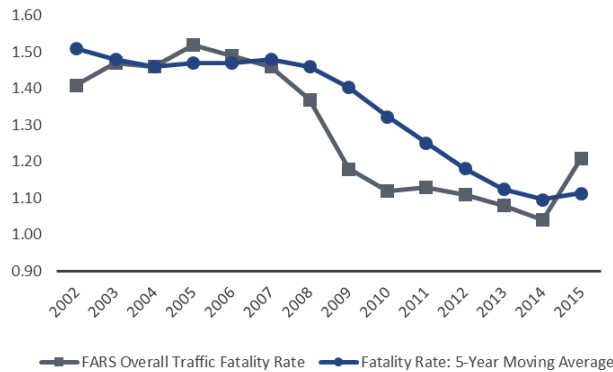
Since 2014, the traffic fatality rate steadily increased. In 2016, there were 1.49 traffic fatalities in Georgia for every 100 million vehicle miles travelled. The fatality rate increased by 23% from 1.04 in 2014 to 1.28 in 2016 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9843) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average traffic fatalities per 100M VMT under the projected 1.32 (2014-2018) 5-year average by December 2018

Year	Traffic Fatalities	VMT (millions)	Overall Traffic Fatality Rate	5-Year Moving Average
2002	1,524	292562380	1.41	1.51
2003	1,603	296810993	1.47	1.48
2004	1,634	306,695,953	1.46	1.46
2005	1,729	303,298,695	1.52	1.47
2006	1,693	304,811,865	1.49	1.47
2007	1,641	305,327,543	1.46	1.49
2008	1,495	297,362,000	1.37	1.44
2009	1,292	298,892,000	1.18	1.40
2010	1,247	306,056,000	1.12	1.32
2011	1,226	295,733,000	1.13	1.25
2012	1,192	291,005,000	1.11	1.18
2013	1,180	299,020,177	1.08	1.12
2014	1,164	305,054,428	1.04	1.10
2015	1,430	323,046,521	1.21	1.11
2016*	1,560	333,087,637	1.28	1.14
2017	1,884	423,085,560	1.49	1.22
2018	2,266	470,319,634	1.60	1.32



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

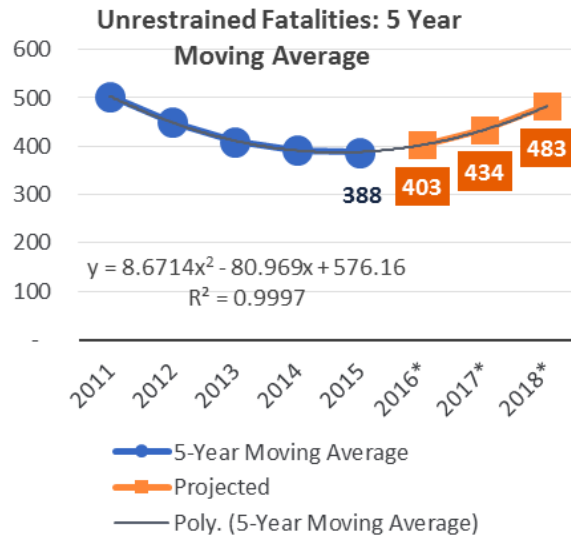
Georgia Traffic Fatality Rates (Fatalities per 100M VMT) & 5-Year Moving Average Fatalities Rates: 2002-2015



C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

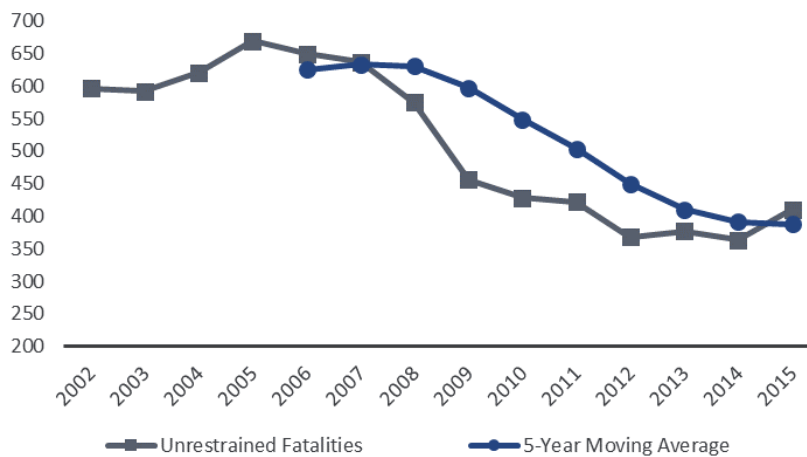
Since 2005, the number of unrestrained traffic fatalities has unsteadily decreased. In 2015, there were 410 unrestrained fatalities. The number of unrestrained fatalities increased by 13% (47 more fatalities) in 2015 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9997) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Unrestrained Fatalities	5-Year Moving Average
2005	1,729	669	--
2006	1,693	649	625
2007	1,641	637	634
2008	1,495	575	630
2009	1,292	456	597
2010	1,247	428	549
2011	1,226	422	504
2012	1,192	368	450
2013	1,180	377	410
2014	1,164	363	392
2015	1,430	410	388
2016	1,560	494	402
2017	1,884	618	434
2018	2,266	807	483



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

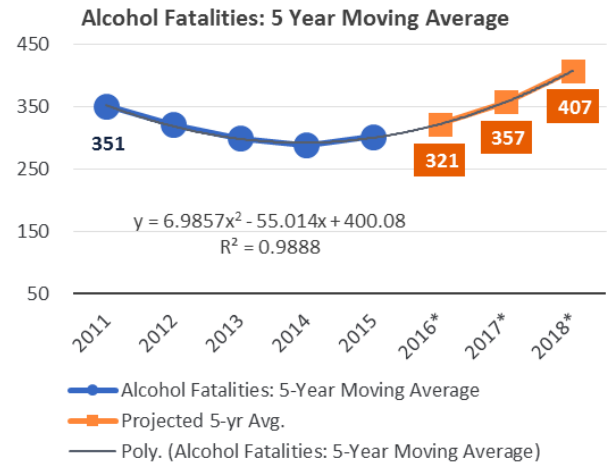
Georgia Unrestrained Traffic Fatalities & 5-Year Moving Average Fatalities Rates: 2005-2015



C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.

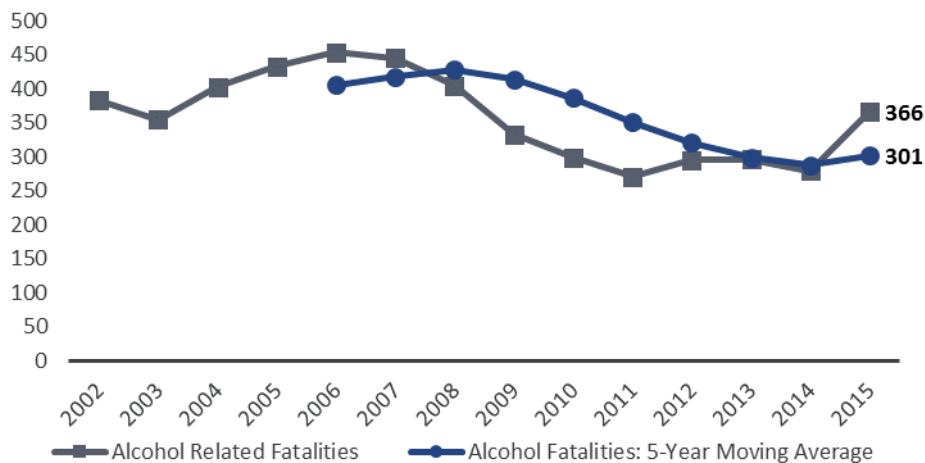
Since 2006, the number of alcohol related traffic fatalities has unsteadily decreased. In 2015, there were 366 alcohol related fatalities. The number of alcohol related fatalities increased by 31% (87 more fatalities) in 2015 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9888) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Alcohol Related Fatalities	Alcohol Related Fatalities	5-Year Moving Average
2004	1,634	25%	403	--
2005	1,729	25%	433	--
2006	1,693	27%	454	406
2007	1,641	27%	445	418
2008	1,495	27%	405	428
2009	1,292	26%	333	414
2010	1,247	24%	299	387
2011	1,226	22%	271	351
2012	1,192	25%	295	321
2013	1,180	25%	296	299
2014	1,164	24%	279	288
2015	1,430	26%	366	301
2016	1,560	24%	371	321
2017	1,884	28%	523	357
2018	2,266	18%	415	407



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

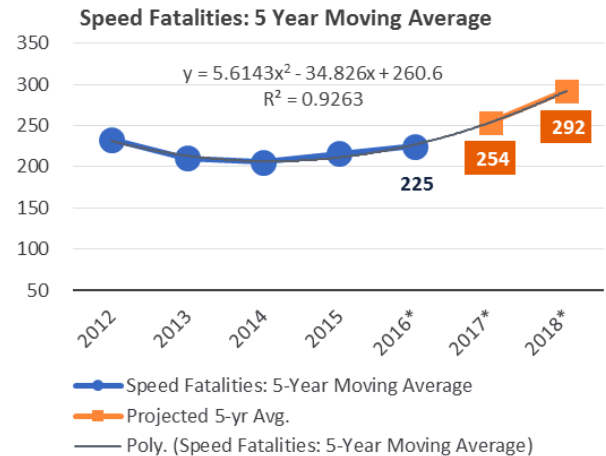
2002-2015 Georgia Alcohol Related Fatalities & 5-Year Moving Averages



C-6: To maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

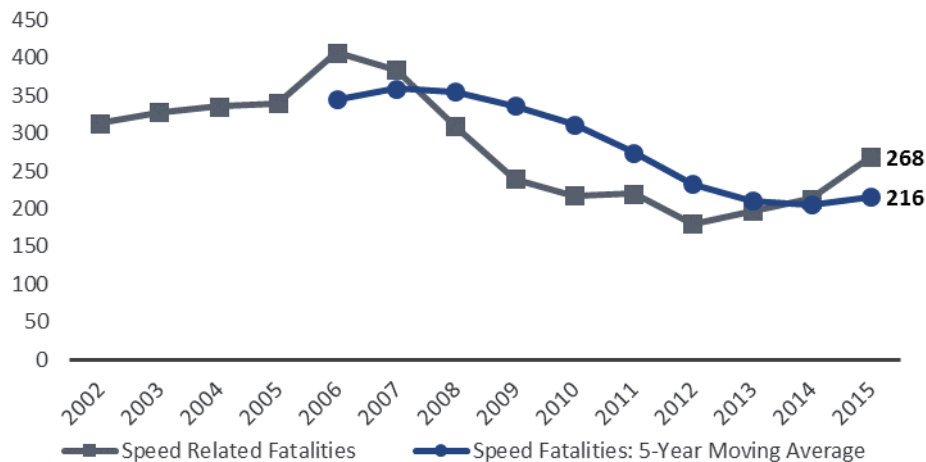
Since 2006, the number of speed related traffic fatalities has unsteadily decreased. In 2016, there were an estimated 266 speed related fatalities. The number of speed related fatalities increased by 25% (53 more fatalities) in 2016 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R2 of 0.9263) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average speed related fatalities under the projected 292 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Speed Related Fatalities	Speed Related Fatalities	5-Year Moving Average
2004	1,634	21%	335	--
2005	1,729	20%	340	--
2006	1,693	24%	407	345
2007	1,641	23%	384	359
2008	1,495	21%	309	355
2009	1,292	18%	239	336
2010	1,247	17%	217	311
2011	1,226	18%	220	274
2012	1,192	15%	180	233
2013	1,180	17%	197	211
2014	1,164	18%	213	205
2015	1,430	19%	268	216
2016*	1,560	17%	266	225
2017	1,884	17%	324	254
2018	2,266	20%	458	292



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

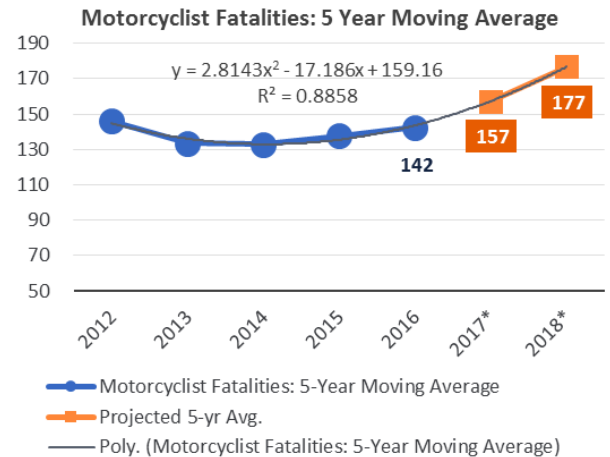
2002-2015 Georgia Speed Related Fatalities & 5-Year Moving Averages



C-7: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.

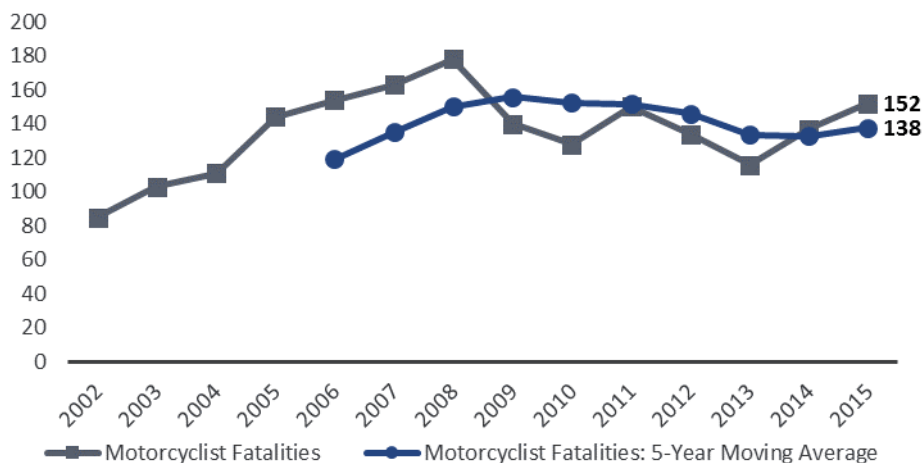
Since 2007, more than 10% of all traffic fatalities were motorcyclists. In 2016, there were an estimated 173 motorcyclist fatalities. The number of motorcyclist fatalities increased by 26% (36 more fatalities) in 2016 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R2 of 0.8858) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Motorcyclist Fatalities	Motorcyclist Fatalities	5-Year Moving Average
2004	1,634	7%	111	--
2005	1,729	8%	144	--
2006	1,693	9%	154	119
2007	1,641	10%	163	135
2008	1,495	12%	178	150
2009	1,292	11%	140	156
2010	1,247	10%	128	153
2011	1,226	12%	150	152
2012	1,192	11%	134	146
2013	1,180	10%	116	134
2014	1,164	12%	137	133
2015	1,430	11%	152	138
2016*	1,560	11%	173	142
2017	1,884	11%	208	157
2018	2,266	12%	264	177



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

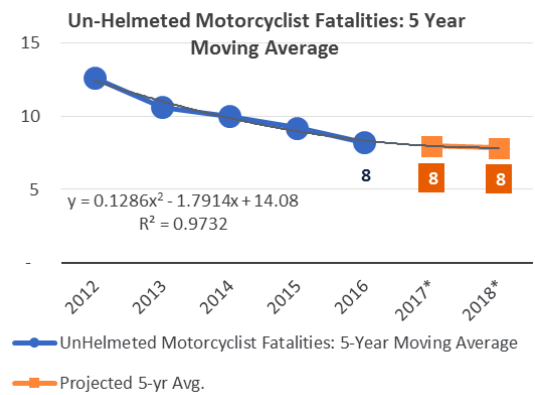
2002-2015 Georgia Motorcyclist Fatalities & 5-Year Moving Averages



C-8: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

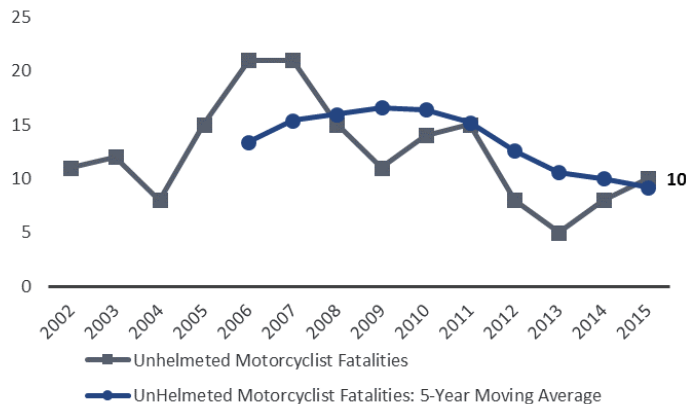
Since 2013, the number of motorcyclists not wearing a helmet has steadily increased. In 2016, there were an estimated 10 un-helmeted motorcyclist fatalities. The number of motorcyclist fatalities increased by 20% (2 more fatalities) in 2016 in comparison to 2014 (tabled below). The 5-year moving average has steadily decreased by at least 1 since 2008. Using 5-year moving averaging method and using polynomial modeling (R2 of 0.9732) (figured to the right), GOHS has the 2018 target to reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Year	Motorcyclist Fatalities	Percent Unhelmeted Motorcyclist Fatalities	Unhelmeted Motorcyclist Fatalities	5-Year Moving Average
2004	111	7%	8	--
2005	144	10%	15	--
2006	154	14%	21	13
2007	163	13%	21	15
2008	178	8%	15	16
2009	140	8%	11	17
2010	128	11%	14	16
2011	150	10%	15	15
2012	134	6%	8	13
2013	116	4%	5	11
2014	137	6%	8	10
2015	152	7%	10	9
2016	173	6%	10	8
2017*	209	3%	6	8
2018*	264	1%	3	8



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

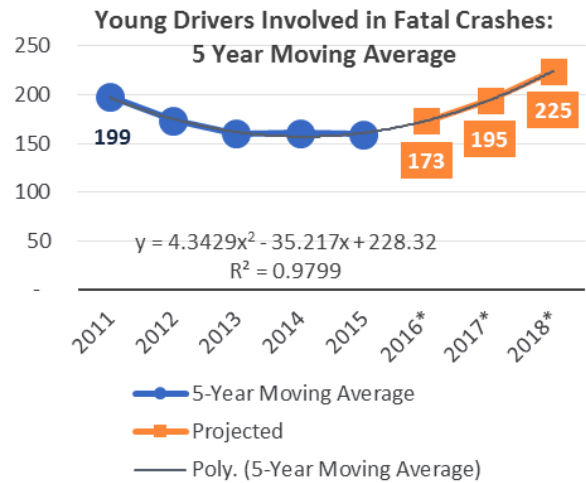
2002-2015 Georgia Un-Helmeted Motorcyclist Fatalities & 5-Year Moving Averages



C-9: To maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.

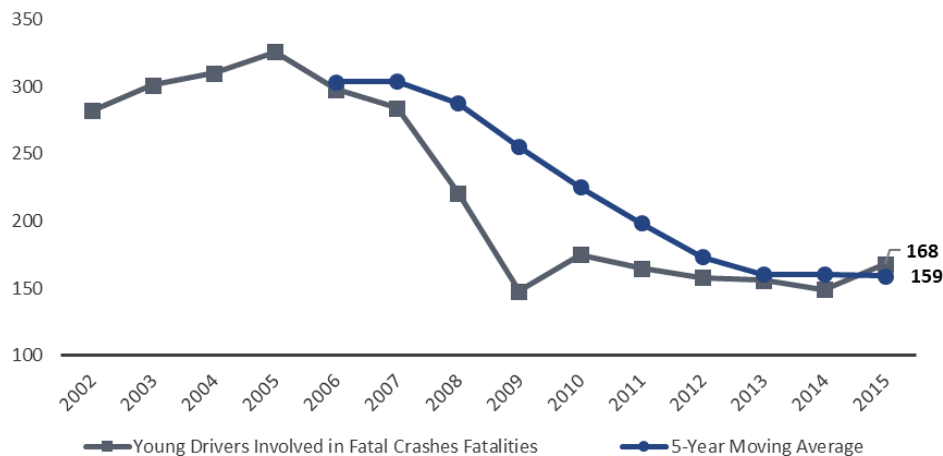
Since 2006, the number of young drivers involved in fatal crashes has unsteadily decreased. In 2015, there were 168 young drivers involved in fatal crashes. The number of young drivers involved in fatal crashes increased by 13% (19 more young drivers) in 2015 in comparison to 2014 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R2 of 0.9799) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average young drivers involved in fatal crashes under the projected 225 (2014-2018) 5-year average by December 2018.

Year	Young Drivers Involved in Fatal Crashes Fatalities	5-Year Moving Average
2003	301	--
2004	310	--
2005	326	--
2006	298	303
2007	284	304
2008	221	288
2009	148	255
2010	175	225
2011	165	199
2012	158	173
2013	156	160
2014	149	161
2015	168	159
2016*	213	173
2017*	319	195
2018*	434	225



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

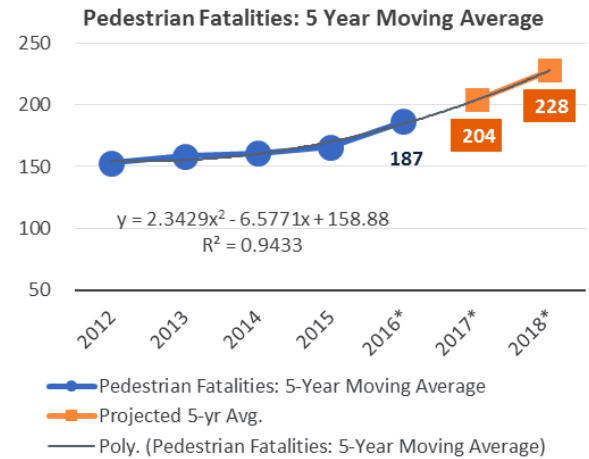
2002-2015 Young Drivers Involved in Fatal Crashes & 5-Year Moving Averages



C-10: To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.

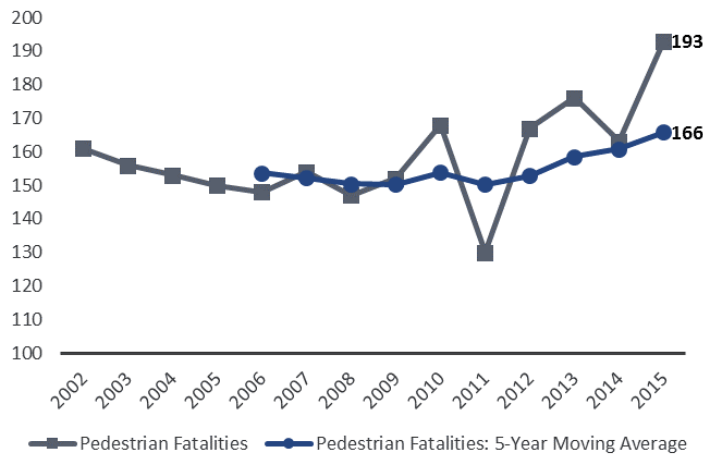
Since 2011, the number of pedestrian fatalities have steadily increased over time. In 2016, there were 234 pedestrian fatalities in Georgia. The number of pedestrian fatalities increased by 3% (41 more fatalities) in 2016 in comparison to 2015 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.9433) (figured to the right), GOHS has the 2018 target To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Pedestrian Fatalities	Pedestrian Fatalities	5-Year Moving Average
2004	1,634	9.4%	153	--
2005	1,729	8.7%	150	--
2006	1,693	8.7%	148	154
2007	1,641	9.4%	154	152
2008	1,495	9.8%	147	150
2009	1,292	11.8%	152	150
2010	1,247	13.5%	168	154
2011	1,226	10.6%	130	150
2012	1,192	14.0%	167	153
2013	1,180	14.9%	176	159
2014	1,164	14.0%	163	161
2015	1,430	13.5%	193	166
2016*	1,560	15.0%	234	187
2017	1,884	13.4%	252	204
2018	2,266	15.2%	344	228



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

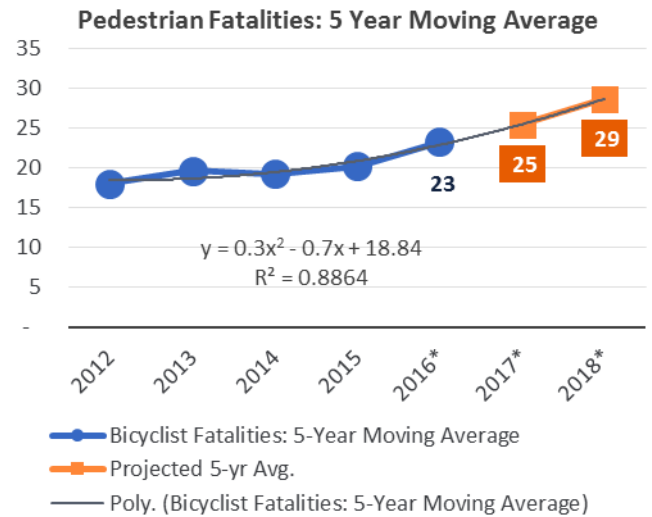
2002-2015 Georgia Pedestrian Fatalities & 5-Year Moving Averages



C-11: To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

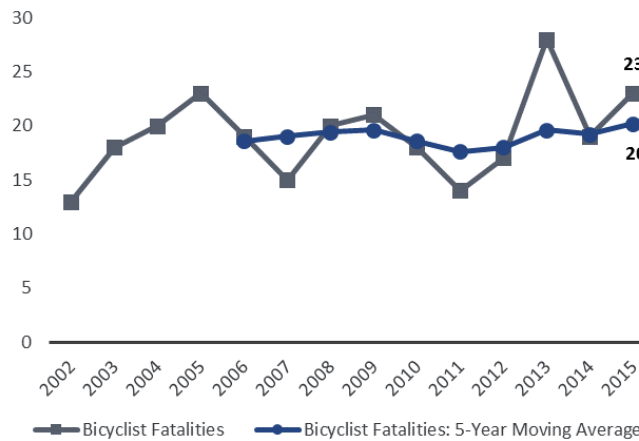
Since 2014, the number of bicyclist fatalities have steadily increased over time. In 2016, there were 29 bicyclist fatalities in Georgia. The number of bicyclist fatalities increased by 26% (6 more fatalities) in 2016 in comparison to 2015 (tabled below). Using 5-year moving averaging method and using polynomial modeling (R^2 of 0.8864) (figured to the right), GOHS has the 2018 target to maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Year	Traffic Fatalities	Percent Bicyclist Fatalities	Bicyclist Fatalities	5-Year Moving Average
2002	1,524	0.9%	13	--
2003	1,603	1.1%	18	--
2004	1,634	1.2%	20	--
2005	1,729	1.3%	23	--
2006	1,693	1.1%	19	19
2007	1,641	0.9%	15	19
2008	1,495	1.3%	20	19
2009	1,292	1.6%	21	20
2010	1,247	1.4%	18	19
2011	1,226	1.1%	14	18
2012	1,192	1.4%	17	18
2013	1,180	2.4%	28	20
2014	1,164	1.6%	19	19
2015	1,430	1.6%	23	20
2016*	1,560	1.9%	29	23
2017	1,884	1.5%	28	25
2018	2,266	2.1%	47	29



Asterisk (*) represent preliminary data obtained from GEARS; Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 5-year moving average modeling used to establish and inform 2018 targets.

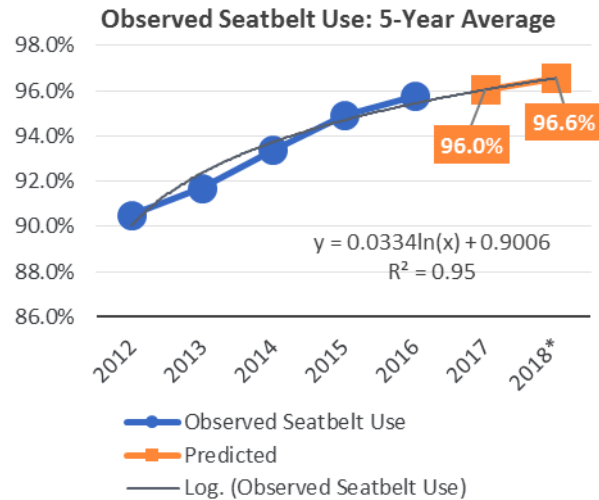
2002-2015 Georgia Bicyclists Fatalities & 5-Year Moving Averages



B-1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

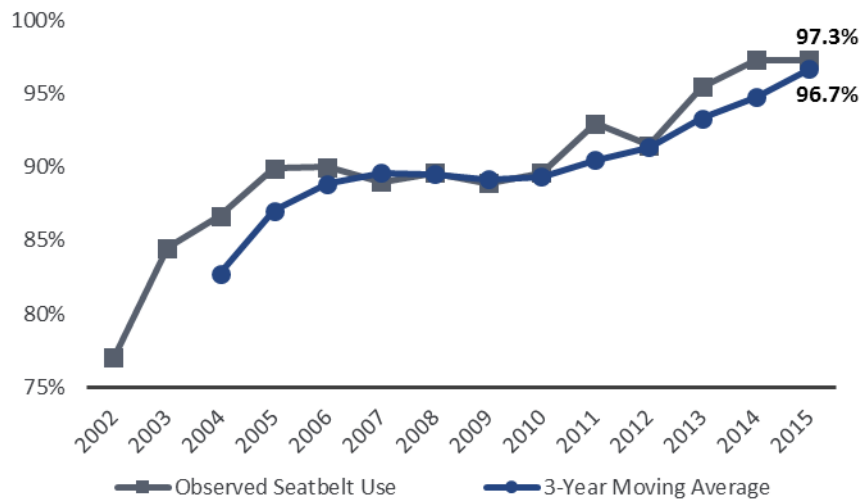
Statewide safety belt usage in 2016 for drivers and passengers of passenger cars, trucks, and vans was 97.2%, a 0.1% net decrease from 2015. In 2016, the 5-year moving average seatbelt usage rate was 95.8%. GOHS has the 2018 target to increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.

Year	Observed Seatbelt Use	5-Year Moving Average
2006	90.0%	85.6%
2007	89.0%	88.0%
2008	89.6%	89.0%
2009	88.9%	89.5%
2010	89.6%	89.4%
2011	93.0%	90.0%
2012	91.5%	90.5%
2013	95.5%	91.7%
2014	97.3%	93.4%
2015	97.3%	94.9%
2016	97.2%	95.8%
2017	100.0%	96.0%
2018*	94.0%	96.6%



Yellow rows represent data predicted using trending methodology described in the figure to the right; Cells with red text represent recent data points that demonstrate an increase in comparison to previous years, therefore inversely impacting the 3-year moving average modeling used to establish and inform 2017 targets.

2002-2015 Georgia Observed Restraint Use & Moving 5-Year Averages



SECTION 8: 405 APPLICATION





2018 SECTION 405 GRANT APPLICATION



06/29/17

Georgia Governor's Office of Highway Safety

**7 Martin Luther King Jr. Dr. SW
Suite 643
Atlanta, GA 30334**

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405 (b)
23 CFR 1300.21

I. Occupant Protection (405 b)

Occupant Protection

PROGRAM TARGETS: The overall program target is to maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

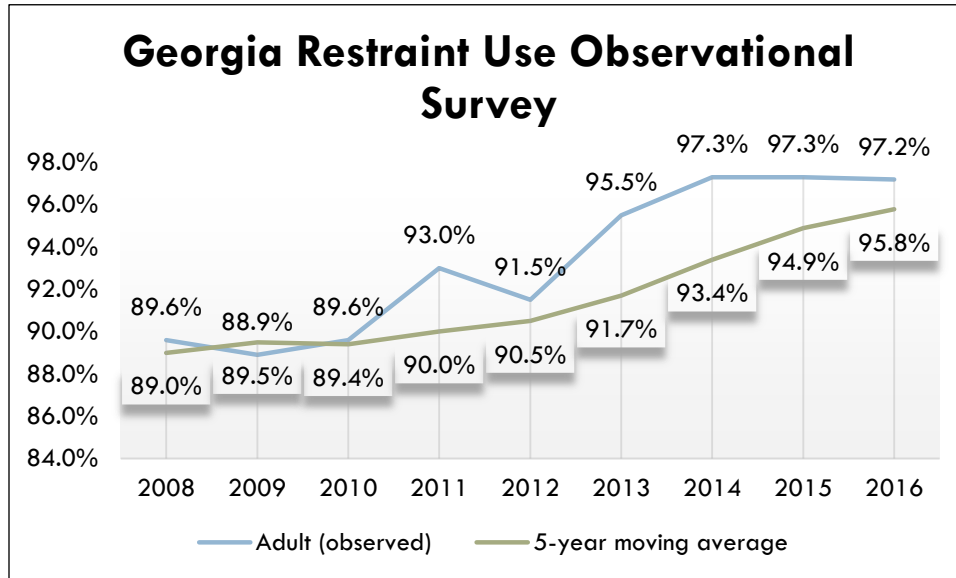
- Primary enforcement seatbelt use law (CTW, Chapter 2: Pages 9-10)
- Seat Distribution and Inspection Sites (CTW, Chapter 2: pages 4, 31)
- Child Passenger Safety Caravan and Thunder Task Force (CTW, Chapter 2: page 13-16, 24-25)

Problem Identification and Program Justification

One of the leading causes of motor vehicle injuries and deaths is failure to wear safety belts or to properly secure children in age, height, and weight appropriate child safety seats. In Georgia, forty-six (46%) of all vehicle crash fatalities in 2015 were attributed to non-restraint use. The National Highway Traffic Safety Administration (NHTSA) data that shows nationally safety belts, when used, reduce the risk of fatal injury to front seat passenger car occupants by forty-five percent (45%) and the risk of moderate-to-critical injury by fifty percent (50%). For light-truck occupants, seat belts reduce the risk of fatal injury by sixty percent (60%) and moderate-to-critical injury by sixty-five percent (65%). Research on the effectiveness of child safety seats has found them to reduce fatal injury by seventy-one percent (71%) for infants and by fifty-four percent (54%) for toddlers in passenger vehicles. For infants and toddlers in light trucks, the corresponding reductions are fifty-eight percent (58%) and fifty-nine percent (59%), respectively.

The Governor’s Office of Highway Safety (GOHS), will partner with a research contractor to conduct an annual observational survey of restraint use. Results suggest that safety belt use varies geographically and demographically. Non-users are disproportionately male and pickup truck occupants. Highlights from the September 2016 report are as follows:

- Statewide safety belt usage in 2016 for drivers and passengers of passenger cars, trucks, and vans was 97.2%, a decrease of 0.1% from 2015.
- Safety belt usage was 98.5% in passenger cars, 96.3% in vans, and 94.5% in trucks.
- Observed safety belt use for front seat occupants was highest in the Atlanta Metropolitan Statistical Area (97.3%), followed by non-Atlanta MSAs (96.6%), and rural areas (96.0%).
- Child safety seat usage in 2016 was 99.3%, an increase of 1.9% from the 2015 usage rate. Child safety seat usage was highest in the Atlanta MSA (99.8%), followed by non-Atlanta MSAs (97.9%) and rural areas (96.7%).



In 2015, a total of 97 child occupants ages 4 years and under were involved in a fatal motor vehicle crashes (Crashes that led to one or more fatalities) in Georgia. Of those child occupants involved in fatal crashes, 50 were injured and 16 were killed. Only 56 percent of the 16 fatal injured children were reported using a child restraint system, such as a child safety seat or a booster seat.

Based upon the 2016 Observational seatbelt survey results, Georgia will try a new approach to reach rural Georgians. The results in child safety restraint survey showed statewide usage at 99.3%; however, rural Georgia was at 96.7% versus Metro Atlanta at 99.8%. These are excellent results but we know more can be done. We will work with The GA Department of Public Health (DPH) to set up Regional Coordinators across the state that will be focused on child passenger safety education within their local region. These coordinators will be full time employees of DPH and will reside within their region. We feel this will help with trainings and coordination among fire, EMS, and law enforcement.

In the three-year period from 2005 to 2007, hospitalization charges for 248 children who were hospitalized due to motor vehicle traffic related injuries were about \$7 million. An additional \$5 million in charges was for the 5,111 emergency room visits for the same period. Because of a gap in our law and what the statistics were showing, Georgia introduced and passed new legislation, Senate Bill 88. On July 1, 2011 Georgia's new law went into effect requiring children to be properly restrained in a child passenger safety restraint device until they reach eight (8) years of age.

Target Population

The target population is all occupants in motor vehicles, with particular emphasis on populations who are most at risk by not using restraints, not placing their children in restraints or not placing their children in restraints properly.

FFY 2018 Performance Objectives

- Objective 1: Increase the 5-year moving average seatbelt usage rate from 94.9% (2011-2015) to 96.6% (2014-2018) 5-year average by December 2018.
- Objective 2: To increase the use of child safety restraint systems for children age seven and under of 99.6% in 2018.
- Objective 3: To continue outreach to non-white populations (including Latino) in all aspects of occupant protection.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-4: To maintain the 5-year moving average unrestrained traffic fatalities under the projected 483 (2014-2018) 5-year average by December 2018.

Strategies

1. Sponsor a minimum of four (4) attendees to highway safety conferences such as LifeSavers.
2. Conduct four (4) statewide campaigns to promote occupant safety (Hands Across the Border, Buckle Up America Month, Child Passenger Safety Month and Click It or Ticket).
3. Continue to build collaborative partnerships with community groups, organizations and law enforcement for the purpose of addressing highway safety initiatives at the local level.
4. Develop an Occupant Protection initiative within each law enforcement and educational grant funded by the Governor's Office of Highway Safety (GOHS).
5. Facilitate an annual meeting for Georgia's certified Child Passenger Safety Technician (CPST) Instructors to provide program updates and improve Child Passenger Safety (CPS) class instructions.
6. Implement a Georgia Child Passenger Safety Advisory Board (meeting annually while hosting a tab on the Governor's Office of Highway Safety (GOHS) website for technicians) in an effort to provide program direction and technical guidance to communities and organizations in the area of Child Passenger Safety (CPS).
7. Host one Child Passenger Safety Caravan with representatives from each of the Child Passenger Safety (CPS) focus grants, saturating Child Passenger Safety (CPS) public information and education programs to communities most at risk to be held during National Child Passenger Safety Week.
8. Provide funds to conduct sixteen (16) Child Passenger Safety Technician (CPST) Certification Courses and to offer 24 Continuing Education Unit (CEU) credit workshops as well as one Instructor Development course in FFY 2018 to encourage recertification and enhance the quality of instruction.
9. Present the rollover simulator at national, state and local educational campaigns in Georgia to demonstrate the outcome of riding unrestrained in a motor vehicle.
10. Provide funds to coordinate and conduct sixteen (16) minority outreach presentations in Child Passenger Safety (CPS) for Spanish-speaking communities with high Hispanic/Latino populations.
11. Provide funds for a research contractor to conduct the Governor's Office of Highway Safety (GOHS) Annual Statewide Safety Belt Use Rate Survey in accordance with National Highway Traffic Safety Administration's criteria.
12. Provide funds so at least 90% of Georgia's 159 counties are provided mini-grants for child safety seats focused on low-income families.
13. Maintain a listserve of all Child Passenger Safety Technicians to disseminate current information, including upcoming certification and recertification courses.

Click It or Ticket Mobilization

The Governor's Office of Highway (GOHS) recognizes that law enforcement plays an important role in overall highway safety in the State. Campaigns such as "Click It or Ticket" have proven that high visibility enforcement is the key to saving lives on Georgia's roadways. Georgia has a total of 42,955 law enforcement officers employed by a total of 1,038 law enforcement agencies, covering 159 counties and countless municipalities and college campuses. The Governor's Office of Highway Safety (GOHS) continues to seek the support of everyone in implementing the campaign activities.

The Georgia Governor's Office of Highway Safety coordinates two statewide, high visibility Click it or Ticket Mobilizations each fiscal year. During FFY2017, GOHS also coordinated the Click-It or Ticket Border 2 Border event. Mobilization dates, enforcement strategies and logistics are discussed with Georgia law enforcement officers during Regional Traffic Enforcement Network meetings and also communicated on the Georgia Traffic Enforcement Network (GATEN) list-serve to over 800 law enforcement officers and prosecutors. The plan is to involve all Georgia law enforcement officers with a blanket approach of high visibility Click it or Ticket enforcement initiatives across the entire state. Jurisdictions that are over represented with unbelted fatalities are targeted with extra efforts and stepped up night time seat belt enforcement checkpoints. In addition to enforcement efforts during the two week Click it or Ticket campaigns, Georgia law enforcement are encouraged, through the Regional Traffic Enforcement Networks, a philosophy of 24/7 occupant protection enforcement efforts.

Georgia's fatalities have been reduced every year for the past nine years and Georgia law enforcement recognizes that continued high visibility enforcement of seat belt and child safety seat violations are vital to this continued trend of traffic fatality reductions.

In Federal Fiscal Year (FFY) 2018, the Governor's Office of Highway Safety (GOHS) has two Click it or Ticket (CIOT) Traffic Enforcement Mobilization Campaigns planned:

- November 17 – November 26, 2017 which covers the Thanksgiving Holiday Period
- May 21 – June 3, 2018 which covers the Memorial Day Holiday Period

The Governor's Office of Highway Safety (GOHS) requires its grantees, both law enforcement and educational, to participate in these statewide initiatives, resulting in major statewide efforts to reduce occupant protection violations. In a 2012 poll conducted by the Survey Research Center at the University of Georgia, 93% of respondents reported hearing of Click it or Ticket (CIOT), and 95% reported always wearing a safety belt.

Child Passenger Safety Technician

Georgia is currently maintaining 2,341 certified Child Passenger Safety Technicians (CPST) and sixty-nine (69) certified Child Passenger Safety (CPS) Instructors. The average National recertification rate was about 58.8% in calendar year 2015, while Georgia was above the average recertification rate at 61.1%. Certification courses will again be held statewide in an effort to reach all areas of the state. Locations have been chosen based on requests from high-risk areas. Every attempt will be made to schedule courses outside of Georgia's hottest and coldest months due to the required outdoor training. In compliance with the National Certification program, all courses end with a seat check event on the final day. The courses are generally open to the public for participation with special outreach to law enforcement, fire and emergency rescue, public health, school systems and child care. Atlanta Fire Department, Department of Public Health (DPH), and Georgia State Patrol (GSP) will continue to work in certifying and re-certifying as many Child Passenger Safety Technicians (CPSTs) as possible.

Child Restraint Inspection Stations

Georgia hosts Child Restraint Inspection Stations statewide and services 154 (of 159) counties. Certified Child Passenger Safety Technicians (CPST) are available by appointment at each fitting station to assist local parents and caregivers with properly installing child safety seats and providing extra resources when necessary. The Governor's Office of Highway Safety (GOHS) maintains an updated list of Inspection Stations on the website at www.gahighwaysafety.org. This list identifies the location and contact person of every Inspection Station in Georgia. Inspection Stations are maintained by local health departments, fire stations, and law enforcement agencies, and reach over 97% of Georgia's population. As of 2016, Georgia's population estimate is to be over 10 million. The Governor's Office of Highway Safety (GOHS) will continue to work to increase the number of Inspection Stations to reach 100% of Georgia's population. This list identifies the location and contact person of each station. The list also represents and/or services the majority (97%) of Georgia's population and illustrates the Governor's Office of Highway Safety (GOHS) outreach efforts in reaching and providing services to the underserved areas through the inclusion of Health Departments, Fire departments, and local agencies statewide serving as active inspection stations in 154 counties (of 159). The Governor's Office of Highway Safety (GOHS) will work with partners to expand the number of statewide inspection stations and keep updated lists posted on the Governor's Office of Highway Safety (GOHS) website.

Child Restraint Inspection Stations by County

<http://www.gahighwaysafety.org/campaigns/child-safety-seat-fitting-locations/>

Click on the link above to view a map of Georgia Child Restraint Inspections by County. Click on each individual county for updated local fitting station listings as of 2017.

In an effort to recruit, train and maintain technicians, the following partners will perform the following activities:

Georgia State Patrol (GSP)

In 2010 the Georgia State Patrol set for itself a goal of having all Georgia State Troopers become certified Child Passenger Safety Technicians. The curriculum comes from the nationally recognized 32-hour Child Passenger Safety certification that is governed by Safe Kid's Worldwide. The intent is for troopers to be more educated about child safety seats and to better enforce state law as it relates to such, but more importantly to be able to educate parents and caregivers about the proper use and installation of child seats that would ultimately save lives.

The initial step was to identify a core group of troopers to become Child Passenger Safety Instructors who could then begin the process of certifying all sworn officers in the department. The initial group that was identified to begin the process was the Safety Education Unit members. These members were chosen for their instructor experience and the fact that they were already Child Passenger Safety Technicians. With the help of the Georgia Traffic Injury Prevention Institute, these members were mentored and trained as instructors. Other members of the department eventually became instructors and there are now fourteen (14) Troopers certified as Child Passenger Safety Technician (CPST) Instructors statewide.

Newly employed Troopers are now taught the 32-hour curriculum as part of the basic training received in trooper school. The Department of Public Safety now has 694 active nationally certified child safety seat technicians (CPST). These technicians are qualified to hold child seat checks in their respective work assignments as well as correct misuse found in their regular course of patrol duties.

These certifications are good for two years. Recertification courses are taught periodically around the state to recertify technicians and to update them on new procedures. Child Passenger Safety Instructors continually attend training seminars to stay abreast of current teaching material and to maintain their status as instructors.

Department of Public Health (DPH), Child Occupant Safety Project

Department of Public Health (DPH) collaborates with other Governor's Office of Highway Safety (GOHS) grantees and agencies that address Child Passenger Safety (CPS) issues throughout Georgia to strengthen Child Passenger Safety (CPS) programs statewide. In particular, educating caregivers and professionals in the proper use is critical to a successful statewide program that addresses child occupant safety. Project staff, routinely teach CPS awareness trainings to fire and EMS personnel, law enforcement officers, hospital personnel, and other professionals. Additionally, educational classes for caregivers are offered once a month in more than 90% of the counties in the State.

Department of Public Health Recruiting Strategies

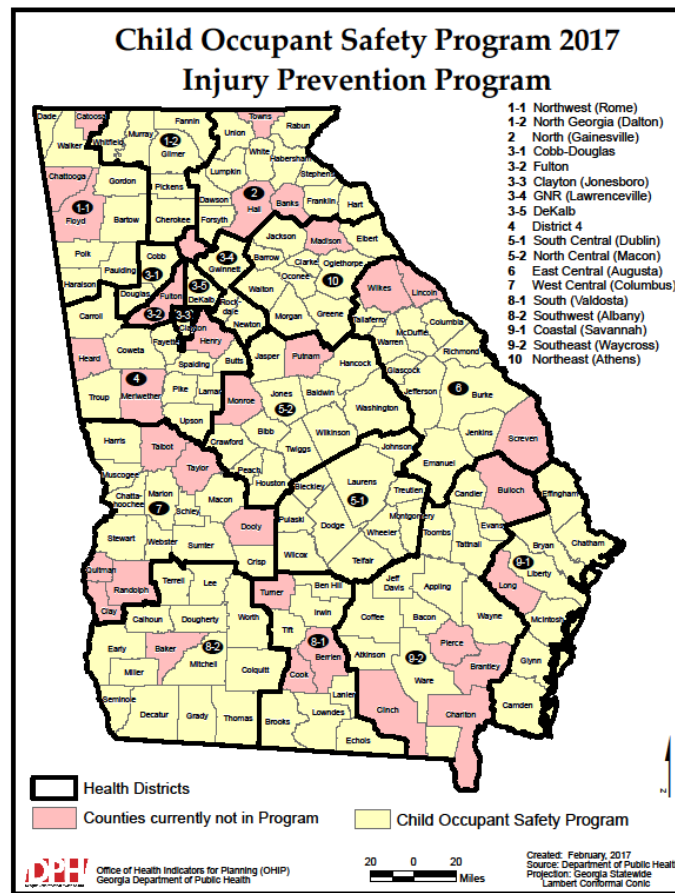
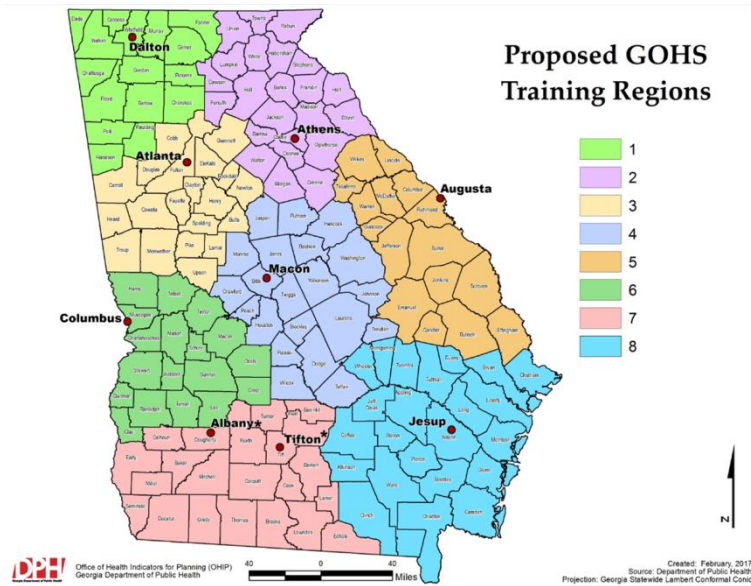
- Provide education and/ or technical assistance to Georgia's hospitals or healthcare professionals regarding Child Passenger Safety (CPS) initiatives.
- Increase awareness of Child Passenger Safety (CPS) issues throughout the state by exhibiting in at least five conferences for healthcare and childcare professionals, and/ or health-related events for the public and child safety professionals.
- Work with at least five (5) community partners to expand awareness outreach to Spanish-speaking and other minority populations.

Department of Public Health Training Strategies

- Build statewide special needs training capacity by teaching the 16-hour "Safe Travel for All Children: Transporting Children with Special Health Care Needs" training course at least twice per year.
- Build statewide capacity by teaching "Improving Occupant Protection for Non-Critical Pediatric Patients in Ambulances: A Training Curriculum for EMS Personnel" training course at least once per year.
- Teach "The Power is in Your Pen" training for law enforcement officers at least eight (8) times during the FY 18 grant year.
- Conduct at least 16 Child Passenger Safety Trainings and Events.
- Conduct one Instructor Development course.
- Conduct 16 minority outreach presentations in Child Passenger Safety for Spanish speaking communities with high Hispanic/Latino populations.

Department of Public Health Maintenance Strategies

- Provide assistance to mini grantee instructors as needed, as well as conduct Child Passenger Safety Technician (CPST) instructor meetings and training
- Teach at least 16 Child Passenger Safety Technician (CPST) recertification/renewal classes and facilitate recertifications through verifying seat "check-offs" for 75 Child Passenger Safety Technicians (CPST).
- Maintain and update Child Passenger Safety Technician and Instructor curricula as needed



Department of Public Health Trainings and Events

Child Passenger Safety Technician Trainings and Events					
*All locations are tentative.					
Location	Date	Students	Urban/Rural	At Risk	
Region 1:	Catoosa	November 2017	10	Urban	Low-Income
	Haralson	May 2018	10	Rural	Low-Income
Region 2:	Elbert	October 2017	10	Rural	Low-Income
	Lumpkin	May 2018	10	Rural	Low-Income
Region 3:	Fulton	January 2018	10	Urban	Minority/ Low-Income
	Gwinnett	March 2018	10	Urban	Minority
Region 4:	Washington	February 2018	10	Rural	Minority/ Low-Income
	Crawford	April 2018	10	Rural	Minority/ Low-Income
Region 5:	Screven	December 2017	10	Rural	Low-Income
	Columbia	May 2018	10	Urban	Minority/ Low-Income
Region 6:	Muscogee	November 2017	10	Urban	Minority/ Low-Income
	Sumter	April 2018	10	Rural	Minority/ Low-Income
Region 7:	Worth	January 2018	10	Rural	Minority/ Low-Income
	Lowndes	March 2018	10	Urban	Minority/ Low-Income
Region 8:	Camden	February 2018	10	Rural	Low-Income
	Chatham	April 2018	10	Urban	Minority/ Low-Income
Alternate sites:	Spalding	November 2017		Rural	
	Glynn	June 2018		Urban	
	DeKalb	July 2018		Urban	

CPST CEU classes

*All locations are tentative, pending training staff and room confirmation

Location	Date
Spalding Co	November 2017
Roswell	February 2018
Augusta	June 2018
Online CEU webinar	Continuously online starting Nov. 1, 2017

Transporting Children with Special Healthcare Needs

*All locations are tentative, pending training staff and room confirmation

Location	Date
Macon	November 2017
Columbus	April 2018

Regional Specific Trainings			
Training			Frequency offered
CPST Renewal			Upon request, up to quarterly
Safely transporting pediatric patients in ambulances (EMS)			Once a year
Keeping Kids Safe (hospital program)			Once a year and upon request
Power in the Pen (law enforcement)			Twice a year

City of Atlanta Fire Rescue Department

Atlanta Fire has implemented a best practice in that all new fire personnel recruits are trained in Child Passenger Safety (CPS) before they become fire fighters. In FFY 2017 grant personnel trained and recertified over two hundred and ten (210) firefighters, police officers and Court personnel as child passenger safety technicians.

City of Atlanta Fire Rescue Department Recruiting Strategies

- Train all new fire personnel recruits in Child Passenger Safety (CPS) before becoming fire fighters.
- Teach new and current police officers, Court personnel and Safe Kids members in Child Passenger Safety (CPS) awareness training.

City of Atlanta Fire Rescue Department Training & Maintenance Strategies

- Host at least 4 Child Passenger Safety Technician (CPST) courses and at least 41 Child Passenger Safety Technician (CPST) re-certification courses; thereby certifying over 200 fire personnel, Court personnel and law enforcement as new technicians and/or re-certification.

City of Atlanta Child Safety Seat Events

Date	Event Location		At Risk Population
Oct-17	Atlanta (2)	Urban	Minority/Low Income
Nov-17	South Fulton	Urban	Minority/Low Income
Dec-17	Atlanta	Urban	Minority/Low Income
Mar-18	Columbus/Augusta/Macon	Urban	Minority/Low Income
Apr-18	Atlanta/East Point/Clayton County/Chamblee	Urban	Minority/Low Income
May-18	Forest Park/TBA/	Urban	Minority/Low Income
Jun-18	Atlanta	Urban	Minority/Low Income
Jul-18	Summerville/TBA/Amerigroup (5)	Rural	Low-Income
Aug-18	Decatur	Urban	Minority
Sep-18	Tucker/TBA	Urban	Minority

Paid/Earned Media

Paid and earned media programs represent a major component of the Governor's Office of Highway Safety's (GOHS) efforts to reduce the prevalence of traffic crashes, injuries and fatalities. GOHS has adopted a "year round messaging" approach delivered through statewide media campaigns to reach Georgians. Lifesaving highway safety messages are utilized to increase awareness, promote safety belt and child restraint use, promote sober driving and encourage safe driving practices overall.

GOHS will continue to produce paid media in conjunction with the National Highway Traffic Safety Administration (NHTSA) campaigns and according to campaign buy guidelines. Market buys will be NHTSA-approved and consistent with previous campaigns to reach our primary and secondary target audiences. Television and radio buys will occur in markets statewide to provide the best possible reach. These markets include Atlanta, Albany, Augusta, Columbus, Macon, and Savannah, with the additional possibilities of border markets such as Chattanooga, Tallahassee and Jacksonville that include coverage in Georgia. Targeted cable buys will also occur in counties where data indicates a weakness in safety belt use or wish to reinforce current strong numbers. Percentages of the buys will vary based on metro Atlanta, outside metro Atlanta, urban and rural counties.

GOHS highway safety grantees, Traffic Enforcement Networks and community partners will be utilized fully to coordinate and conduct local earned media events during and around the Click it or Ticket (CIOT) campaigns.

GOHS will maintain current strategies of using social media, media tours, adjusted press event schedules and statewide media alerts to ensure maximum earned media exposure.

Total paid media for May 2017 Click it or Ticket (CIOT) is \$240,000. For the November 2016 Click it or Ticket (CIOT) campaign, invoices totaled \$239,745 with an additional \$70,579 value added in bonus spots.

**405 (c)
(23 CFR 1300.22)**

II. State Traffic Safety Information Systems Improvements (405c)

Traffic Safety Information Systems

PROGRAM GOALS: Increase the percentage of crash reports submitted electronically by law enforcement agencies in Georgia from 91% in performance period Jan 1 - Dec 31, 2017 to 95% by performance period Jan 1- Dec 31, 2018.

Problem Identification and Program Justification

Motor vehicle traffic in Georgia reflects the State's unprecedented population growth and increases in the numbers of vehicles on the roads. Changes in Georgia's crash death rate per vehicle miles traveled yields a more comprehensive understanding of the State's crash problems.

	2008	2009	2010	2011	2012	2013	2014	2015
Traffic Fatalities	1,495	1,292	1,247	1,226	1,192	1,180	1,164	1,430
Fatalities Rate*	1.33	1.18	1.14	1.13	1.11	1.08	1.04	1.21
Crashes	306,342	286,896	290,611	289,002	315,459	332,067	333,963	385,221
Crash Rate++	2.72	2.63	2.66	2.66	2.93	3.04	2.99	3.26
Serious Injuries	11,729	12,482	12,483	14,756	15,510	17,040	16,168	19,405
Serious injury Rate++	10.81	11.44	11.17	13.67	14.6	15.61	14.52	16.46
VMT(millions)	112,541	109,057	109,258	108,454	107,488	109,355	111,535	118,107

*Rates are calculated per 100 million Vehicle Miles Traveled

++Rates are calculated per million Vehicle Miles Traveled

There is a need to develop and maintain a repository of timely and accurate data related to motor vehicle crashes, injuries, and fatalities. This information is vital to the planning and programmatic functioning of law enforcement agencies (LEAs), governmental entities, highway safety advocates, and community coalitions. As the state's crash deaths and vehicle miles traveled increase, and the resources and funding for programs becomes more limited, the need for accurate data becomes more critical. Over the past year, Georgia has continued the expansion of electronic citation programs. Also, the need for a crash repository has been achieved through the GEARS program that provides a free service to collect crash information throughout the state. The electronic crash reporting system also continues to be implemented and has seen a great deal of success and cooperation within the law enforcement agencies throughout the state. As of April 2017, 92% of the state's crash records are now being submitted electronically.

The goal remains to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. This capacity is crucial to the planning, implementation, and evaluation of highway safety programs. It provides the foundation for programs to ensure they are adequately prioritized, data driven, and evaluated for effectiveness. Further, in order to support jurisdiction-level improvement programs, the system must have the capacity to produce reports and analyses at the local level. This capacity is now available from LexisNexis, the vendor who manages the state crash repository via contract with Georgia Department of Transportation (GDOT). The Traffic Records Coordinating Committee (TRCC) is responsible for coordinating and facilitating the state's traffic records activities. The State Traffic Records Coordinator, along with the Traffic Records Coordinating Committee (TRCC), operates from a strategic plan that guides the Committee's mission. The plan includes a long-range plan, support of the Traffic Records Coordinator, improvements in the process of crash location, to include latitudinal and longitudinal specific locations, better communication to reporting agencies, and support of the Crash Outcome Data Evaluation System (CODES).

FFY 2018 Georgia Traffic Safety Information Systems Improvement Application

Click on the links below for the full FFY2018 Georgia Traffic Safety Information Systems Improvement Application including:

- Meeting Materials
- Membership
- Traffic Records Coordinator
- Traffic Records Strategic Plan
- Traffic Records Performance Measures
- Certifications

Direct link: [FFY2017 Georgia Traffic Safety Information Systems Improvement Application](#)

Or <http://www.gahighwaysafety.org/traffic-records-coordinating-committee/>, then click FFY2018 Traffic Safety Information Systems Application

Georgia Traffic Records Assessment Update Report

Assessment Completed June 4, 2014 / Update Report Prepared June 30, 2017

This document presents the recommendations from Georgia's 2014 Traffic Records Assessment and indicates which of these the state will work to implement in the next year. The recommendations are copied directly from the Assessment with the exception of the TRCC and Strategic Plan sections. For these two areas, the report addresses recommendations found in the "Opportunities" section of each along with the plans the state has made at this point to address them.

TRCC Management

Opportunities

Georgia does not identify performance measures for all six core systems. At present, only two performance measures have been identified for injury surveillance and only one measure for crash. No other core systems had performance measures identified.

Status

Intend to Implement. The state plans to develop performance measures for at least four of the six core systems by December 31, 2017, and for all six by the following year.

The TRCC used only one source of federal funds for the current year but in the past also utilized other available sources such as 402 funds. Leveraging additional sources of available funding would provide additional opportunities for the TRCC to address areas where the TRCC did not meet the Advisory ideal.

Status

Intend to Implement. The state plans to seek additional sources of funding for specific projects.

Instead of consulting with agency level IT staff when planning and implementing a project, the TRCC relies on the agency's IT staff to identify any needs and assistance it requires only through the application process. This opportunity to ensure core system integration, adherence to State standards, and the pursuit of modern, scalable, and supportable technologies is lost unless the applying agency, on its own, identifies any requirements in the application they submit for funding to the TRCC.

Status

Not to be Implemented. Consensus is that coordination with the state IT agency would not assure core system integration.

As part of its agenda, the TRCC would be wise to routinely address any technical assistance and training needs by the member agencies comprising the TRCC. Unless the topic is specifically brought up by a member agency during its regular meeting, the TRCC does not proactively address this potential need.

Status

Intend to Implement. The Technical Committee will recommend that the TRCC specifically raise technical assistance and training needs.

The TRCC lacks a statewide traffic records inventory. Such a pursuit would serve to provide a consolidated documentation of the systems maintained by the various custodial agencies that could improve accessibility to and the analysis of the traffic records system for all stakeholders.

Status

Intend to Implement. The state plans to develop a traffic records inventory within the next year.

The technical committee met only twice in calendar year 2013. The charter calls for the technical committee to meet monthly but only if there is business before the committee. The ideal benchmark in the Advisory is that the TRCC should meet at least quarterly and the technical committee should work to get back on this ideal schedule at a minimum.

Status

Implemented. The Technical Committee will henceforth meet at least quarterly. The TRCC Charter has been revised to reflect this change.

The TRCC does not oversee quality control and improvement programs impacting the core data systems. This is being left up to the individual stakeholder agencies, but without proper monitoring and coordination by the TRCC the core data systems will be individually instead of collectively measured which could result in jeopardizing the reliability and credibility for highway safety and traffic system improvements.

Status

Intend to Implement. The Technical Committee will compile an inventory of quality control and improvement programs and will share this compendium with the TRCC.

Information about quality control and improvement programs is inconsistent or incomplete. A statement from the driver component indicates that the Department of Driver Services “has established some respectable performance measures for timeliness, accuracy, completeness and uniformity” but there is no documentation for them and no reference to them from the TRCC. There were inconsistencies for other core components.

Status

Intend to Implement. The sharing of information to implement this opportunity will serve as the foundation for the item above.

Insufficient information about the citation/adjudication component was provided for this assessment to compare its operations with the Advisory. The TRCC could become informed and involved in monitoring this valuable component of the traffic records system that has ties to the crash reporting and the driver history file and is highly important for safety data analysis.

Status

Intend to Implement. The TRCC plans to identify and address barriers to participation by the citation/adjudication agency stakeholders.

Strategic Plan Management**Opportunities**

The Georgia Strategic Plan lacks overall strategies to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of the six core data systems. However, the 2014 Plan includes projects that address one or more of the six attributes, in alignment with the six core data systems. It appears that projects are submitted through eGOHS Plus, the electronic grant management system and are reviewed for conformance with its requirements that include measurable objectives. Projects are also reviewed and approved by the TRCC Technical Committee in accordance with the Strategic Plan. The Executive Committee finalizes approval on all projects.

The TRCC does not have a formal process for identifying technical assistance and training needs. These needs are addressed within the context of individual projects and/or data systems. Technical assistance and training needs are addressed at the project level. A process to identify and address the technical and training needs as part of the overall strategic plan would be advantageous.

Status

Intend to Implement. The TRCC plans to undertake a revision of its strategic plan to be completed by December 2017. The revision will include an annual process to identify and address training needs.

The TRCC does not have a process for leveraging federal funds and assistance programs in the 2014 Plan. Identifying and seeking out additional funding sources for traffic records improvements such as the Highway Safety Improvement Plan (HSIP) as a source of funds that are now eligible for traffic records improvements.

Status

Intend to Implement. The TRCC plans to undertake a revision of its strategic plan to be completed by March 2018. The revision will include a process for leveraging federal funds and assistance programs.

The TRCC does not have a formalized process for integrating state and local data needs and goals into the Plan. At present, needs and goals are most commonly identified through the TRCC Executive and Technical Committee membership and are addressed on a case-by-case basis.

Status

Intend to Implement. The TRCC plans to undertake a revision of its strategic plan to be completed by March 2018. The revision will include a process for integrating state and local data needs and goals into the plan.

It does not appear the 2104 Plan has a formal tracking system to measure the responsiveness of stakeholder needs for each of its projects. It appears that the State partially meets this ideal in that the Department of Public Health (DPH) operates a web site, called OASIS. OASIS enables researchers, stakeholders, and the public to access, sort, and download a wide variety of public health data. The State is moving towards making other traffic safety data more accessible to stakeholders, local users, and the public.

Status

Intend to Implement. In conjunction with the Strategic Plan revision, a process by which stakeholder needs and responses are tracked will be included. It should be noted that crash reports are available to involved parties and researchers through an ecommerce site.

The TRCC does not have a formal process for identifying and resolving coordination impediments; however, TRCC members can bring such issues to the TRCC when they meet. Without coordination with the key federal data systems, it is difficult for the TRCC to identify and address any impediments.

Status

The TRCC plans to undertake a revision of its strategic plan to be completed by March 2018. The revision will include a process to identify and resolve coordination impediments, in particular those involving key federal data systems.

The TRCC reviews and updates the Plan on an annual cycle prior to submitting the document to NHTSA for funding. The Technical Committee reviews and updates the Plan that is then submitted to the Executive Committee for approval. The 2014 Plan does not make provisions for coordination with key federal traffic records data systems. The Plan should identify the coordination with FARS, PDPS, MCMIS, and CDLIS.

Status

Intend to Implement. The Plan revision described above will include identification of coordination with the key federal traffic records data systems.

Crash Recommendations

Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

The state intends to make improvements in each of these areas in the next twelve months. The improvements planned include, but are not limited to the following:

- Fully implement the data ranges and rules for validation and edit checks.
- Continue and expand the quality control checks for crash locations.
- Develop documentation for and expand the recent process of monitoring submissions from third party vendors (software programs other than Appriss) to identify errors associated with training or software updates.
- Implement a process to track reports returned for corrections and resubmitted and supplemental reports.

Vehicle Recommendations

- Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

The TRCC does not plan to pursue the improvements described above. The vehicle staff within the Department of Revenue are not participants in the TRCC Technical Committee and maintain the vehicle data system as an independent and separate entity.

Driver Recommendations

- Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

Intend to Implement. The state plans to explore linking the State's DUI, Crash and Citation systems to the driver system.

Roadway Recommendations

- Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

Intend to Implement. The state plans to implement the Roadway recommendations as soon as is feasible. One example is to encourage the adoption of performance measures for roadway inventory data.

Citation / Adjudication Recommendations

- Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

Intend to Implement. Although the lack of sufficient responses prevented the assessment of this system, the TRCC intends to work with citation/adjudication stakeholders to identify opportunities to implement the statewide citation data warehouse.

EMS / Injury Surveillance Recommendations

- Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

Partially Implemented. The state intends to continue the above improvements by the following:

- Pursuing limited correction authority to appropriate GEMSIS personnel to resolve obvious errors in submitted data.
- Exploring the integration of GEMSIS and the Central Trauma Registry.
- Develop a set of detailed data quality management reports for each of the injury surveillance systems.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

Intend to Implement. The state plans to implement this improvement by projects such as the completion of the comprehensive data system inventory.

Target Population

The target populations are the producers and consumers of traffic records.

FFY 2018 Performance Objectives

- To continue implementation of the long-range Strategic Plan for traffic records in improvement in Georgia.
- To co-sponsor the Georgia Traffic Records Coordinating Committee for continued synchronization and cooperation among various governmental and law enforcement entities.
- To support the Georgia Traffic Records Coordinator to provide leadership in the implementation of the long-term strategic plan.
- To promote and support research initiatives related to highway safety in Georgia.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.

Strategies

1. Provide funding to support major initiatives needed to implement and maintain an accurate and reliable system of collecting, processing, analyzing, and reporting data in Georgia.
2. Provide funding to promote the continued installation and operation of a Uniform Traffic Citation Electronic Communication Program for courts throughout Georgia.
3. Support the utilization of the Records Management System (RMS) provided by LexisNexis for interested Law Enforcement Agencies (LEAs) that do not have an electronic RMS).
4. Support the vendors of electronic Records Management Systems (RMSs) in developing electronic crash reporting capacity for their clients by working with LexisNexis to implement data transfer interfaces for crash reports.

405 (d)
(23 CFR 1300.23)

III. Impaired Driving Countermeasures (405d)

Assurance Statement



Governor's Office of Highway Safety

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Telephone: 404.656.6996 or 888.420.0767 • Facsimile: 404.651.9107
www.gahighwaysafety.org

Nathan Deal
GOVERNOR

Harris Blackwood
DIRECTOR

June 15, 2017

Ms. Carmen Hayes
Regional Administrator
Atlanta Federal Center
61 Forsyth Street SW
Suite 17T30
Atlanta, GA 30303

Dear Ms. Hayes:

As Georgia Governor's Office of Highway Safety Representative, I'm pleased to inform you that Georgia continues to be classified as a Low-Range State for the purpose of the Fiscal Year 2018 Section 405d Impaired Driving Grant. Georgia is in full compliance with FAST ACT guidelines set forth by the National Highway Traffic Safety Administration.

The State of Georgia will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Should you have additional questions, please feel free to contact me at 404-656-6996 or via email at hblackwood@gohs.ga.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Harris Blackwood", is written over a faint, larger version of the signature.

Harris Blackwood
GOHS Director

HB/cmh



An Equal Opportunity Employer



FY18 405(d)
Impaired Driving Countermeasures

State

Georgia

PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

Check this box only if applying for an Impaired Driving Countermeasures grant

All States: [Check *both boxes* below]

- The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

Mid-Range States Only: [Check *one box* below and fill in *all* blanks related to that checked box.]

- The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on:

Specifically:

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that 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 and continues to use this plan:

Date of previously submitted plan:	<input style="width: 100px;" type="text"/>
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High-Range States Only: [Check one box below and fill in all blanks related to that checked box.]

New Statewide Impaired Driving Plan:

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

Updated Statewide Impaired Driving Plan:

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:

The State updates its assessment review and spending plan provided as HSP page or attachment #:

**405 (e)
(23 CFR 1300.24)**

IV. Distracted Driving (405e)



FY18 405(e) Distracted Driving

State

Georgia

PART 6: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

Check this box only if applying for a Distracted Driving grant.

[Fill in *all* blanks related to the checked box.]

Comprehensive Distracted
Driving Grant:

The State provides sample distracted driving questions from the State's driver's license examination on HSP page #:

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, with a minimum fine at least \$25 is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Prohibition on texting while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense:

Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, with a minimum fine of at least \$25, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

Date last amended:

Legal citation(s):

Prohibition on youth cell phone use while driving:

Definition of covered wireless communication devices:

Minimum fine of at least \$25 for an offense:

Exemptions from youth cell phone use ban:

Note: The FAST Act allows a State to use up to 75 percent of Section 405(e) funds for any eligible project or activity under Section 402 if 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., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

Special Distracted Driving
Grant for Fiscal Year 2018

The State's basic text messaging statute applying to drivers of all ages is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

07/01/2010

Date last amended:

07/01/2010

Legal citation(s):

Basic text messaging statute:

40-6-241.1

Primary enforcement:

Yes

Fine for a violation of the basic text messaging statute:

\$150.00

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:

07/01/2010

Date last amended:

07/01/2010

Legal citation(s):

Prohibition on youth cell phone use while driving:

Yes

Definition of covered wireless communication devices:

Cellular telephone, a text-messaging device, a personal digital assistant, a stand alone computer

The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

Distracted Driving

PROGRAM GOALS: To reduce motor vehicle crashes, injuries and fatalities through a systematic delivery of effective distracted driving countermeasures. To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2014 calendar base year of 3.1% to 2.5% by 2017.

Effectiveness of Programs

The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Governor’s Office of Highway Safety, Communication and Outreach on Distracted Driving (CTW, Chapter 4: pages 20-21)

Problem Identification and Program Justification

“The National Highway Traffic Safety Administration estimates that there are over 3,000 deaths annually from distraction-affected crashes – crashes in which drivers lost focus on the safe control of their vehicles due to manual, visual, or cognitive distraction. Studies show that texting simultaneously involves manual, visual, and mental distraction and is among the worst of all driver distractions” (NHTSA Blueprint for Ending Distracted Driving, (www.distraction.gov)). Nearly all motor vehicle crashes are a result of distracted driving, simply because one of the drivers involved wasn’t paying attention to the road for whatever reason(s). There are many different ways drivers can become distracted while driving. Talking on a cell phone, texting, using GPS or other devices, talking and looking to a passenger, and eating among many other distractions, always increases the possibility of a crash.

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions, as information pointing to distraction is gathered through self-reporting, witness testimony, and evidence indicating distraction. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue particularly among young drivers.

Among the areas of greatest concern with respect to cell phone use is texting while driving, which was banned in Georgia on July 1, 2010. Additionally, the increase in the number of wireless subscriptions (estimated at more than 300 million) - and a growing number of devices and services designed to keep people connected- has greatly increased the number of people using cell phones while driving.

Based on the data from 2010-2015 there has been great unsteady decline in the percentage of drivers involved in fatal crashes that were distracted at the time of crash. The number of drivers distracted during the time of the fatal crash has nearly remained the same in 2013 and 2014, with 3.1% of all drivers reported being distracted. In 2015, there was a slight increase to 3.5% of all drivers reported as being distracted when involved in a fatal crash.

Year	Total Drivers Involved in Fatal Crashes	Number of Drivers Distracted	% of Drivers Distracted
2010	1,686	175	10.4%
2011	1,689	61	3.6%
2012	1,676	45	2.7%
2013	1,621	50	3.1%
2014	1,622	51	3.1%
2015	2,041	72	3.5%

Source: Georgia Crash Reporting System

In developing strong countermeasures to address this problem(s), Georgia will look to national research in developing distracted driving prevention strategies. Controlling this epidemic will require an educational effort similar to the one Georgia implemented aimed in recent years at improving the safety belt use rate and controlling impaired driving. This effort included the development of a public service announcement, enforcement and increased public awareness.

*Georgia's Distracted Driving Laws***Georgia Law Prohibiting Texting While Driving (O.C.G.A. 40-6-241.2)**

Any driver age 18 or over is prohibited from reading, writing, or sending a text message while driving. This ban applies to any texting device including cell phones, and applies to text messages, instant messages, email and Internet data. Exceptions are provided for emergency personnel, drivers responding to emergencies, and drivers who are fully parked. The fine for a conviction is \$150. A conviction for either violation will result in the accumulation of 1 point on the driving record.

Georgia Law Prohibiting Youth Cell Phone Use While Driving (O.C.G.A. 40-6-241.1)

Any driver under age 18 who holds a Class D license or a learner's permit is prohibited from using any wireless device while driving. This includes cell phones, computers, and all texting devices. Exceptions are provided for emergencies and for drivers who are fully parked. The fine for a conviction is \$150, or \$300 if involved in an accident while using a wireless device.

While both laws mentioned above do not address increased fines for repeat offenses, the statutes provide for a very high fine of \$150 and in the event of a crash, the fine is doubled to \$300 (40-6-241.1).

Within Georgia's Department of Driver Services Driving Manual, there is no provision for the testing of distracted driving. However, pages 28 and 33 of the Driving Manual <http://www.eregulations.com/georgia/driver/> clearly address the Prohibition on Youth Cell Phone Use While Driving (O.C.G.A. 40-6-241.1) A full copy of this document is located within both the Highway Safety Plan Distracted Driving section and the 405e Distracted Driving Application.

FFY 2018 Performance Objectives

Objective: To decrease the percentage of drivers involved in fatal crashes that were distracted at the time of the crash from the 2015 calendar base year of 3.5% to 2.5% by 2018.

Strategies

6. Continue to develop statewide media campaigns including *You Drive. You Text. You Pay.*, *One Text or Call Could Wreck it All*, and *Phone in One Hand, Ticket in the Other*
7. Continue to partner with EndDD.org and the Georgia Trial Lawyers Association to educate students on the dangers of distracted driving.
8. Partner with Huddle Inc. Ticket Program to provide advertising on ticket backs for high school sporting and extracurricular events. Huddle partners with 158 of Georgia's 159 counties (427 schools) by providing tickets at no charge to schools. Each ticket will contain a highway safety distracted driving message targeting youth. In addition, the distracted driving message will be placed on spring/fall event programs and a distracted driving PA announcement will be played at each event.
9. To partner with local agencies to implement innovative HVE, education, and advertising campaigns targeting distracted driving.
10. Based upon the qualifying criteria under the 405e Distracted Driving, Georgia will be applying for funds under the Fast Act for the Special Distracted Driving Grant.

Paid/Earned Media

Paid and earned media programs represent a major component of the Governor's Office of Highway Safety's (GOHS) efforts to reduce the prevalence of traffic crashes, injuries and fatalities. GOHS has adopted a "year round messaging" approach delivered through statewide media campaigns to reach Georgians. Lifesaving highway safety messages are utilized to increase awareness, promote safety belt and child restraint use, promote sober driving and encourage safe driving practices overall.

GOHS will continue to produce paid media in conjunction with the National Highway Traffic Safety Administration (NHTSA) campaigns and according to campaign buy guidelines. Market buys will be NHTSA-approved and consistent with previous campaigns to reach our primary and secondary target audiences. Television and radio buys will occur in markets statewide to provide the best possible reach. These markets include Atlanta, Albany, Augusta, Columbus, Macon, and Savannah, with the additional possibilities of border markets such as Chattanooga, Tallahassee and Jacksonville that include coverage in Georgia. Targeted buys will also occur in counties where data indicates a weakness in distracted driving or where we wish to reinforce existing strong numbers. Percentages of the buys will vary based on metro Atlanta, outside metro Atlanta, urban and rural counties.

GOHS will maintain current strategies of using social media, media tours, adjusted press event schedules and statewide media alerts to ensure maximum earned media exposure.

For 2017, 405e funds were used for distracted driving messaging totaling \$748,500.33. That includes \$181,000 for a high school football ticket message contract with Huddle, Inc and \$567,500.33 for other distracted driving contracts and projects.

O.C.G.A. § 40-6-241

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 11. MISCELLANEOUS PROVISIONS

O.C.G.A. § 40-6-241 (2015)

§ 40-6-241. Driver to exercise due care; proper use of radios and mobile telephones allowed

A driver shall exercise due care in operating a motor vehicle on the highways of this state and shall not engage in any actions which shall distract such driver from the safe operation of such vehicle, provided that, except as prohibited by Code Sections 40-6-241.1 and 40-6-241.2, the proper use of a radio, citizens band radio, mobile telephone, or amateur or ham radio shall not be a violation of this Code section.

HISTORY: Code 1933, § 68A-1103, enacted by Ga. L. 1974, p. 633, § 1; Ga. L. 1990, p. 2048, § 5; Ga. L. 2010, p. 1156, § 2/HB 23; Ga. L. 2010, p. 1158, § 3/SB 360.

O.C.G.A. § 40-6-241.1

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
 CHAPTER 6. UNIFORM RULES OF THE ROAD
 ARTICLE 11. MISCELLANEOUS PROVISIONS

O.C.G.A. § 40-6-241.1 (2015)

§ 40-6-241.1. Definitions; prohibition on certain persons operating motor vehicle while engaging in wireless communications; exceptions; penalties

(a) As used in the Code section, the term:

(1) "Engage in a wireless communication" means talking, writing, sending, or reading a text-based communication, or listening on a wireless telecommunications device.

(2) "Wireless telecommunications device" means a cellular telephone, a text-messaging device, a personal digital assistant, a standalone computer, or any other substantially similar wireless device that is used to initiate or receive a wireless communication with another person. It does not include citizens band radios, citizens band radio hybrids, commercial two-way radio communication devices, subscription-based emergency communications, in-vehicle security, navigation, and remote diagnostics systems or amateur or ham radio devices.

(b) Except in a driver emergency and as provided in subsection (c) of this Code section, no person who has an instruction permit or a Class D license and is under 18 years of age shall operate a motor vehicle on any public road or highway of this state while engaging in a wireless communication using a wireless telecommunications device.

(c) The provisions of this Code section shall not apply to a person who has an instruction permit or a Class D license and is under 18 years of age who engages in a wireless communication using a wireless telecommunications device to do any of the following:

(1) Report a traffic accident, medical emergency, or serious road hazard;

(2) Report a situation in which the person believes his or her personal safety is in jeopardy;

(3) Report or avert the perpetration or potential perpetration of a criminal act against the driver or another person; or

(4) Engage in a wireless communication while the motor vehicle is lawfully parked.

(d) (1) Any conviction for a violation of the provisions of this Code section shall be punishable by a fine of \$150.00. The provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition of the case of unlawfully operating a motor vehicle while using a wireless telecommunications device to the Department of Driver Services.

(2) If the operator of the moving motor vehicle is involved in an accident at the time of a violation of this Code section, then the fine shall be equal to double the amount of the fine imposed in paragraph (1) of this subsection. The law enforcement officer investigating the accident shall indicate on the written accident form whether such operator was engaging in a wireless communication at the time of the accident.

(e) Each violation of this Code section shall constitute a separate offense.

HISTORY: Code 1981, § 40-6-241.1, enacted by Ga. L. 2010, p. 1156, § 3/HB 23.

O.C.G.A. § 40-6-241.2

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 11. MISCELLANEOUS PROVISIONS
O.C.G.A. § 40-6-241.2 (2015)

§ 40-6-241.2. Writing, sending, or reading text based communication while operating motor vehicle prohibited; prohibited uses of wireless telecommunication devices by drivers of commercial vehicles; exceptions; penalties for violation

(a) As used in this Code section, the term "wireless telecommunications device" means a cellular telephone, a text messaging device, a personal digital assistant, a standalone computer, or any other substantially similar wireless device that is used to initiate or receive a wireless communication with another person. It does not include citizens band radios, citizens band radio hybrids, commercial two-way radio communication devices, subscription based emergency communications, in-vehicle security, navigation devices, and remote diagnostics systems, or amateur or ham radio devices.

(b) (1) No person who is 18 years of age or older or who has a Class C license shall operate a motor vehicle on any public road or highway of this state while using a wireless telecommunications device to write, send, or read any text based communication, including but not limited to a text message, instant message, e-mail, or Internet data.

(2) No person shall operate a commercial motor vehicle on any public road or highway of this state while:

(A) Holding a wireless telecommunications device to conduct a voice communication;

(B) Using more than a single button on a wireless telecommunications device to initiate or terminate a voice communication; or

(C) Reaching for a wireless telecommunications device in such a manner that requires the driver to maneuver so that he or she is no longer in a seated driving position properly restrained by a safety belt.

(c) The provisions of this Code section shall not apply to:

(1) A person reporting a traffic accident, medical emergency, fire, serious road hazard, or a situation in which the person reasonably believes a person's health or safety is in immediate jeopardy;

(2) A person reporting the perpetration or potential perpetration of a crime;

(3) A public utility employee or contractor acting within the scope of his or her employment when responding to a public utility emergency;

(4) A law enforcement officer, firefighter, emergency medical services personnel, ambulance driver, or other similarly employed public safety first responder during the performance of his or her official duties; or

(5) A person engaging in wireless communication while in a motor vehicle which is lawfully parked.

(d) Any conviction for a violation of the provisions of this Code section shall be a misdemeanor punishable by a fine of \$150.00. The provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition to the Department of Driver Services. Any violation of this Code section shall constitute a separate offense.

HISTORY: Code 1981, § 40-6-241.2, enacted by Ga. L. 2010, p. 1158, § 4/SB 360; Ga. L. 2015, p. 1370, § 6/ HB 118.

405 (f)
(23 CFR 1300.25)

V. Motorcycle Safety (405f)



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Nathan Deal
GOVERNOR

Harris Blackwood
DIRECTOR

June 21, 2017

Ms. Carmen Hayes
Regional Administrator
National Highway Traffic Safety Administration
Atlanta Federal Center
61 Forsyth Street SW
Suite 17T30
Atlanta, GA 30303

Dear Ms. Hayes:

As Georgia Governor's Office of Highway Safety Representative, I'm pleased to submit Georgia's Motorcycle Safety Application. The attached information within this section addresses the following two (2) criterions: Motorcycle Awareness Program and Impaired Driving Program.

The Governor's Office of Highway Safety (GOHS), in conjunction with the Department of Driver Services (DDS), which serves as the state authority and regulatory agency for motorcycle safety, has developed a motorcycle awareness program. The motorcycle awareness program is designed to educate motorists to Share the Road and encourage motorcycle operators to participate in rider education programs and to wear proper safety apparel. In addition, within Georgia's Strategic Highway Safety Plan (SHSP), the Motorcycle Safety Task Force and the Motorcycle Safety Advisory Group will play a major part in the development and implementation of activities outlined in the attached information.

Should you have further questions, please feel free to contact me at 404-656-6996 or via email at hblackwood@gohs.ga.gov.

As always, thank you for the assistance you and your staff continue to provide this office. With our combined efforts Georgia will continue to make strides in reducing motorcycle related crashes, injuries and fatalities.

Sincerely,

A handwritten signature in black ink, appearing to read "Harris Blackwood", is written over a faint, circular watermark or background.

Harris Blackwood
GOHS Director

HB/sw



An Equal Opportunity Employer

Qualifying Criteria: Motorcyclist Awareness Program

PROGRAM GOALS: 1) To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018. 2) To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Data Used to Identify Priorities

Motorcycles are an increasingly popular means of transportation. In 2016, there were 196,277 registered motorcycles in the state of Georgia, an increase from 2014. The number of registered motorcycles continues to increase from 2008. However, the percentage of motorcycle fatalities has remained fairly consistent during the same time period. In 2015, more than 7 out of every 10,000 registered motorcyclists died – the same basic rate as in 2011. GOHS partially attribute this increase to the current economic situation and the fact that people were trying to find less expensive ways to commute.

Motorcycle Fatalities per 100,000 Registered Motorcycles 2010-2015

Year	Motorcyclist Fatalities	Registrations	Motorcyclist Fatalities per 100,000 Motorcycle Registrations
2010	128	196,958	64.99
2011	150	199,620	75.14
2012	134	201,207	66.6
2013	116	200,133	57.96
2014	137	199,575	68.65
2015	152	200,410	75.84

Source: National Highway Traffic Safety Administration (NHTSA)/ FARS

In 2015, 10.6 percent (152 persons) of the people killed in motor vehicle crashes in Georgia were motorcyclists—a 10.9% INCREASE since the previous year. Of these, 95 percent (145) were riders and 6 percent (97) were passengers. In 2008, Georgia experienced the highest in motorcycle fatality count within fifteen years (178 motorcyclist fatalities). Contributing factors include alcohol, speed, distraction, and rider inexperience. Un-helmeted rider deaths are on the increase plus we are unsure of those that are being killed while wearing the non-Department of Transportation (DOT) approved helmets.

Nationally in 2015, motorcycle fatalities have decreased 6% from 2008 when there were 5,312 rider deaths. The problem is that in 2008, motorcycle deaths accounted for 15.5% of the overall traffic deaths. In 2015, motorcyclists accounted for 14% of all traffic fatalities nationwide and 4% of all occupants injured.

Motorcycle and scooter riders continue to face more risks of crashing and being injured than passengers in four-wheeled vehicles. Motorcycles are complex to operate and more exposed to a greater number of hazards than cars and trucks. Too many riders lack the basic skills to adapt their current driving habits to the special demands of a motorcycle. Other road users are also unaware of the special characteristics of motorcycles which can also lead to crashes. Georgia has utilized the *Riders Helping Riders* program and a mix of communication mechanisms to draw attention to the dangers of impaired riding (e.g. newspapers, community meetings, e-mail, posters, fliers, mini-planners and law enforcement mobilizations). *Riders Helping Riders* is a rider-training program based on findings that riders tend to look out for each other, but for various reasons, are hesitant to intervene in the drinking and riding behavior of their peers. The Georgia Department of Driver Services (DDS) delivers this program during all of the motorcycle rider training courses throughout the state. Between DDS and the private rider courses, the course is taught on average once a month. The program communicates the drinking and riding problem, the need for rider

intervention as it relates to drinking and riding behavior of their peers, and tools that riders can use to help prevent the drinking and riding of their peers.

Motorcyclists may not be aware that they lack the specialized skills to operate a motorcycle safely. Unlicensed riders may continue to ride under either a 'perennial permit' or with no endorsement at all and lack the basic skills needed to operate a motorcycle safely.

In Georgia during the 2015 calendar year, over 60 percent of all motorcyclist crashes occurred in metropolitan areas including Atlanta, Gainesville, Augusta, Savannah, Macon, and Columbus. According to Georgia's Crash Reporting System data, Fulton, DeKalb, Cobb, and Gwinnett counties had the highest number of motorcycle crashes in 2015.

Alcohol is also a significant risk factor among Georgia motorcycle rider fatalities. Every year through 2008, alcohol related motorcycle fatalities showed a steady increase in Georgia. According to the Fatality Analysis Reporting System in 2015, 25 percent (36) of the motorcycle riders killed in fatal crashes (145) contained a BAC at or above a .08. This is less than the national level of 1,285 (27%) of 4,684 motorcycle riders who were alcohol impaired (BAC of .08 g/dL or higher).

In 2015, Georgia has an alcohol reporting rate of 38% -- 38% of all drivers involved in fatal crashes were tested for alcohol consumption with recorded BAC. In Georgia, 2,041 drivers were involved in fatal crashes, and 776 drivers were tested. The highest alcohol testing occurred among the fatally injured (59%), followed by Non-Incapacitating Evident Injured drivers (21%).

Georgia Motorcycle Riders (Operators) Killed by Year and the Riders Blood Alcohol Concentration (BAC)

Year		Surviving Drivers/Motorcycle Rider		Killed Drivers/Motorcycle Rider		Total Drivers/Motorcycle Rider	
		Total	With BAC Results Reported to FARS	Total	With BAC Results Reported to FARS	Total	With BAC Results Reported to FARS
2011	Georgia	847	226	842	507	1,689	733
	US	23,025	7,484	20,815	15,846	43,840	23,330
2012	Georgia	883	184	793	470	1,676	654
	US	23,943	6,653	21,394	14,792	45,337	21,445
2013	Georgia	899	230	722	439	1,621	669
	US	23,703	6,630	20,871	14,905	44,574	21,535
2014	Georgia	835	187	787	481	1,622	668
	US	23,818	6,368	20,765	14,800	44,583	21,168
2015	Georgia	1,101	226	940	550	2,041	776
	US	26,463	7,214	22,150	15,421	48,613	22,635

Source: FARS 2011-2015

The chart below indicates the number of motorcycle crashes with another vehicle by County for 2015, and lists the counties in order from most crashes to least crashes.

2015 Motorcycle Crashes by County

Data Source: Georgia Crash Reporting System

County	Total Motorcycle Crashes 2015	County	Total Motorcycle Crashes 2015
FULTON	342	CRISP	3
DEKALB	246	DADE	3
COBB	218	HARALSON	3
GWINNETT	206	HARRIS	3
CHATHAM	180	LEE	3
MUSCOGEE	90	MCDUFFIE	3
CLAYTON	71	MCINTOSH	3
RICHMOND	71	MADISON	3
HENRY	60	MERIWETHER	3
BIBB	58	PIKE	3
CHEROKEE	57	WAYNE	3
CLARKE	57	BRANTLEY	2
HALL	55	DOOLY	2
DOUGLAS	52	FRANKLIN	2
HOUSTON	43	IRWIN	2
BARTOW	41	JEFFERSON	2
FORSYTH	40	MORGAN	2
NEWTON	40	OCONEE	2
COLUMBIA	37	OGLETHORPE	2
FLOYD	37	PIERCE	2
COWETA	36	PULASKI	2
LOWNDES	34	STEWART	2
ROCKDALE	32	TALBOT	2
CARROLL	31	TATTNALL	2
WALTON	29	TOOMBS	2
GLYNN	27	APPLING	1
PAULDING	27	ATKINSON	1
LUMPKIN	24	BROOKS	1
WHITFIELD	22	CHARLTON	1
LIBERTY	21	EARLY	1
CATOOSA	19	ELBERT	1



TROUP	19	EMANUEL	1
BULLOCH	18	HART	1
DAWSON	16	JASPER	1
GORDON	16	JEFF DAVIS	1
BARROW	14	JENKINS	1
FAYETTE	14	LANIER	1
HABERSHAM	14	MACON	1
CAMDEN	13	MITCHELL	1
GILMER	13	MONTGOMERY	1
BALDWIN	12	SUMTER	1
WALKER	12	TELFAIR	1
DOUGHERTY	11	TERRELL	1
PICKENS	11	TWIGGS	1
FANNIN	10	WILCOX	1
JACKSON	10	WILKES	1
PEACH	9	WILKINSON	1
POLK	9	BACON	0
UPSON	9	BAKER	0
WHITE	9	BURKE	0
BRYAN	8	CALHOUN	0
COLQUITT	8	CANDLER	0
EFFINGHAM	8	CHATTAHOOCHEE	0
PUTNAM	8	CLAY	0
SPALDING	8	CLINCH	0
COFFEE	7	DODGE	0
JONES	7	ECHOLS	0
STEPHENS	7	EVANS	0
THOMAS	7	GLASCOCK	0
TIFT	7	GREEN	0
BANKS	6	HANCOCK	0
BUTTS	6	HEARD	0
CHATTOOGA	6	JOHNSON	0
DECATUR	6	LINCOLN	0
GRADY	6	LONG	0
LAMAR	6	MARION	0
LAURENS	6	MILLER	0
TOWNS	6	QUITMAN	0
WORTH	6	RANDOLPH	0
BLECKLEY	5	SCHLEY	0

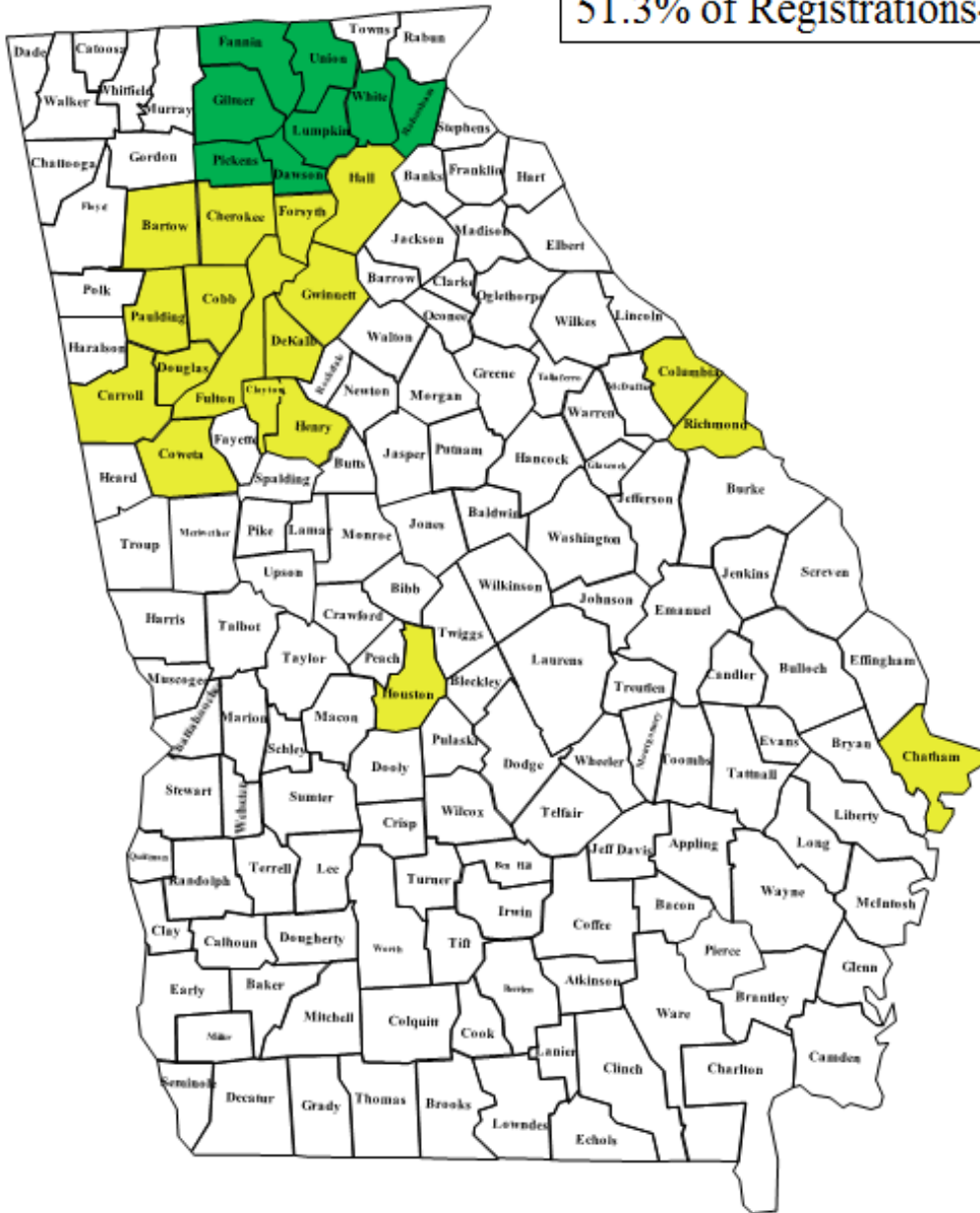
MONROE	5	SCREVEN	0
MURRAY	5	SEMINOLE	0
RABUN	5	TALIAFERRO	0
UNION	5	TAYLOR	0
COOK	4	TREUTLEN	0
WARE	4	TURNER	0
WASHINGTON	4	WARREN	0
BEN HILL	3	WEBSTER	0
BERRIEN	3	WHEELER	0
CRAWFORD	3		
		Total	2800

2017 Georgia Motorcycle Registrations by County							
(Ranked from highest to lowest number of registrations)							
Highlighted counties will be impacted by the GOHS Motorcycle Communications Plan.				Counties representing 51.3% of registrants		Rural/Mountain highway routes	
Total as of 04/30/17	202,314						
COBB	13,642	BRYAN	1,373	PUTNAM	535	JEFF DAVIS	201
GWINNETT	13,451	BULLOCH	1,226	JASPER	524	BACON	191
FULTON	10,481	MURRAY	1,191	WORTH	526	SEMINOLE	194
DEKALB	7,169	LUMPKIN	1,209	BURKE	488	EVANS	184
CHEROKEE	7,017	HARRIS	1,194	GRADY	471	WILKES	193
HENRY	5,330	HABERSHAM	1,181	TOWNS	495	CHARLTON	176
CHATHAM	5,014	POLK	1,173	MCDUFFIE	498	TERRELL	173
FORSYTH	4,923	UNION	1,177	TOOMBS	454	PULASKI	179
HALL	4,759	GILMER	1,146	BERRIEN	451	IRWIN	175
PAULDING	4,503	FANNIN	1,086	ELBERT	447	TALBOT	172
COWETA	4,283	DOUGHERTY	1,043	LONG	437	LINCOLN	167
HOUSTON	4,004	DAWSON	986	CRAWFORD	431	MACON	161
COLUMBIA	3,620	WHITE	963	DADE	421	EARLY	163
BARTOW	3,261	LAURENS	889	DECATUR	423	MARION	161
DOUGLAS	3,270	HARALSON	898	SUMTER	422	TREUTLEN	156
RICHMOND	3,123	THOMAS	802	OGLETHORPE	382	MONTGOMERY	154
CLAYTON	3,080	MADISON	790	TATTNALL	376	TELFAIR	151
CARROLL	3,075	BUTTS	793	EMANUEL	372	TAYLOR	147
MUSCOGEE	2,902	MONROE	793	BRANTLEY	341	JOHNSON	122
FAYETTE	2,945	JONES	802	HEARD	342	TURNER	115
ROCKDALE	1,810	OCONEE	795	BLECKLEY	344	WILCOX	114
NEWTON	2,750	PIKE	784	PIERCE	350	JENKINS	110
WALTON	2,566	LEE	768	WASHINGTON	307	HANCOCK	107
LOWNDES	2,482	STEPHENS	732	CRISP	307	ATKINSON	105
FLOYD	2,395	BALDWIN	713	DODGE	313	MILLER	93
BARROW	2,393	COLQUITT	681	GREENE	300	ECHOLS	85
WHITFIELD	2,353	FRANKLIN	693	COOK	296	WARREN	86
EFFINGHAM	2,135	BANKS	673	APPLING	300	CLINCH	80
WALKER	2,094	HART	668	BROOKS	280	SCHLEY	78
JACKSON	2,077	TIFT	676	BEN HILL	278	RANDOLPH	74
BIBB	1,885	UPSON	653	MCINTOSH	266	WHEELER	64
CAMDEN	1,873	PEACH	645	MITCHELL	279	STEWART	60
LIBERTY	1,797	COFFEE	647	LANIER	237	GLASCOCK	57
GLYNN	1,782	MORGAN	623	CANDLER	219	CALHOUN	47
CATOOSA	1,716	WAYNE	595	DOOLY	215	WEBSTER	46
GORDON	1,669	CHATTOOGA	583	SCREVEN	217	QUITMAN	42
SPALDING	1,560	LAMAR	592	CHATTAHOOC	214	CLAY	44
TROUP	1,544	RABUN	593	WILKINSON	202	BAKER	31
CLARKE	1,401	MERIWETHER	566	TWIGGS	204	TALIAFERRO	26
PICKENS	1,370	WARE	567	JEFFERSON	201		

SOURCE: Georgia Department of Revenue, Vehicle Registration Renewal Stats. Web. 14 Jun. 2017. < <https://mvd.dor.ga.gov/motor/stats/renewalstats.aspx> >.

2017 Motorcycle Communication Plan

Rural/Mountain- 
51.3% of Registrations- 



The counties highlighted will be the target of the 2018 Motorcycle Safety Strategic Communications Plan.

Collaboration Among Agencies and Organizations

Motorcycle awareness programs in FFY 2017 were successful due to collaboration among agencies and organizations. In development of the *Share the Road* motorcycle awareness program, the Governor's Office of Highway Safety (GOHS) initiated collaboration among agencies and organizations in the early planning stages. In order to create a successful program, the Governor's Office of Highway Safety (GOHS) continues to work with the riding community in the form of a motorcycle task force. This task force consisted of members from, but not limited to: American Bikers Active Toward Education (ABATE), Gold Wing Road Riders Association (GWRRA), Harley Owners Group (HOG), Regulators M.C. of Athens, Emergency Medical Services (EMS) and Department of Transportation (DOT). The successful partnerships with these key stakeholders allowed the Governor's Office of Highway Safety (GOHS) to spread the motorcycle awareness messages riders and motorists throughout the state.

Once the team was created, it was imperative for the success of the motorcycle awareness program to continue collaboration and develop new partnerships with other groups and individuals that had an impact on motorcycle safety. The task force created through the Governor's Office of Highway Safety (GOHS) and their overall mission was to reduce motorcycle related injuries and fatalities on Georgia roadways by bringing awareness to motorists and motorcyclists through campaigns and programs.

Department of Driver Services (DDS) Georgia Motorcycle Safety Program (GMSP) collaborated with a number of agencies and organizations as well including many of those mentioned above. As a part of the Georgia Motorcycle Safety Program (GMSP) ongoing outreach efforts, one of the focus areas are affinity groups, motorcycle dealers and shops. The efforts centralized on the 3 main messages of safety, awareness and rider education. They distributed marketing materials, provided counter top handouts, attended events and offered mobile license testing at select locations.

Groups and dealers enable the program to have mass visibility to potential riders that can be introduced to the joys and responsibilities of motorcycling. It reinforces the need for continued learning for the experienced rider. And finally, it allows Georgia Motorcycle Safety Program (GMSP) to position itself as the subject-matter expert in rider education and the licensing process for riding legally in the state of Georgia. Past involvement includes: BMW Owners of GA; Southern Cruisers; Gold Wing Road Riders Association of GA; GA Harley Owners Group; ABATE of GA; Freedom Motorsports; Cycle Nation; WOW Motorcycles and Mountain Motorsports. Georgia Motorcycle Safety Program (GMSP) also works with The Governor's Office of Highway Safety (GOHS), The National Highway Traffic Safety Administration (NHTSA), National Association of State Motorcycle Safety Administrators (SMSA), law enforcement and other non-governmental organizations.

In addition to motorcycle event, Georgia Motorcycle Safety Program (GMSP) distributes highway safety information such as occupant protection requirements (Safety Belts, Child Protection devices etc.), reminders about laws (Move Over, Super Speeder etc.), and other awareness issues.

Strategic Communications Plan

Overview

Georgia's Strategic Communication Plan targets those counties that account for the majority of registered motorcycles in the state. These counties include Fulton, Chatham, Cobb, Gwinnett, DeKalb, Richmond, Henry, Cherokee, Forsyth, Paulding, Hall, Houston, Coweta, Columbia, Bartow, Douglas, Clayton, and Carroll. Therefore, Georgia created a Strategic Communication Plan to educate motorists in those target counties and the Atlanta metropolitan area. In FFY 2018, the Governor's Office of Highway Safety (GOHS) will use a mix of communication mechanisms to draw attention to the problem (e.g. newspapers, community meetings, e-mail, posters, flyers, mini-planners, instructor-led training and law enforcement mobilizations) to deliver the message of motorcycle awareness.

Two agencies are responsible for executing a comprehensive motorcycle safety program, which includes public outreach and communication: The Department of Driver Services (DDS) and the Georgia Governor's Office of Highway Safety (GOHS).

The Department of Driver Services (DDS) is responsible for motorcycle licensing and administering rider education courses in Georgia. This includes contracting with possible training centers, training instructors, scheduling classes, etc. Under the legislation that created its motorcycle safety program, the Department of Driver Services (DDS) is also to provide a Public Information and Awareness effort. This activity has been executed collaboratively with the Governor's Office of Highway Safety (GOHS).

The Governor's Office of Highway Safety (GOHS) has the primary responsibility of collecting and evaluating data, developing an annual highway safety plan and longer term Strategic Highway Safety Plan (SHSP). Annually, the Governor's Office of Highway Safety (GOHS) provides highway safety funds to support the effort of eligible government agencies and private organizations to eliminate or reduce highway safety problems and enhance highway safety consistent with Georgia's Highway Safety Plan. The Governor's Office of Highway Safety (GOHS) also conducts its own public outreach and communication programs.

Efforts between the Governor's Office of Highway Safety (GOHS) and the Department of Driver Services (DDS) are coordinated through the Strategic Highway Safety Plan (SHSP) Motorcycle Task Force and the Georgia Motorcycle Program Coordinator. This plan supports the safety goals of the Highway Safety Plan and the Strategic Highway Safety Plan (SHSP).

The Governor's Office of Highway Safety (GOHS) Public Information Officer (PIO) engages the services of the media through a statewide media contract and earned media. The media efforts will aid in the development of new campaign messages and designs of new campaign collateral for the 2018 riding season. The contractor will be asked to integrate an evaluation program into the campaign as well.

Motorcycle Safety Plan

Motorcycle and scooter riders in Georgia as well as all drivers of passenger vehicles who may endanger these users.

FFY 2018 Performance Objectives

- Objective 1: To decrease the total number of motorcycle crashes
- Objective 2: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.

FFY 2018 Key Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-5: To maintain the 5-year moving average alcohol related fatalities under the projected 407 (2014-2018) 5-year average by December 2018.
- C-7: To maintain the 5-year moving average motorcyclist fatalities under the projected 177 (2014-2018) 5-year average by December 2018.
- C-8: To reduce the 5-year moving average un-helmeted motorcyclist fatalities by 11% from baseline 9 (2011-2015) 5-year average to 8 (2014-2018) 5-year average by December 2018.

Strategies

To help achieve these targets, the communication efforts will focus primarily on those areas where the majority of serious motorcycle crashes and impaired rider crashes occur, in the major metropolitan area of Georgia. These metropolitan areas include: Atlanta (Fulton, DeKalb, Gwinnett Clayton and Cobb Counties), Gainesville (Hall and Habersham Counties), Augusta (Richmond County), Savannah (Chatham and Bulloch Counties), Columbus (Muscoogie County), Athens (Clarke County), and Albany (Dougherty County). In addition, these efforts will also focus on the counties with the highest number of registered motorcyclists and counties with the highest number of motorcycle crashes involving alcohol.

In addition to the objectives of the Highway Safety Plan and Strategic Highway Safety Plan, other process goals have been set by previous planning efforts. The Motorcycle Safety Strategic Work Group, which also established the Motorcycle Safety Task Force, outlined three major goals for communication:

- Develop specific public information materials for specific audience.
- Identify problems and target audiences for public information campaigns.
- Utilize all Department of Driver Service Centers for disseminating literature to target audiences.

In addition to the Highway Safety Plan strategies, the Motorcycle Safety Task Team is partnering and developing the following programs:

- Create and disseminate effective communication and outreach campaigns to increase motorist's awareness of motorcycles.
- Encourage proper licensed Riders Skills Test. (RST)
- Develop and promulgate a Public Service Announcement (PSA) designed to educate motorists about motorcycle safety using the "Share the Road" message.
- Create and disseminate effective educational and awareness communications to riders on how alcohol and other drugs affect motorcycle operator skills in the counties where motorcycle crashes are the highest.
- Participate in motorcycle rallies, motorcycle shows and charity rides to promote the Share the Road message and Georgia Motor Safety Program (GMSP) throughout the state. The Department of Driver Services (DDS) and Governor's Office of Highway Safety (GOHS) web site will also be used to promote the program.
- Promote the Share the Road campaign within the top counties where motorcycle fatalities are highest.
- Utilize strategies identified within the Department of Public Safety Motorcycle Fatalities Reduction Plan.

Law to Designate State Authority over Motorcyclist

O.C.G.A. TITLE 40 Chapter 15

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. TITLE 40 Chapter 15 (2015)

TITLE 40 Chapter 15 NOTE

O.C.G.A. § 40-15-1

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-1 (2015)

§ 40-15-1. Definitions

As used in this chapter, the term:

- (1) "Board" means the Board of Driver Services.
- (2) "Commissioner" means the commissioner of driver services.
- (3) "Coordinator" means the state-wide motorcycle safety coordinator provided for in Code Section 40-15-4.
- (4) "Department" means the Department of Driver Services.
- (5) "Motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor and a moped.
- (6) "Operator" means any person who drives or is in actual physical control of a motorcycle.
- (7) "Program" means a motorcycle operator safety training program provided for in Code Section 40-15-2.

HISTORY: Code 1981, § 40-15-1, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1997, p. 143, § 40; Ga. L. 1997, p. 1505, § 1; Ga. L. 2000, p. 951, § 8-1; Ga. L. 2005, p. 334, § 23-2/ HB 501.

Title Note

Chapter Note

O.C.G.A. § 40-15-2

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-2 (2015)

§ 40-15-2. Establishment and operation of programs; provisions of programs; certificates of completion

(a) (1) The department is authorized to set up, establish, and operate a motorcycle operator safety training program for the purpose of assisting motorcycle operators to meet the requirements for licensed driving of motorcycles in this state.

(2) The coordinator, with the approval of the commissioner, shall be authorized to set up, establish, and operate additional motorcycle operator safety training programs.

(b) Any such programs shall provide courses on motorcycle operator safety. The programs shall be based on the Motorcycle Safety Foundation Motorcycle Rider Course or its equivalent in quality, utility, and merit.

(c) The department shall issue a certificate of completion to each person who satisfactorily completes the motorcycle operator safety training program.

HISTORY: Code 1981, § 40-15-2, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1992, p. 6, § 40; Ga. L. 1997, p. 1505, § 2.

Title Note

Chapter Note

O.C.G.A. § 40-15-3

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-3 (2015)

§ 40-15-3. Authorization of board to promulgate rules, prescribe fees, and set student requirements

The board is authorized to adopt, promulgate, and establish rules and regulations for the operation of any motorcycle operator safety training program; to provide for the entrance and enrollment of students; to prescribe fees for the course; and to prescribe the ages, requirements, and conditions under which students may be received for instruction in any such program.

HISTORY: Code 1981, § 40-15-3, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1.

Title Note

[Chapter Note](#)

O.C.G.A. § 40-15-4

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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-4 (2015)

§ 40-15-4. Coordinator authorized; duties and requirements

(a) The commissioner shall appoint a state-wide motorcycle safety coordinator who shall carry out and enforce the provisions of this chapter and the rules and regulations of the department. The coordinator shall be placed in the unclassified service as defined by Code Section 45-20-2 and shall serve at the pleasure of the commissioner.

(b) The coordinator shall also be authorized to:

- (1) Promote motorcycle safety throughout the state;
- (2) Provide consultation to the various departments of state government and local political subdivisions relating to motorcycle safety; and
- (3) Do any other thing deemed necessary by the commissioner to promote motorcycle safety in the state.

HISTORY: Code 1981, § 40-15-4, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1994, p. 97, § 40; Ga. L. 1997, p. 143, § 40; Ga. L. 1997, p. 1505, § 3; Ga. L. 2009, p. 745, § 1/SB 97; Ga. L. 2012, p. 446, § 2-62/HB 642.

O.C.G.A. § 40-15-5

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TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 15. MOTORCYCLE OPERATOR SAFETY TRAINING PROGRAM

O.C.G.A. § 40-15-5 (2015)

§ 40-15-5. Requirements for instructors

Every person who desires to qualify as an instructor in a motorcycle operator safety training program shall meet the following requirements:

(1) Be of good moral character;

(2) Give satisfactory performance on a written, oral, performance, or combination examination administered by the coordinator testing both knowledge of the field of motorcycle operator education and skills necessary to instruct and impart motorcycle driving skills and safety to students. The instructor training program shall provide for a course of instruction based on the Motorcycle Safety Foundation's Instructor Course or its equivalent in quality, utility, and merit. This course of instruction shall be held periodically based on the applications received and the need for instructors, and an examination fee prescribed by the coordinator shall be charged;

(3) Be physically able to operate safely a motorcycle and to instruct others in the operation of motorcycles; and

(4) Hold a valid Class M driver's license.

HISTORY: Code 1981, § 40-15-5, enacted by Ga. L. 1984, p. 644, § 1; Ga. L. 1986, p. 181, § 1; Ga. L. 1994, p. 97, § 40.

Title Note

[Chapter Note](#)

Qualifying Criteria: Impaired Driving

Data used for Georgia's Impaired Driving and Impaired Motorcycle Operation Problem

The chart below shows the counties where the Highway Enforcement of Aggressive Traffic (H.E.A.T) Units are currently located, the amount of their funding, their overall fatalities, alcohol fatalities at .08 or greater, and the motorcycle fatalities:

County	Grantee	Grant Amount	Total				Alcohol .08+				Motorcycle			
			2012	2013	2014	2015	2012	2013	2014	2015	2012	2013	2014	2015
Bartow	Bartow Co SO	128,661.78	27	17	21	29	3	4	7	6	1	2	3	4
Bibb	Bibb Co SO	53,753.09	17	31	23	21	5	7	6	7	3	2	3	4
Bulloch	DPS-Nighthawks		11	15	16	15	2	5	6	4	0	2	1	0
Chatham	Savannah PD	249,975.74	20	44	26	54	6	13	9	15	2	6	6	7
Clarke	Athens-Clarke Co PD	117,422.19	7	7	9	15	2	2	1	6	3	1	2	4
Cobb	Marietta PD	55,533.06	47	59	49	49	14	19	11	13	6	5	3	4
Coffee	Douglas PD	79,310.65	12	3	6	7	0	0	2	2	0	0	0	1
DeKalb	DeKalb Co PD	69,707.83	76	70	55	83	22	21	13	26	15	9	6	8
Dougherty	DPS- Nighthawks		5	10	12	13	3	1	2	3	0	2	0	0
Douglas	Douglas Co SO	64,481.18	21	19	12	22	6	5	3	4	2	2	4	5
Fulton	DPS- Nighthawks		77	85	77	104	21	21	19	31	12	9	9	13
Glynn	Glynn Co PD	54,225.99	13	13	16	9	5	1	3	1	1	3	0	0
Gwinnett	DPS- Nighthawks		45	45	55	67	12	11	14	21	6	8	9	12
Habersham	Habersham Co. SO	52,072.20	10	7	5	9	2	1	3	4	1	1	1	1
Hall	Hall Co SO	249,694.34	26	17	21	33	7	8	4	10	4	0	4	4
Henry	Henry Co PD	60,911.34	23	26	26	29	4	5	8	6	1	2	4	3
Houston	Houston Co SO	155,002.21	15	9	8	11	2	2	1	3	2	0	2	2
Lowndes	Lowndes Co SO	126,010.79	10	7	13	18	1	0	2	3	2	1	0	1
Muscogee	DPS- Nighthawks		20	14	17	14	7	5	4	5	3	1	5	1
Newton	Newton Co SO	250,000.00	12	18	7	18	4	4	2	8	3	1	0	1
Richmond	Richmond Co SO	82,702.97	40	23	27	27	9	8	6	7	4	5	4	5

Note- DPS Nighthawks are part of the GA State Patrol and split their time between the counties of Fulton/Gwinnett/Chatham/Bulloch and Muscogee/Dougherty

Fulton/Gwinnett- North Team, Chatham/Bulloch- South Team; Combined Funding of 2,235,959.69

Muscogee/Dougherty- Middle GA Team; Funding 919,617.51

The chart below shows the counties where motorcycle crashes involving another vehicle occurred which involved an impaired motorcycle operator in 2015:

2015 Motorcycle Crashes by County - Impaired Operator			
Data Source: Georgia Crash Reporting System			
County	Total Impaired Motorcycle Crashes 2015	County	Total Impaired Motorcycle Crashes 2015
DEKALB	6	GORDON	0
FULTON	5	GRADY	0
CLAYTON	3	GREEN	0
HALL	3	HANCOCK	0
NEWTON	3	HARALSON	0
RICHMOND	3	HARRIS	0
BULLOCH	2	HART	0
CAMDEN	2	HEARD	0
CATOOSA	2	IRWIN	0
CHATHAM	2	JASPER	0
CHEROKEE	2	JEFF DAVIS	0
COBB	2	JEFFERSON	0
COWETA	2	JENKINS	0
GWINNETT	2	JOHNSON	0
HABERSHAM	2	JONES	0
BARTOW	1	LAMAR	0
BRANTLEY	1	LANIER	0
BRYAN	1	LAURENS	0
CARROLL	1	LIBERTY	0
CLARKE	1	LINCOLN	0
FANNIN	1	LONG	0
FAYETTE	1	MACON	0
HENRY	1	MADISON	0
HOUSTON	1	MARION	0
JACKSON	1	MCDUFFIE	0
LEE	1	MCINTOSH	0
LOWNDES	1	MERIWETHER	0
LUMPKIN	1	MILLER	0
MUSCOGEE	1	MITCHELL	0
PICKENS	1	MONROE	0
POLK	1	MONTGOMERY	0
STEPHENS	1	MORGAN	0

THOMAS	1	MURRAY	0
WHITFIELD	1	OCONEE	0
APPLING	0	OGLETHORPE	0
ATKINSON	0	PAULDING	0
BACON	0	PEACH	0
BAKER	0	PIERCE	0
BALDWIN	0	PIKE	0
BANKS	0	PULASKI	0
BARROW	0	PUTNAM	0
BEN HILL	0	QUITMAN	0
BERRIEN	0	RABUN	0
BIBB	0	RANDOLPH	0
BLECKLEY	0	ROCKDALE	0
BROOKS	0	SCHLEY	0
BURKE	0	SCREVEN	0
BUTTS	0	SEMINOLE	0
CALHOUN	0	SPALDING	0
CANDLER	0	STEWART	0
CHARLTON	0	SUMTER	0
CHATTAHOOCHEE	0	TALBOT	0
CHATTOOGA	0	TALIAFERRO	0
CLAY	0	TATTNALL	0
CLINCH	0	TAYLOR	0
COFFEE	0	TELFAIR	0
COLQUITT	0	TERRELL	0
COLUMBIA	0	TIFT	0
COOK	0	TOOMBS	0
CRAWFORD	0	TOWNS	0
CRISP	0	TREUTLEN	0
DADE	0	TROUP	0
DAWSON	0	TURNER	0
DECATUR	0	TWIGGS	0
DODGE	0	UNION	0
DOOLY	0	UPSON	0
DOUGHERTY	0	WALKER	0
DOUGLAS	0	WALTON	0
EARLY	0	WARE	0
ECHOLS	0	WARREN	0
EFFINGHAM	0	WASHINGTON	0

ELBERT	0	WAYNE	0
EMANUEL	0	WEBSTER	0
EVANS	0	WHEELER	0
FLOYD	0	WHITE	0
FORSYTH	0	WILCOX	0
FRANKLIN	0	WILKES	0
GILMER	0	WILKINSON	0
GLASCOCK	0	WORTH	0
GLYNN	0	Total	60

Motorcyclists in age groups 20-29 years of age and 40-49 years' account for seventy-six (76) deaths or fifty percent (50%) of all motorcycle fatalities according 2015 FARS Data.

Motorcyclist Fatalities by Age, 2011-2015

Year	Age							Total
	<20	20-29	30-39	40-49	50-59	>59	Unknown	
2011	3	27	31	35	21	33	0	150
2012	3	30	32	30	22	17	0	134
2013	5	25	24	28	22	12	1	117
2014	4	41	24	29	28	11	0	137
2015	2	47	26	29	26	22	0	152

Impaired Driving Program General Description

The National Highway Traffic Safety Administration (NHTSA) reports that in 2015, 35,092 people were killed in motor vehicle traffic crashes in the United States, of which 10,265 (29%) were alcohol-related. Every fifty-one minutes in America, someone is killed in an alcohol-related crash. Nationally, these crashes result in more than \$44 billion in economic costs on an annual basis.

Table 1. Alcohol Impaired Driving Motor Vehicle Fatalities in Georgia	Year				
	2011	2012	2013	2014	2015
Alcohol-Impaired Driving Fatalities (BAC=.08+)**	271	295	299	278	366
Annual Percent Change	-9%	9%	1%	-7%	+31.6%

As indicated in Table 1, alcohol was associated with 366 highway fatalities in Georgia during 2015. This equates to twenty-six percent (26%) of Georgia's overall fatalities. Even with stricter laws, high visibility law enforcement, and increased public information and education (PI&E) programs, the number of impaired driving crashes, injuries and fatalities remains unacceptable. The chance of a crash being fatal is six times higher if exposed to impaired driving when compared to those not related to alcohol or drugs.

As presented in Table 2 below, The U.S. and Georgia had an increase in overall fatalities as well as increase in alcohol related fatalities. Data shows from 2011-2015, Georgia experienced increase in overall crash fatalities of 266 (22.8%) and an increase of 88 (31.6%) in alcohol-related traffic deaths. These numbers indicate that Georgia should emphasize preventative measures for countering the problems of driving under the influence of alcohol.

Table 2. US and Georgia Total Fatalities and Alcohol Related Fatalities Comparison

MEASURE	REGION	2011	2012	2013	2014	2015
Total Fatalities	Georgia	1,226	1,192	1,179	1,164	1,430
	US	32,479	33,782	32,894	32,675	35,092
Alcohol Related-Fatalities	Georgia	271	295	299	278	366
	US	9,865	10,336	10,110	9,967	10,265
% of Alcohol Related Fatalities	Georgia	22%	25%	25%	24%	26%
	US	30%	31%	31%	31%	29%

The Governor's Office of Highway Safety's (GOHS) impaired driving program includes the following program areas which also include emphasis on motorcycle safety:

Impaired Driving Enforcement – H.E.A.T.

Aggressive traffic has been determined to be one of the leading causes of death and serious injury crashes on the roadways of Georgia. Driving under the influence of alcohol and speed are among the worst behaviors identified with aggressive drivers. The Governor's Office of Highway Safety's (GOHS) impaired driving program is geared toward jurisdictions where the incidences of impaired crashes among motorist and motorcyclist are the highest within the State of Georgia.

Since 2002, the Georgia Governor's Office of Highway Safety has maintained a multi-jurisdictional task force to address aggressive and impaired driving in Georgia. Originally, three officers from six counties, the City of College Park, and the City of Atlanta came together to form a team of twenty-four officers to form H.E.A.T. (Highway Enforcement of Aggressive Traffic). Since this formation, the Highway Enforcement of Aggressive Traffic (H.E.A.T.) team has continued to grow with agencies being added across the state. In FFY 2017, GOHS funded seventeen (17) agencies across the state where speed and impaired driving crashes and fatalities are consistently high. The Governor's Office of Highway Safety (GOHS) will maintain the Highway Enforcement of Aggressive Traffic (H.E.A.T.) program in FFY 2018.

The Highway Enforcement of Aggressive Traffic (H.E.A.T) Units were established for the purpose of reducing the number of driving incidents. This project will focus on impaired driving and speeding, two of the main aggressive driving related violations. This will be accomplished through enforcement and education.

The overall goals of the H.E.A.T. programs are to:

- Reduce the number of impaired driving crashes in jurisdictions located by 10%,
- Enforce laws targeting aggressive driving around Georgia.

Alcohol and Other Drug Countermeasures

Governor's Office of Highway Safety (GOHS) will administer and manage alcohol programs (funding 405 (f)). This includes but is not limited to: overseeing in-house grants and contracts, seeking and managing grants that foster the agency's mission, collecting and analyzing data, seeking partnerships in the communities, and to providing training and public information necessary to ensure proper and efficient use of federal highway safety funds. The public information will include the creation of brochures, collateral messaging items and effective communication with the media and public which will be available.

The State of Georgia maintains an annual comprehensive plan for conducting high visibility impaired driving enforcement and that plan will continue for the remainder of FY 2017 and FY 2018. The plan includes the following:

1. Strategic impaired driving enforcement which is designed to reach motorcyclist and motorist in geographic subdivisions that account for a majority of the state's population and half of the state's alcohol-related fatalities. Please see list of counties in the state ranked from highest to lowest in impaired driving related crashes for all vehicle types.
2. Three statewide impaired driving mobilizations that occur during the holidays of July 4th, Labor Day (September), and December holidays.
3. Strategic mobilizations for geographic subdivisions that show abnormal increases in traffic injuries and/or deaths (Thunder Task Force).

Georgia law enforcement agencies will participate in four impaired driving mobilizations by conducting checkpoints and/or saturation patrols on at least four nights during the national impaired driving campaigns as well as on a quarterly basis throughout FY 2018.

The four (4) impaired driving mobilizations are as follows:

1. December 2017/New Year 2018
2. Thunder Task Force (Three Dates TBD)
3. July Fourth 2018
4. Labor Day 2018

Strategic Impaired Driving Enforcement

The H.E.A.T. (Highway Enforcement of Aggressive Traffic) program was initiated in January of 2002 and consisted of seven counties in the Metropolitan Atlanta area. The program consisted of specialized traffic enforcement units that focused on impaired and speeding enforcement. These elite units comprised of highly trained law enforcement personnel who are equipped with the latest information and training on impaired driving program by targeting high-risk locations. The Highway Enforcement of Aggressive Traffic (H.E.A.T.) program has maintained its high standards and currently has 17 agencies representing 20 counties strategically located across Georgia in FY 2017. Each of the participating law enforcement agencies conduct checkpoints on at least four nights during the national impaired driving campaign. They also participate in monthly checkpoints throughout the remainder of the year.

Statewide Impaired Driving Mobilization

Georgia participates in three annual statewide mobilizations to combat impaired driving. These campaigns occur during the Fourth of July, Labor Day, and December holidays. Georgia utilizes its Traffic Enforcement Networks (TEN) which provide state and local law enforcement officers with a structured means of collaborating regionally on their unique highway safety priorities with emphasis on impaired driving. They also provide the ability to communicate regional highway safety priorities up the chain-of-command, to reach local and state policy makers, community leaders, legislators and others. The 16 regional networks are instrumental in carrying out this statewide impaired-driving enforcement campaign. The traffic enforcement networks work closely with The Georgia State Patrol. Over the past few years the Georgia State Patrol has allowed for a full-time trooper to be assigned in the Governor's Office of Highway Safety (GOHS).

Strategic Thunder Mobilizations

The Governor's Office of Highway Safety has established a taskforce consisting of state wide officers (H.E.A.T.), troopers and sheriff's deputies. The Governor's Office of Highway Safety (GOHS) "Thunder" taskforce is a specialized traffic enforcement unit designed to help Georgia communities combat unusually high amount of traffic crashes, injuries and fatalities. Their mission is to reduce highway deaths and serious injuries by changing the illegal driving behaviors of motorcyclist and motorists in the region through an increased law enforcement presence in those high crash corridors. The task force was established in 2007 and continues to be very effective in reducing highway crashes, injuries and deaths.

As you can see alcohol is also a significant risk factor for Georgia motorcycle riders. Every year since 1998, alcohol related motorcycle fatalities have been increasing in Georgia. According to the National Highway Traffic Safety Administration (NHTSA), in 2015, twenty-seven percent (27%) of all fatally injured motorcycle riders had BAC levels of .08 g/dL or higher. Across the U.S., the percentage with BAC .08 g/dL or above was highest for fatally injured motorcycle riders among two age groups, 35-39 (37%), followed by 45-49 (36%). Nighttime single vehicle crashes are the most dangerous for impaired motorcycle riders. Sixty-three percent (63%) of those type crashes result in the death of a motorcyclist.

Law Defining Impairment

O.C.G.A. § 40-5-67.1

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TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 5. DRIVERS' LICENSES
ARTICLE 3. CANCELLATION, SUSPENSION, AND REVOCATION OF LICENSES

O.C.G.A. § 40-5-67.1 (2015)

§ 40-5-67.1. Chemical tests; implied consent notices; rights of motorists; test results; refusal to submit; suspension or denial; hearing and review; compensation of officers; inspection and certification of breath-testing instruments

(a) The test or tests required under Code Section 40-5-55 shall be administered as soon as possible at the request of a law enforcement officer having reasonable grounds to believe that the person has been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state in violation of Code Section 40-6-391 and the officer has arrested such person for a violation of Code Section 40-6-391, any federal law in conformity with Code Section 40-6-391, or any local ordinance which adopts Code Section 40-6-391 by reference or the person has been involved in a traffic accident resulting in serious injuries or fatalities. Subject to Code Section 40-6-392, the requesting law enforcement officer shall designate which test or tests shall be administered initially and may subsequently require a test or tests of any substances not initially tested.

(b) At the time a chemical test or tests are requested, the arresting officer shall select and read to the person the appropriate implied consent notice from the following:

(1) Implied consent notice for suspects under age 21:

"Georgia law requires you to submit to state administered chemical tests of your blood, breath, urine, or other bodily substances for the purpose of determining if you are under the influence of alcohol or drugs. If you refuse this testing, your Georgia driver's license or privilege to drive on the highways of this state will be suspended for a minimum period of one year. Your refusal to submit to the required testing may be offered into evidence against you at trial. If you submit to testing and the results indicate an alcohol concentration of 0.02 grams or more, your Georgia driver's license or privilege to drive on the highways of this state may be suspended for a minimum period of one year. After first submitting to the required state tests, you are entitled to additional chemical tests of your blood, breath, urine, or other bodily substances at your own expense and from qualified personnel of your own choosing. Will you submit to the state administered chemical tests of your (designate which

tests) under the implied consent law?"

(2) Implied consent notice for suspects age 21 or over:

"Georgia law requires you to submit to state administered chemical tests of your blood, breath, urine, or other bodily substances for the purpose of determining if you are under the influence of alcohol or drugs. If you refuse this testing, your Georgia driver's license or privilege to drive on the highways of this state will be suspended for a minimum period of one year. Your refusal to submit to the required testing may be offered into evidence against you at trial. If you submit to testing and the results indicate an alcohol concentration of 0.08 grams or more, your Georgia driver's license or privilege to drive on the highways of this state may be suspended for a minimum period of one year. After first submitting to the required state tests, you are entitled to additional chemical tests of your blood, breath, urine, or other bodily substances at your own expense and from qualified personnel of your own choosing. Will you submit to the state administered chemical tests of your (designate which tests) under the implied consent law?"

(3) Implied consent notice for commercial motor vehicle driver suspects:

"Georgia law requires you to submit to state administered chemical tests of your blood, breath, urine, or other bodily substances for the purpose of determining if you are under the influence of alcohol or drugs. If you refuse this testing, you will be disqualified from operating a commercial motor vehicle for a minimum period of one year. Your refusal to submit to the required testing may be offered into evidence against you at trial. If you submit to testing and the results indicate the presence of any alcohol, you will be issued an out-of-service order and will be prohibited from operating a motor vehicle for 24 hours. If the results indicate an alcohol concentration of 0.04 grams or more, you will be disqualified from operating a commercial motor vehicle for a minimum period of one year. After first submitting to the required state tests, you are entitled to additional chemical tests of your blood, breath, urine, or other bodily substances at your own expense and from qualified personnel of your own choosing. Will you submit to the state administered chemical tests of your (designate which tests) under the implied consent law?"

If any such notice is used by a law enforcement officer to advise a person of his or her rights regarding the administration of chemical testing, such person shall be deemed to have been properly advised of his or her rights under this Code section and under Code Section 40-6-392 and the results of any chemical test, or the refusal to submit to a test, shall be admitted into evidence against such person. Such notice shall be read in its entirety but need not be read exactly so long as the substance of the notice remains unchanged.

(c) If a person under arrest or a person who was involved in any traffic accident resulting in serious injuries or fatalities submits to a chemical test upon the request of a law enforcement officer and the test results indicate that a suspension or disqualification is required under this Code section, the results shall be reported to the department. Upon the receipt of a report of the law enforcement officer that the officer had reasonable grounds to believe the arrested person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state in violation of Code Section 40-6-391 or that such person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state and was involved in a traffic accident involving serious injuries or fatalities and that the person submitted to a chemical test at the request of the law enforcement officer and the test results indicate either an alcohol concentration of 0.08 grams or more or, for a person under the age of 21, an alcohol concentration of 0.02 grams or more, the department shall

suspend the person's driver's license, permit, or nonresident operating privilege pursuant to Code Section 40-5-67.2, subject to review as provided for in this chapter. Upon the receipt of a report of the law enforcement officer that the arrested person had been operating or was in actual physical control of a moving commercial motor vehicle and the test results indicate an alcohol concentration of 0.04 grams or more, the department shall disqualify the person from operating a motor vehicle for a minimum period of one year.

(d) If a person under arrest or a person who was involved in any traffic accident resulting in serious injuries or fatalities refuses, upon the request of a law enforcement officer, to submit to a chemical test designated by the law enforcement officer as provided in subsection (a) of this Code section, no test shall be given; but the law enforcement officer shall report the refusal to the department. Upon the receipt of a report of the law enforcement officer that the officer had reasonable grounds to believe the arrested person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state in violation of Code Section 40-6-391 or that such person had been driving or was in actual physical control of a moving motor vehicle upon the highways or elsewhere throughout this state and was involved in a traffic accident which resulted in serious injuries or fatalities and that the person had refused to submit to the test upon the request of the law enforcement officer, the department shall suspend the person's driver's license, permit, or nonresident operating privilege for a period of one year or if the person was operating or in actual physical control of a commercial motor vehicle, the department shall disqualify the person from operating a commercial motor vehicle and shall suspend the person's driver's license, permit, or nonresident operating privilege, subject to review as provided for in this chapter.

(d.1) Nothing in this Code section shall be deemed to preclude the acquisition or admission of evidence of a violation of Code Section 40-6-391 if obtained by voluntary consent or a search warrant as authorized by the Constitution or laws of this state or the United States.

(e) If the person is a resident without a driver's license, commercial driver's license, or permit to operate a motor vehicle in this state, the department shall deny issuance of a license or permit to such person for the same period provided in subsection (c) or (d) of this Code section, whichever is applicable, for suspension of a license or permit or disqualification to operate a commercial motor vehicle subject to review as provided for in this chapter.

(f) (1) The law enforcement officer, acting on behalf of the department, shall personally serve the notice of intention to suspend or disqualify the license of the arrested person or other person refusing such test on such person at the time of the person's refusal to submit to a test or at the time at which such a test indicates that suspension or disqualification is required under this Code section. The law enforcement officer shall take possession of any driver's license or permit held by any person whose license is subject to suspension pursuant to subsection (c) or (d) of this Code section, if any, and shall issue a 30-day temporary permit. The officer shall forward the person's driver's license to the department along with the notice of intent to suspend or disqualify and the report required by subsection (c) or (d) of this Code section within ten calendar days after the date of the arrest of such person. This paragraph shall not apply to any person issued a 180-day temporary permit pursuant to subsection (b) of Code Section 40-5-67. The failure of the officer to transmit the report required by this Code section within ten calendar days shall not prevent the department from accepting such report and utilizing it in the suspension of a driver's license as provided in this Code section.

(2) If notice has not been given by the arresting officer, the department, upon receipt of the report of such officer, shall suspend the person's driver's license, permit, or nonresident operating privilege or disqualify such person from operating a motor vehicle and, by regular mail, at the last known address, notify such person of such suspension or disqualification. The notice shall inform the person of the grounds of suspension or disqualification, the effective date of the suspension or disqualification, and the right to review. The notice shall be deemed received three days after mailing.

(g) (1) A person whose driver's license is suspended or who is disqualified from operating a commercial motor vehicle pursuant to this Code section shall remit to the department a \$150.00 filing fee together with a request, in writing, for a hearing within ten business days from the date of personal notice or receipt of notice sent by certified mail or statutory overnight delivery, return receipt requested, or the right to said hearing shall be deemed waived. Within 30 days after receiving a written request for a hearing, the department shall hold a hearing as is provided in Chapter 13 of Title 50, the "Georgia Administrative Procedure Act." The hearing shall be recorded.

(2) The scope of the hearing shall be limited to the following issues:

(A) (i) Whether the law enforcement officer had reasonable grounds to believe the person was driving or in actual physical control of a moving motor vehicle while under the influence of alcohol or a controlled substance and was lawfully placed under arrest for violating Code Section 40-6-391; or

(ii) Whether the person was involved in a motor vehicle accident or collision resulting in serious injury or fatality; and

(B) Whether at the time of the request for the test or tests the officer informed the person of the person's implied consent rights and the consequence of submitting or refusing to submit to such test; and

(C) (i) Whether the person refused the test; or

(ii) Whether a test or tests were administered and the results indicated an alcohol concentration of 0.08 grams or more or, for a person under the age of 21, an alcohol concentration of 0.02 grams or more or, for a person operating or having actual physical control of a commercial motor vehicle, an alcohol concentration of 0.04 grams or more; and

(D) Whether the test or tests were properly administered by an individual possessing a valid permit issued by the Division of Forensic Sciences of the Georgia Bureau of Investigation on an instrument approved by the Division of Forensic Sciences or a test conducted by the Division of Forensic Sciences, including whether the machine at the time of the test was operated with all its electronic and operating components prescribed by its manufacturer properly attached and in good working order, which shall be required. A copy of the operator's permit showing that the operator has been trained on the particular type of instrument used and one of the original copies of the test results or, where the test is performed by the Division of Forensic Sciences, a copy of the crime lab report shall satisfy the requirements of this subparagraph.

(3) The hearing officer shall, within five calendar days after such hearing, forward a decision to the department to rescind or sustain the driver's license suspension or disqualification. If no hearing is requested within the ten business days specified above, and the failure to request such hearing is due in whole or in part to the reasonably avoidable fault of the person, the right to a hearing shall have been waived. The request for a hearing shall not stay the suspension of the driver's license; provided, however, that if the hearing is timely requested and is not held before the expiration of the temporary permit and the delay is not due in whole or in part to the reasonably avoidable fault of the person, the suspension shall be stayed until such time as the hearing is held and the hearing officer's decision is made.

(4) In the event the person is acquitted of a violation of Code Section 40-6-391 or such charge is initially disposed of other than by a conviction or plea of nolo contendere, then the suspension shall be terminated and deleted from the driver's license record. An accepted plea of nolo contendere shall be entered on the driver's license record and shall be considered and counted as a conviction for purposes of any future violations of Code Section 40-6-391. In the event of an acquittal or other disposition other than by a conviction or plea of nolo contendere, the driver's license restoration fee shall be promptly returned by the department to the licensee.

(h) If the suspension is sustained after such a hearing, the person whose license has been suspended under this Code section shall have a right to file for a judicial review of the department's final decision, as provided for in Chapter 13 of Title 50, the "Georgia Administrative Procedure Act"; while such appeal is pending, the order of the department shall not be stayed.

(i) Subject to the limitations of this subsection, any law enforcement officer who attends a hearing provided for by subsection (g) of this Code section for the purpose of giving testimony relative to the subject of such hearing shall be compensated in the amount of \$20.00 for each day's attendance at such hearing. In the event a law enforcement officer gives testimony at two or more different hearings on the same day, such officer shall receive only \$20.00 for attendance at all hearings. The compensation provided for in this subsection shall not be paid to any law enforcement officer who is on regular duty or who is on a lunch or other break from regular duty at the time the officer attends any such hearing. The compensation provided for by this subsection shall be paid to the law enforcement officer by

the department from department funds at such time and in such manner as the commissioner shall provide by rules or regulations. The commissioner shall also require verification of a law enforcement officer's qualifying to receive the payment authorized by this subsection by requiring the completion of an appropriate document in substantially the following form:

IMPLIED CONSENT HEARING ATTENDANCE RECORD

OFFICER: S.S. No.

ADDRESS:

Street City State ZIP Code

DATE: TIME: A.M.
P.M.

CASE:

This is to certify that the police officer named above attended an implied consent hearing as a witness or complainant on the date and time shown above.

HEARING OFFICER: TITLE:

I certify that I appeared at the implied consent hearing described above on the date and time shown above and that I was not on regular duty at the time of attending the hearing and that I have not received and will not receive compensation from my regular employer for attending the hearing.

Signature of officer:

APPROVED FOR PAYMENT:

Comptroller

(i) Each time an approved breath-testing instrument is inspected, the inspector shall prepare a certificate which shall be signed under oath by the inspector and which shall include the following language:

"This breath-testing instrument (serial no.) was thoroughly inspected, tested, and standardized by the undersigned on (date) and all of its electronic and operating components prescribed by its manufacturer are properly attached and are in good working order."

When properly prepared and executed, as prescribed in this subsection, the certificate shall, notwithstanding any other provision of law, be self-authenticating, shall be admissible in any court of law, and shall satisfy the pertinent requirements of paragraph (1) of subsection (a) of Code Section 40-6-392 and subparagraph (g)(2)(F) of this Code section.

HISTORY: Code 1981, § 40-5-67.1, enacted by Ga. L. 1992, p. 2564, § 6; Ga. L. 1994, p. 472, § 1; Ga. L. 1994, p. 1600, § 3-6; Ga. L. 1995, p. 1160, §§ 1-3; Ga. L. 1995, Ex. Sess., p. 5, § 1; Ga. L. 1997, p. 143, § 40; Ga. L. 1997, p. 760, § 20; Ga. L. 1998, p. 210, § 2; Ga. L. 2000, p. 951, §§ 5-29--5-32; Ga. L. 2000, p. 1589, § 3; Ga. L. 2001, p. 208, § 1-3; Ga. L. 2006, p. 329, § 2/HB 1275; Ga. L. 2007, p. 47, § 40/SB 103; Ga. L. 2010, p. 9, § 1-80/HB 1055; Ga. L. 2011, p. 355, § 9/HB 269.

O.C.G.A. § 40-6-391

GEORGIA CODE
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*** Current Through the 2015 Regular Session ***

TITLE 40. MOTOR VEHICLES AND TRAFFIC
CHAPTER 6. UNIFORM RULES OF THE ROAD
ARTICLE 15. SERIOUS TRAFFIC OFFENSES

O.C.G.A. § 40-6-391 (2015)

§ 40-6-391. Driving under the influence of alcohol, drugs, or other intoxicating substances; penalties; publication of notice of conviction for persons convicted for second time; endangering a child

(a) A person shall not drive or be in actual physical control of any moving vehicle while:

(1) Under the influence of alcohol to the extent that it is less safe for the person to drive;

(2) Under the influence of any drug to the extent that it is less safe for the person to drive;

(3) Under the intentional influence of any glue, aerosol, or other toxic vapor to the extent that it is less safe for the person to drive;

(4) Under the combined influence of any two or more of the substances specified in paragraphs (1) through (3) of this subsection to the extent that it is less safe for the person to drive;

(5) The person's alcohol concentration is 0.08 grams or more at any time within three hours after such driving or being in actual physical control from alcohol consumed before such driving or being in actual physical control ended; or

(6) Subject to the provisions of subsection (b) of this Code section, there is any amount of marijuana or a controlled substance, as defined in Code Section 16-13-21, present in the person's blood or urine, or both, including the metabolites and derivatives of each or both without regard to whether or not any alcohol is present in the person's breath or blood.

(b) The fact that any person charged with violating this Code section is or has been legally entitled to use a drug shall not constitute a defense against any charge of violating this Code section; provided, however, that such person shall not be in violation of this Code section unless such person is rendered incapable of driving safely as a result of using a drug other than alcohol which such person is legally entitled to use.

(c) Every person convicted of violating this Code section shall, upon a first or second conviction thereof, be guilty of a misdemeanor, upon a third conviction thereof, be guilty of a high and aggravated misdemeanor, and upon a fourth or subsequent conviction thereof, be guilty of a felony except as otherwise provided in paragraph (4) of this subsection and shall be punished as follows:

(1) First conviction with no conviction of and no plea of nolo contendere accepted to a charge of violating this Code section within the previous ten years, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$300.00 and not more than \$1,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A period of imprisonment of not fewer than ten days nor more than 12 months, which period of imprisonment may, at the sole discretion of the judge, be suspended, stayed, or probated, except that if the offender's alcohol concentration at the time of the offense was 0.08 grams or more, the judge may suspend, stay, or probate all but 24 hours of any term of imprisonment imposed under this subparagraph;

(C) Not fewer than 40 hours of community service, except that for a conviction for violation of subsection (k) of this Code section where the person's alcohol concentration at the time of the offense was less than 0.08 grams, the period of community service shall be not fewer than 20 hours;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; provided, however, that in the court's discretion such evaluation may be waived; and

(F) If the person is sentenced to a period of imprisonment for fewer than 12 months, a period of probation of 12 months less any days during which the person is actually incarcerated;

(2) For the second conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$600.00 and not more than \$1,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A period of imprisonment of not fewer than 90 days and not more than 12 months. The judge shall probate at least a portion of such term of imprisonment, in accordance with subparagraph (F) of this paragraph, thereby subjecting the offender to the provisions of Article 7 of Chapter 8 of Title 42 and to such other terms and conditions as the judge may impose; provided, however, that the offender shall be required to serve not fewer than 72 hours of actual incarceration;

(C) Not fewer than 30 days of community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; and

(F) A period of probation of 12 months less any days during which the person is actually incarcerated;

(3) For the third conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$1,000.00 and not more than \$5,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A mandatory period of imprisonment of not fewer than 120 days and not more than 12 months. The judge shall probate at least a portion of such term of imprisonment, in accordance with subparagraph (F) of this paragraph, thereby subjecting the offender to the provisions of Article 7 of Chapter 8 of Title 42 and to such other terms and conditions as the judge may impose; provided, however, that the offender shall be required to serve not fewer than 15 days of actual incarceration;

(C) Not fewer than 30 days of community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; and

(F) A period of probation of 12 months less any days during which the person is actually incarcerated;

(4) For the fourth or subsequent conviction within a ten-year period of time, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted:

(A) A fine of not less than \$1,000.00 and not more than \$5,000.00, which fine shall not, except as provided in subsection (g) of this Code section, be subject to suspension, stay, or probation;

(B) A period of imprisonment of not less than one year and not more than five years; provided, however, that the judge may suspend, stay, or probate all but 90 days of any term of imprisonment imposed under this paragraph. The judge shall probate at least a portion of such term of imprisonment, in accordance with subparagraph (F) of this paragraph, thereby subjecting the offender to the provisions of Article 7 of Chapter 8 of Title 42 and to such other terms and conditions as the judge may impose;

(C) Not fewer than 60 days of community service; provided, however, that if a defendant is sentenced to serve three years of actual imprisonment, the judge may suspend the community service;

(D) Completion of a DUI Alcohol or Drug Use Risk Reduction Program within 120 days following his or her conviction; provided, however, that if the defendant is incarcerated and such program cannot be completed within 120 days, it shall be completed within 90 days of his or her release from custody. The sponsor of any such program shall provide written notice of the Department of Driver Services' certification of the program to the person upon enrollment in the program;

(E) A clinical evaluation as defined in Code Section 40-5-1 and, if recommended as a part of such evaluation, completion of a substance abuse treatment program as defined in Code Section 40-5-1; and

(F) A period of probation of five years less any days during which the person is actually imprisoned;

provided, however, that if the ten-year period of time as measured in this paragraph commenced prior to July 1, 2008, then such fourth or subsequent conviction shall be a misdemeanor of a high and aggravated nature and punished as provided in paragraph (3) of this subsection;

(5) If a person has been convicted of violating subsection (k) of this Code section premised on a refusal to submit to required testing or where such person's alcohol concentration at the time of the offense was 0.08 grams or more, and such person is subsequently convicted of violating subsection (a) of this Code section, such person shall be punished by applying the applicable level or grade of conviction specified in this subsection such that the previous conviction of violating subsection (k) of this Code section shall be considered a previous conviction of violating subsection (a) of this Code section;

(6) For the purpose of imposing a sentence under this subsection, a plea of nolo contendere based on a violation of this Code section shall constitute a conviction; and

(7) For purposes of determining the number of prior convictions or pleas of nolo contendere pursuant to the felony provisions of paragraph (4) of this subsection, only those offenses for which a conviction is obtained or a plea of nolo contendere is accepted on or after July 1, 2008, shall be considered; provided, however, that nothing in this subsection shall be construed as limiting or modifying in any way administrative proceedings or sentence enhancement provisions under Georgia law, including, but not limited to, provisions relating to punishment of recidivist offenders pursuant to Title 17.

(d) (1) Notwithstanding the limits set forth in any municipal charter, any municipal court of any municipality shall be authorized to impose the misdemeanor or high and aggravated misdemeanor punishments provided for in this Code section upon a conviction of violating this Code section or upon a conviction of violating any ordinance adopting the provisions of this Code section.

(2) Notwithstanding any provision of this Code section to the contrary, any court authorized to hear misdemeanor or high and aggravated misdemeanor cases involving violations of this Code section shall be authorized to exercise the power to probate, suspend, or stay any sentence imposed. Such power shall, however, be limited to the conditions and limitations imposed by subsection (c) of this Code section.

(e) The foregoing limitations on punishment also shall apply when a defendant has been convicted of violating, by a single transaction, more than one of the four provisions of subsection (a) of this Code section.

(f) The provisions of Code Section 17-10-3, relating to general punishment for misdemeanors including traffic offenses, and the provisions of Article 3 of Chapter 8 of Title 42, relating to probation of first offenders, shall not apply to any person convicted of violating any provision of this Code section.

(g) (1) If the payment of the fine required under subsection (c) of this Code section will impose an economic hardship on the defendant, the judge, at his or her sole discretion, may order the defendant to pay such fine in installments and such order may be enforced through a contempt proceeding or a revocation of any probation otherwise authorized by this Code section.

(2) In the sole discretion of the judge, he or she may suspend up to one-half of the fine imposed under subsection (c) of this Code section conditioned upon the defendant's undergoing treatment in a substance abuse treatment program as defined in Code Section 40-5-1.

(h) For purposes of determining under this chapter prior convictions of or pleas of nolo contendere to violating this Code section, in addition to the offense prohibited by this Code section, a conviction of or plea of nolo contendere to any of the following offenses shall be deemed to be a violation of this Code section:

(1) Any federal law substantially conforming to or parallel with the offense covered under this Code section;

(2) Any local ordinance adopted pursuant to Article 14 of this chapter, which ordinance adopts the provisions of this Code section; or

(3) Any previously or currently existing law of this or any other state, which law was or is substantially conforming to or parallel with this Code section.

(i) A person shall not drive or be in actual physical control of any moving commercial motor vehicle while there is 0.04 percent or more by weight of alcohol in such person's blood, breath, or urine. Every person convicted of violating this subsection shall be guilty of a misdemeanor and, in addition to any disqualification resulting under Article 7 of Chapter 5 of this title, the "Uniform Commercial Driver's License Act," shall be fined as provided in subsection (c) of this Code section.

(j) (1) The clerk of the court in which a person is convicted a second or subsequent time under subsection (c) of this

Code section within five years, as measured from the dates of previous arrests for which convictions were obtained or pleas of nolo contendere were accepted to the date of the current arrest for which a conviction is obtained or a plea of nolo contendere is accepted, shall cause to be published a notice of conviction for each such person convicted. Such notices of conviction shall be published in the manner of legal notices in the legal organ of the county in which such person resides or, in the case of nonresidents, in the legal organ of the county in which the person was convicted. Such notice of conviction shall be one column wide by two inches long and shall contain the photograph taken by the arresting law enforcement agency at the time of arrest, the name of the convicted person, the city, county, and zip code of the convicted person's residential address, and the date, time, place of arrest, and disposition of the case and shall be published once in the legal organ of the appropriate county in the second week following such conviction or as soon thereafter as publication may be made.

(2) The convicted person for which a notice of conviction is published pursuant to this subsection shall be assessed \$25.00 for the cost of publication of such notice and such assessment shall be imposed at the time of conviction in addition to any other fine imposed pursuant to this Code section.

(3) The clerk of the court, the publisher of any legal organ which publishes a notice of conviction, and any other person involved in the publication of an erroneous notice of conviction shall be immune from civil or criminal liability for such erroneous publication, provided such publication was made in good faith.

(k) (1) A person under the age of 21 shall not drive or be in actual physical control of any moving vehicle while the person's alcohol concentration is 0.02 grams or more at any time within three hours after such driving or being in physical control from alcohol consumed before such driving or being in actual physical control ended.

(2) Every person convicted of violating this subsection shall be guilty of a misdemeanor for the first and second convictions and upon a third or subsequent conviction thereof be guilty of a high and aggravated misdemeanor and shall be punished and fined as provided in subsection (c) of this Code section, provided that any term of imprisonment served shall be subject to the provisions of Code Section 17-10-3.1, and any period of community service imposed on such person shall be required to be completed within 60 days of the date of sentencing.

(3) No plea of nolo contendere shall be accepted for any person under the age of 21 charged with a violation of this Code section.

(l) A person who violates this Code section while transporting in a motor vehicle a child under the age of 14 years is guilty of the separate offense of endangering a child by driving under the influence of alcohol or drugs. The offense of endangering a child by driving under the influence of alcohol or drugs shall not be merged with the offense of driving under the influence of alcohol or drugs for the purposes of prosecution and sentencing. An offender who is convicted of a violation of this subsection shall be punished in accordance with the provisions of subsection (d) of Code Section 16-12-1.

HISTORY: Ga. L. 1953, Nov.-Dec. Sess., p. 556, § 47; Ga. L. 1968, p. 448, § 1; Code 1933, § 68A-902, enacted by Ga. L. 1974, p. 633, § 1; Ga. L. 1983, p. 1000, § 12; Ga. L. 1984, p. 22, § 40; Ga. L. 1985, p. 149, § 40; Ga. L. 1985, p. 758, § 17; Ga. L. 1987, p. 3, § 40; Ga. L. 1987, p. 904, § 1; Ga. L. 1988, p. 1893, § 2; Ga. L. 1989, p. 14, § 40; Ga. L. 1990, p. 2048, § 5; Ga. L. 1991, p. 1886, §§ 6-8; Ga. L. 1992, p. 2556, § 2; Ga. L. 1994, p. 1600, § 8; Ga. L. 1996, p. 1413, § 1; Ga. L. 1997, p. 760, § 23; Ga. L. 1999, p. 293, §§ 1, 2; Ga. L. 1999, p. 391, §§ 7, 8; Ga. L. 2001, p. 208, § 1-5; Ga. L. 2005, p. 334, § 18-15.1/HB 501; Ga. L. 2007, p. 47, § 40/SB 103; Ga. L. 2008, p. 498, §§ 2, 3, 4/HB 336; Ga. L. 2009, p. 8, § 40/SB 46; Ga. L. 2010, p. 422, § 1/HB 898; Ga. L. 2013, p. 294, § 4-48/HB 242; Ga. L. 2014, p. 710, §§ 1-19, 4-1/SB 298.

405 (h)
(23 CFR 1300.27)

VI. Non- Motorized Safety (405h)



FY18 405(h)
Non-Motorized Safety

State:

Georgia

PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

Check the this box only if applying for a Non-motorized Safety grant

[Check the box above *only* applying for this grant AND *only* if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent (2014) calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1300.27(d) in the fiscal year of the grant.

Pedestrian and Bicycle Safety

PROGRAM TARGETS: To reduce pedestrian and bicycle risks of injury and death in motor vehicle crashes by offering training, partnerships and public information initiatives. The performance target is to maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018 and to maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Effectiveness of Programs

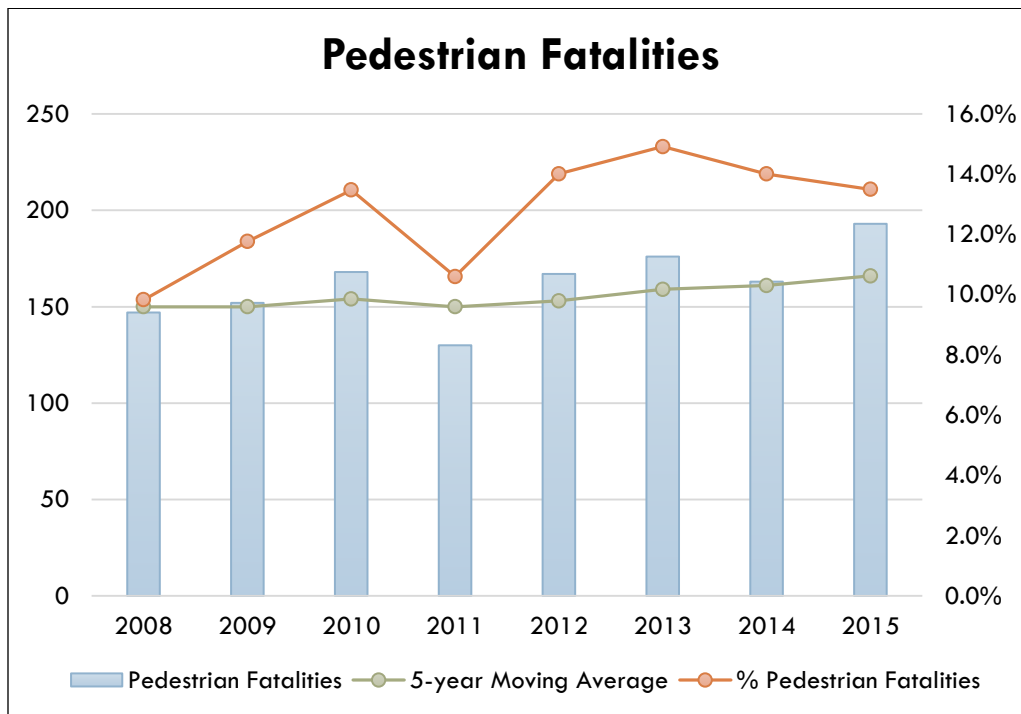
The National Highway Traffic Safety Administration has proven the effectiveness of programs that are documented in “Countermeasures That Work: Eighth Edition, 2015” (CTW). Data throughout this Georgia’s Highway Safety Plan is in response to these countermeasures. Georgia will continue to participate in these programs which include:

- Savannah Bikes, Bike Athens, Atlanta Bicycle Campaign, GDOT (CTW, Chapter 9: pages 16-28)
- Brookhaven Police Dept. (CTW, Chapter 8: pages 18-21, 27-37)

Problem Identification and Program Justification – Pedestrians

In 2015 there were 5,376 pedestrians killed in traffic crashes in the U.S., an increase of 9.5% over 2014. On average 15 pedestrians are killed every day across the nation. Since 2006, the rate of pedestrian traffic deaths has increased from 11% to 15% of all traffic fatalities.

Georgia pedestrian safety programs are aimed to reduce pedestrian injuries and fatalities through education, enforcement, and outreach. Walking is encouraged as an alternate mode of transportation to motor vehicle travel.

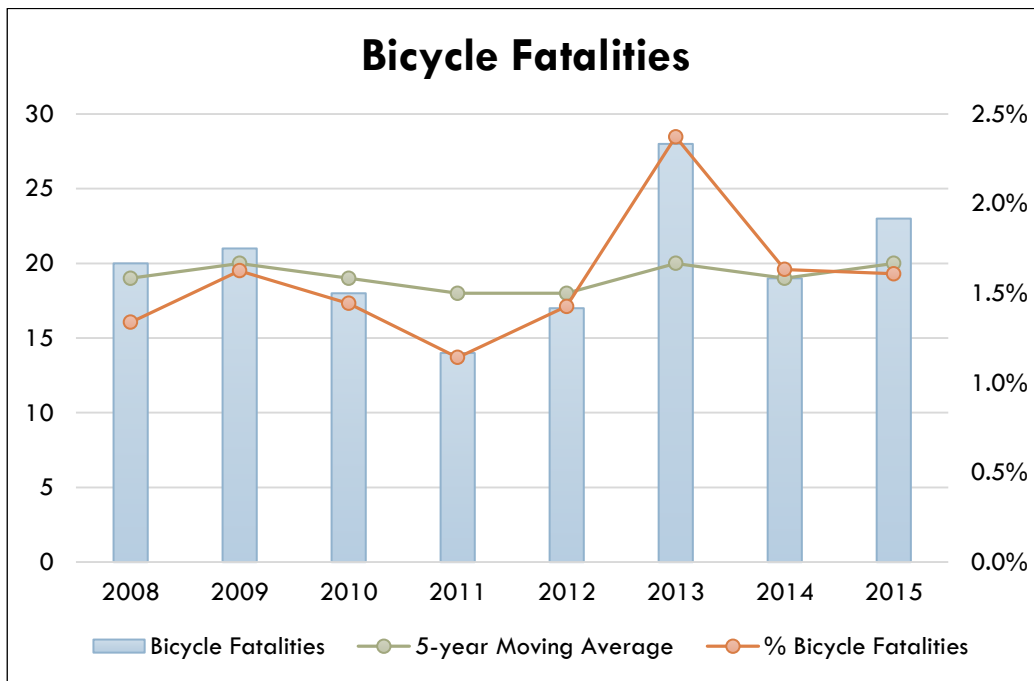


From 2008 through 2015, there has been an unsteady increase of the percent of pedestrians killed in motor vehicle crashes in Georgia. In 2015, 193 pedestrians were killed in motor vehicle crashes. Pedestrian fatalities accounted for 13.5% of all motor vehicle fatalities in 2015, and the number of pedestrian fatalities increased by 30 deaths (18.4%) from the previous year.

Walking is a critical mode of transportation in Georgia – every trip begins and ends with walking. And many trips, in big cities and small towns around the state, can be accomplished entirely on foot. The fast growing metropolitan areas and economic hubs of Georgia rely on safe and attractive pedestrian walkways to accommodate pedestrian travel, enhance business districts, and provide access to homes, businesses, and schools. Many non-driving residents around the state rely on accessible walkways to access public transit. The safety and accessibility of pedestrian walkways are critical issues throughout the state and in urban areas.

Problem Identification and Program Justification - Bicyclists

Although not as common as motor vehicle and pedestrian incidences, bicycle casualties are still a major concern as they are on the rise. Nationally in 2015, there were 818 bicycle related deaths, an increase of 12% over 2014. In Georgia, after being able to reduce bicycle related fatalities from 28 in 2013 to 19 in 2014, we saw a 21% increase to 23 bicycle related deaths in 2015. Similar to pedestrian injuries, the majority of bicycle-related incidences occurred during the after school/night hours, on the weekends, in non-rural high traffic locations, and were primarily male (National Center for Statistics & Analysis).

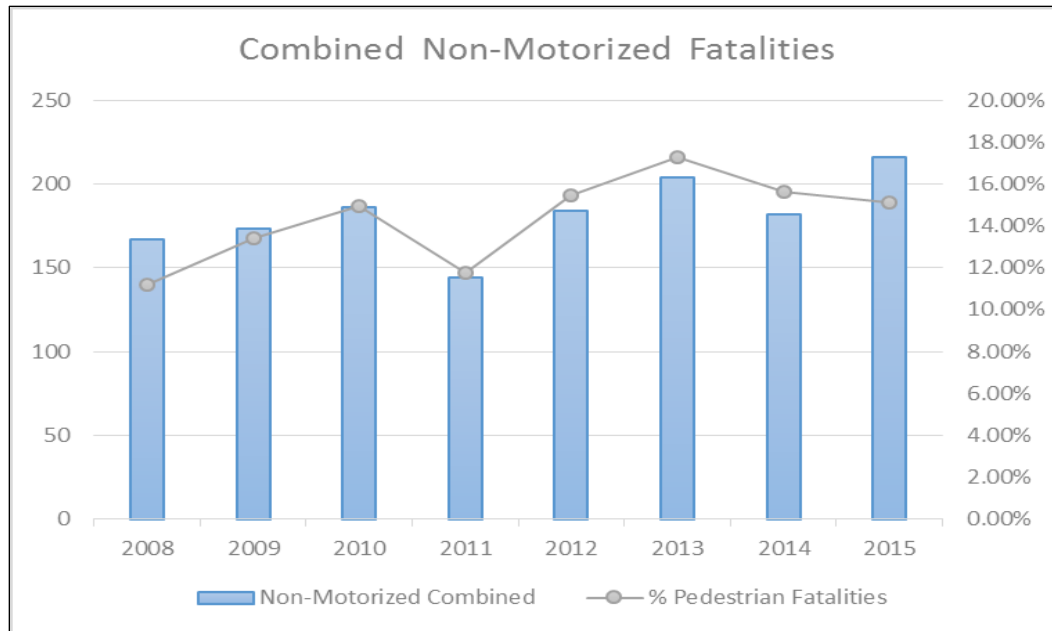


Bicyclists do not mix with larger vehicles without modification of roadway designs and traffic laws specifically designed to protect the persons most vulnerable to traffic injury and fatality. Deaths occurring to bicyclists represent 2.3% of all crash fatalities across the U.S. In Georgia bicycle related deaths accounted for 1.6% of all fatalities in 2015. The majority of these fatalities occurred between 3:00 pm and 9:00 pm.

Rapid urban growth has contributed to more and more roads being built with few considerations for the movement of pedestrians and bicyclists. Organizations that advocate for a balanced approach to development are beginning to impact planning and development. Neighborhood associations, faith communities, and city governments are working together to address these emerging safety concerns.

Bicycling is a healthy, inexpensive, and efficient mode of transportation throughout Georgia. The metropolitan areas around the state offer opportunities for bicycle commuting and active transportation while the rural roads offer many miles of scenic highway for exploring the state.

When you combine the pedestrian and bicycle fatalities for 2014, the numbers are astounding. According to the 2014 FARS data, 182 of the 1,164 total fatalities on Georgia roadways involved either a pedestrian or bicyclists. That equates to **15.64%** of the overall roadway fatalities involved a bicycle or pedestrian according to NHTSA Regional Operations and Program Delivery Office of Grants Management and Operations.



Target Population

The target population is pedestrians and bicyclists in Georgia.

FFY 2018 Performance Objectives

- To provide funds to agencies for the purpose of increasing pedestrian education, enforcement and engineering considerations.
- To provide funds to agencies for the purpose of increasing bicycle education, enforcement, and engineering considerations to encourage the ability for vehicles and cyclists to safely “share the road”.

FFY 2018 Performance Measures

- C-1: To maintain the 5-year moving average traffic fatalities under the projected 1,593 (2014-2018) 5-year average by December 2018.
- C-2: To maintain the 5-year moving average serious traffic injuries under the projected 19,643 (2014-2018) 5-year average by December 2018.
- C-10: To maintain the 5-year moving average pedestrian fatalities under the projected 228 (2014-2018) 5-year average by December 2018.
- C-11: To maintain the 5-year moving average bicyclist fatalities under the projected 29 (2014-2018) 5-year average by December 2018.

Strategies

1. Increase awareness and outreach of pedestrians, cyclists and motorists safe and legal road use through enforcement and education.
2. Provide funding for pedestrian and bicycle safety educational materials and equipment as requested.
3. Provide funding for pedestrian and bicycle safety through enforcement and training.
4. Provide funding to improve bicycle safety through education/outreach to drivers and bicyclists on sharing roadways safely and legally; media safety campaigns; and law enforcement partnerships to reduce dangerous behavior.
5. Collaborate with the Georgia Department of Transportation statewide pedestrian/bicycle coordinator to address pedestrian safety issues throughout Georgia.
6. Utilize state funds to implement Share the Road campaigns and projects as it relates to bicycle and pedestrian safety.
7. Based upon qualifying criteria for non-motorized safety grant, Georgia will be applying under the FAST Act (405h).